



**2024 Bermuda Gold Cup
& Aspen Bermuda Women's Match Racing Regatta
Royal Bermuda Yacht Club
October 28 – November 3, 2024
Hamilton, Bermuda**

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as detailed in Notice of Race (NoR) 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum E.
- 1.3 The following changes are made to the RRS:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - (b) 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.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted at least 15 minutes before the start of any race affected and will be signed by the RC and an IJ representative, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the RC Vessel (RCV). An umpire may communicate these RC changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Skippers shall attend the first briefing in the RBYC Dining Room at 1700 on 28th October.
- 3.2 The first meeting with the umpires will follow the first briefing.
- 3.3 A daily morning skippers meeting on the terrace will start at 0830 each race day, except on 3rd November when it will be 0930.

4 BOATS AND SAILS

- 4.1 Boats will be identified by sail number.
- 4.2 The mainsails shall display letters or skipper's names as provided by the OA.

- 4.3 The sail combination to be used will be signalled from the RCV 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

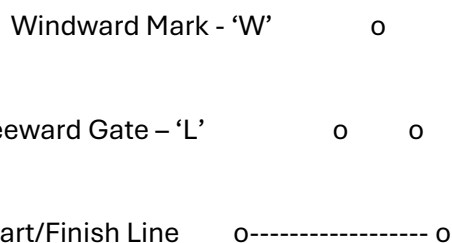
5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The skipper seeding & match pairing lists are detailed in SI Addendum A & B.
- 5.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6 COURSES

- 6.1 Configuration (not to scale)



- 6.2 Signals and Course to be Sailed:

Course signals will be displayed from the aft starboard side of the RCV, at or before the warning signal.

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

Signal	Course
No Signal*	Start - W - L - W - Finish
S	Start - W - Finish

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Marks W and L are yellow MarksetBots.
- 7.2 The replacement mark, as provided in SI 8, is a green MarksetBot.
- 7.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the orange MarksetBot at the port-end.
- 7.4 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under 62.1(a). This is added to RRS 27.2.
- 7.5 Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed by a boat or competitor. RRS 31 still applies.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 To change the next leg of the course, the RC will lay a new mark and the original mark will not be removed.

RRS 33 and Race Signals is changed as follows:

(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.

- 8.2 The RC may make a small change of course by moving the yellow windward mark without signalling a change of course but only before any boat starts that leg of the course.

- 8.3 Signalling Vessel:

(a) When a change of course is made for the first leg, the signal will be displayed from the RCV 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 signalled after the first leg it will be displayed from a boat in the vicinity of mark L.

9 OBSTRUCTIONS

- 9.1 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. These lines or areas are designated as an obstruction. 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.

- 9.2 A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 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 RCV and remain there, unless otherwise directed.

- 10.2 The time allowed for repairs will be at the discretion of the RC.

- 10.3 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 10.1.

- 10.4 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.

11 TIME LIMIT

- 11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

12 RISK STATEMENT

- 12.1 Refer to NoR 13.

SI ADDENDUM A – SKIPPER SEEDING

Bermuda Gold Cup

SKIPPER	TEAM	COUNTRY
POOLE	Riptide Racing	USA
BERNTSSON	Berntsson Sailing Team	SWE
MONNIN	Capvis Swiss Match Race Team	SUI
BRADY	True Blue Racing	USA
EGNOT-JOHNSON	KNOTS Racing	NZL
TAPPER		AUS
HOOD	DH3 Racing	USA
DURHAM	Triangle Racing	BER

Aspen Bermuda Women's Match Racing Regatta

SKIPPER	TEAM	COUNTRY
COURTOIS	Match in Pink by Normandy Elite	FRA
THOMSON		NZL
ÖSTLING	WINGS	SWE
OLESEN	Women on Water (WOW)	DEN
AARTSEN		NED
MAURITZEN	Those Seagulls	DEN
COSTANZO	Easy Tiger Racing	AUS
OTTER		GBR

