



2023 BERMUDA GOLD CUP
Royal Bermuda Yacht Club, Hamilton BERMUDA
2nd – 7th October 2023

SAILING INSTRUCTIONS (SIs)

All times are Atlantic Daylight Time (ADT). The notation '[NP]' means Rules that are not grounds for protest by a boat (This changes rule 60.1(a)). The notation '[DP]' means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1. The regatta is organized by the Royal Bermuda Yacht Club (RBYC).
- 1.2. The event will be governed
 - a) by the 'rules' as defined in The Racing Rules of Sailing (RRS), including Appendix C.
 - b) the rules for Handling Supplied Equipment (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
 - c) any prescriptions of the national authority that will apply will be posted on the official notice board (ONB).
- 1.3. An IJ will be appointed and approved by the NA in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.4. Delete RRS C11.2(a) and replace with: has the highest place in Stage One – Qualifying, applying C11.1 if necessary.
- 1.5. Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 1.6. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.7. If one boat has finished and is no longer racing, and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. This changes RRS C7.4(d).
- 1.8. Following a decision of a panel of the International Jury, the time limit for requests to have a hearing by the full International Jury as per N1.4(b) is two minutes.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Amendments to the SI made ashore will be posted at least 15 minutes before the start of any race affected and will be signed by the RC and the IJ representatives.
- 2.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 2.3. Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire shall communicate these either verbally or in writing to each boat.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the ONB located on www.bermudagoldcup.com.
- 3.2. Skippers shall attend the first briefing in the RBYC Dining Room on 2nd October at 1700.
- 3.3. The first meeting with the umpires will follow the first briefing.
- 3.4. A daily morning skippers meeting on the terrace will start at 0830 each race day, except on 7th October when it will be 0900.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the flagpole at the RBYC.
- 4.2. Flag AP displayed with one sound means: '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

5. SUPPLIED EQUIPMENT

- 5.1. Boats:
 - a) the event will be sailed in IOD type boats.
 - b) the sails to be used will be allocated by the RC.

c) competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

5.2. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Sail combination to be used
None	Jib, Full Mainsail, Spinnaker
Flag W	Jib, Full Mainsail, No Spinnaker

5.3. Boats may be supplied with a system of plastic tubing and elastic cord at the stern in order to help reduce damage from contact. These items are considered as part of the hull under the RRS and may not be altered by the crew.

5.4. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

5.5. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

5.6. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6. IDENTIFICATION and ASSIGNMENT OF EQUIPMENT

6.1. Boats will be identified by sail number.

6.2. The mainsails shall display letters or skipper's names as provided by the OA.

6.3. Boats will be drawn at the beginning of each stage or as decided by the RC.

6.4. Boats will be exchanged in accordance with the pairing list and race schedule.

7. EVENT FORMAT and STARTING SCHEDULES

7.1. The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.

7.2. In a knock-out series between two skippers:

a) they will alternate assigned ends for each match. The initial assigned ends will be determined as per Addendum B. This changes RRS C4.1.

b) when the series has been decided, further matches between these two will not be sailed.

c) crews will exchange boats after the first match of a first to two points series or after the second match of a first to three-point series, unless otherwise agreed by both skippers.

7.3. The racing days are scheduled as 3rd to 7th October.

7.4. The latest time for an attention signal on the last day of racing will be approximately 1630 and is at the discretion of the RC.

7.5. The number of matches to be sailed each day will be determined by the RC.

7.6. The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

7.7. The intended time of the first attention signal each day is 0930 apart from on 7th October when it will be 1000.

7.8. Each subsequent flight will be started as soon as practicable after the previous flight.

7.9. The RC may advise the competitors verbally through the umpires that it is their intention to change the start order. Flag 3rd Substitute will not be used.

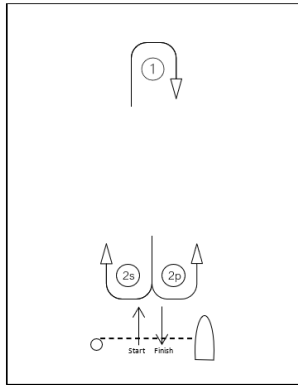
7.10. When, in a knockout series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be advised verbally by an umpire.

8. RACING AREA

8.1. The racing area will be in Hamilton Harbour.

9. COURSES

9.1. The diagram below shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. No later than the warning signal, the RC signal vessel will display the course.



Signal	Mark Rounding Order
Flag S	Start – 1 – Finish
No Signal	Start – 1 – 2s/2p – 1 – Finish
Flag T	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish

9.2. The gate marks may be replaced by a single mark. In this case that mark shall be left to starboard.

10. MARKS

10.1. The starting and finish mark shall be an orange MarksetBot. Rounding marks 1, 2s and 2p shall be yellow MarksetBots. The change mark shall be a green MarksetBot. The RC boat will be identified by an orange flag.

11. THE START

- 11.1. The starting line will be between a staff displaying an orange flag on the RC boat at the starboard end and the course side of the port end starting mark.
- 11.2. A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.
- 11.3. Match warning signals will be numeral pennants.
- 11.4. Flight numbers and order of matches will be displayed on the RC boat prior to the attention signal being displayed.

12. CHANGE OF POSITION OF THE WINDWARD MARK

- 12.1. Changes to the course will be made by setting a change mark. The original mark will not be removed.
- 12.2. Change of Course Signals (changes RRS 33 and Race Signals):
 - a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'
 - b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 12.3. Signaling vessel:
 - a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark 2s/2p.