SI ADDENDUM B – MATCH PAIRING LIST

Bermuda Gold Cup

Match	Flight 1	S	Flight 2	S	Flight 3	S	Flight 4	S	Flight 5	S	Flight 6	S	Flight 7	S
Blue 1	POOLE		BRADY		TAPPER		DURHAM		DURHAM		EGNOT-		TAPPER	
	DURHAM		POOLE		BERNTSSON		TAPPER		HOOD		MONNIN		EGNOT-JOHNSON	
Blue 2	EGNOT-JOHNSON		MONNIN		DURHAM		BRADY		MONNIN		BERNTSSON		POOLE	
	BRADY		BERNTSSON		BRADY		MONNIN		POOLE		DURHAM		HOOD	
Blue 3	TAPPER		HOOD		HOOD		HOOD		EGNOT-JOHNSON		POOLE		MONNIN	
	MONNIN		TAPPER		MONNIN		EGNOT-JOHNSON		BERNTSSON		TAPPER		DURHAM	
Blue 4	BERNTSSON		DURHAM		EGNOT-JOHNSON		BERNTSSON		TAPPER		HOOD		BRADY	
	HOOD		EGNOT-JOHNSON		POOLE		POOLE		BRADY		BRADY		BERNTSSON	

Aspen Bermuda Women's Match Racing Regatta

Match	Flight 1	S	Flight 2	S	Flight 3	S	Flight 4	S	Flight 5	S	Flight 6	S	Flight 7	S
Blue 1	COURTOIS		OLESEN		MAURITZEN		OTTER		OTTER		AARTSEN		MAURITZEN	
	OTTER		COURTOIS		THOMSON		MAURITZEN		COSTANZO		ÖSTLING		AARTSEN	
Blue 2	AARTSEN		ÖSTLING		OTTER		OLESEN		ÖSTLING		THOMSON		COURTOIS	
	OLESEN		THOMSON		OLESEN		ÖSTLING		COURTOIS		OTTER		COSTANZO	
Blue 3	MAURITZEN		COSTANZO		COSTANZO		COSTANZO		AARTSEN		COURTOIS		ÖSTLING	
	ÖSTLING		MAURITZEN		ÖSTLING		AARTSEN		THOMSON		MAURITZEN		OTTER	
Blue 4	THOMSON		OTTER		AARTSEN		THOMSON		MAURITZEN		COSTANZO		OLESEN	
	COSTANZO		AARTSEN		COURTOIS		COURTOIS		OLESEN		OLESEN		THOMSON	

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

- 1.1 [NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.
- 1.2 [UMP] A breach of an SI in this addendum marked [UMP] is subject to action by Umpires in accordance with RRS C8.2. A boat may not protest another boat under a rule marked [UMP]. This changes RRS C6.2 and C8.2.

2 [NP] 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 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 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.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching jib sheets.
- 2.12 Trimming of the jib is only permitted using the inboard jib track
- 2.13 Omitting any jib 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 mainsheet, backstay or vang.
- 2.16 [UMP] Using the spinnaker pole to wing out the jib.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (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 [UMP] The use of the shrouds (including any inner shrouds) including the turnbuckle to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.22 [UMP] Trapezing or drop hiking.
- 2.23 Changing the number of mainsheet purchases.
- 2.24 Fixing a spinnaker sheet catcher at the bow or altering the position of the "T" bar at the stern of the boat.

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 video devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags

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

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

4.1 The completion of a written 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) rolling, 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
- (d) securing tiller in the middle of the boat
- (e) traveller cleated in the middle of the boat with the mainsheet snug & coiled.

4.3 At the end of the final day, in addition to items in 4.2 - cleaning the boat (cabin and decks), removing all trash, 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.

4.7 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 with jib sheets attached

Jib cars

Spinnaker

Two winch handles

One spinnaker pole

Two spinnaker sheets

Tiller extension

SAFETY GEAR

Life jackets for each crew member

Bucket and lanyard

Bilge pump

Paddle

GROUND TACKLE

Anchor and chain

Anchor line

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