13. COURSE LIMITS

- 13.1. A number of green doughnut and/or sausage buoys may be laid close to the shore as shown in the diagram in SI Addendum F. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- 13.2. These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 13.3. There is no penalty for touching these buoys or objects defining these areas.
- 13.4. A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

14. THE FINISH

- 14.1. The finish line will be between a staff displaying an orange flag on the RC boat at the port end and the course side of the starboard-end finishing mark.

15. ABANDONMENT and SHORTENING

- 15.1. RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- 15.2. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

16. TIME LIMIT

- 16.1. All times will be taken from GPS.
- 16.2. A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

17. BREAKDOWN and TIME FOR REPAIRS

- 17.1. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 17.2. The time allowed for repairs will be at the discretion of the RC.
- 17.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 17.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 18.2. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 18.3. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

19. [DP][NP] CODE OF CONDUCT

- 19.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 19.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 19.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
 - a) Excessive attempts to verbally coerce, coach or influence umpire decisions.
 - b) Repetitive or on-going objection to an umpire decision (verbal or otherwise).
 - c) Abuse of umpires before or after a decision (See also MR Call M4).
- 19.4. Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 19.5. Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

20. [DP] MEDIA RIGHTS

- 20.1. By participating in event, competitors automatically grant to the OA, their sponsors and World Match Racing Tour the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television, audio and other reproductions of the competitor during the period of the competition without compensation.
- 20.2. If required by the OA:
 - a) Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - b) Competitors shall wear media equipment supplied by the OA during racing and be available for interviews when advised by the OA or RC.
 - c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 20.3. Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 20.4. Skippers may be required to attend a press conference each day they race, starting approximately 30 minutes after the last race of the day.

21. RISK STATEMENT

21.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

22. DISCLAIMER OF LIABILITY

22.1. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

END OF SAILING INSTRUCTIONS

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS**Group 1**

SKIPPER	TEAM	COUNTRY
POOLE	Riptide Racing	USA
MONNIN	Capvis Swiss Match Race Team	SUI
EGNOT-JOHNSON	KNOTS Racing	NZL
COURTOIS	Match in Pink by Normandy Elite	FRA
HOOD	DH3 Racing	USA
PRICE	Down Under Racing	AUS
CANFIELD	Stars+Stripes TeamUSA	USA
WILLISON	Edge Racing NZ	NZL

Group 2

SKIPPER	TEAM	COUNTRY
BORCH	Borch Racing	DEN
BERNTSSON		SWE
PETERSON	Golden State Match Racing	USA
HOLZ		USA
ÖSTLING	WINGS	SWE
BRADY	True Blue Racing	USA
WILLIAMS	ChinaOne.Ningbo	GBR
GREENSLADE		BER

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 Stage One – Qualifying

- (a) Skippers will be divided into two groups.
- (b) Each group will sail a round robin - each skipper sails each other skipper in their group once.
- (c) The three highest placed skippers from each group shall qualify for Stage Three.
- (d) The skippers placed 4th to 7th in each group shall proceed to Stage Two.

2 Stage Two – Repechage

- (a) All skippers will sail a round robin - each skipper sails each other skipper once.
- (b) The two highest placed skippers shall qualify for Stage Three.
- (c) The remaining skippers will be placed 9th to 14th overall based on the Stage Two results.

For all Knockout Stages the following will apply:

- (a) The higher placed skipper from Stage One in each match will be assigned the starboard entry for the first match.
- (b) The higher placed skipper from Stage One in each match may be given the choice of boat pair, unless the boat pairs are assigned by the OA.

3 Stage Three – Quarter Final Knockout

- (a) The highest placed skipper from Stage One shall choose their opponent when required to do so by the OA. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) The first four skippers to score at least 3 points shall proceed to Stage Four.

4 Stage Four – Semi Final Knockout

- (a) The highest placed skipper from Stage One shall choose their opponent when required to do so by the OA, the remaining two shall sail each other.
- (b) The first two skippers to score at least 3 points shall proceed to Stage Six the others to Stage Five.

5 Stage Five - Third/Fourth Place Knockout

- (a) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.

6 Stage Six - Final

- (a) The first skipper to score at least 3 points shall be the winner, the other second place.

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 Trimming of the headsail is only permitted using the inboard head-sail track.
- 2.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.4 The replacement of any equipment without the sanction of the RC.
- 2.5 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.9 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 Marking directly on the hull or deck with permanent ink, or using any tape, including duct tape, that leaves a residue.
- 2.11 Using a flattener as a reef or using a reef line as an outhaul.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmissions (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.22 Trapezing or drop hiking.
- 2.23 A breach of SI C2.21 or C2.22 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape

- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) hand held compasses, watches, timers and small personal cameras with associated fixings
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD's when not supplied by the OA

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6
- (g) personal safety
- (h) keep track of time, take bearings or record/transmit still or moving images
- (i) attach items in 3.1 to the supplied equipment

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following may be required:

4.1 The completion of a damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day
- (c) releasing backstay tension

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

Two winch handles

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

SAFETY GEAR

Life jackets for each crew member

Boat hook

Bucket and lanyard

Bilge pump

Paddle

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

Two mooring lines

Two fenders

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

SI ADDENDUM F – COURSE LIMITS

