



# THE COMBINED CLUBS

## STANDARD INSTRUCTIONS

The Combined Clubs Committee; the Host Club; the Organising Authority; the Bermuda Class Associations; the Event Organisers; the Sponsors; their Officers, Members; Employees; and Volunteers, bear no responsibility for accidents, damage or injuries to boats or their crew however so caused during or related to these regattas. Attention is drawn to World Sailing RRS 4 (Decision to Race).

### GENERAL INSTRUCTIONS

#### G 1. PREAMBLE

G 1.1 This "Standard Instructions" document is to be read with, and forms part of, the individual Notice of Race (NOR). Regattas may vary these instructions by reference in the NOR, or by Amendments in accordance with SI 3.

This "Standard Instructions" document provides the complete Sailing Instructions (SI), unless modified by, or otherwise indicated in the individual NOR.

The NOR will identify in its Preamble, whether the "One-Design", or the "Handicap" rules will be used, where alternative rules exist.

G 1.2 For this document, a "Regatta" is defined as a series of races held over six or fewer consecutive days including any lay day.

#### G 2. MEDIA RIGHTS

G 2.1 Competitors give absolute right and permission to the Organising Authority; the Host Club; the Bermuda Class Association(s); The Bermuda Sailing Association; and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

### SI # SAILING INSTRUCTIONS

1.1 The regattas will be governed by "rules" as defined in The Racing Rules of Sailing 2017-2020 (RRS).

1.2 The SI will include Rules stated in the NOR for the regatta or series.

#### 2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Notice Board located at the Host Club.

#### 3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the SIs will be posted before 1700 on the day before it will take effect, except that any change to the schedule of races will be posted at least 48 hours before it will take effect.

#### 4. SIGNALS MADE ASHORE

##### ONE-DESIGN

4.1 Signals made ashore will be displayed on the Official Flagstaff at the Host Club.

##### HANDICAP

Signals made ashore will be displayed at the Host Club, unless the start is an "RBYC Start" as defined in SI 11.2, when signals made ashore will be displayed on the flagstaff at RBYC.

4.2 When Code Flag "AP" is displayed ashore this means "Racing is postponed, do not leave the dock". The first scheduled warning signal will be made not less than 60 minutes after Code Flag "AP" is lowered.

4.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes the Part 4 Preamble.

#### 5. SCHEDULE OF RACES

5.1 The regatta schedule will be as indicated in the NOR unless amended in accordance with SI 3.

#### 6. CLASS/DIVISION FLAGS

##### ONE-DESIGN

Class insignia and flags will be:		
Class	Insignia	Flag
J/105		Red Flag with white class insignia
Etchells		Yellow Flag with black class insignia
J/24		Blue Flag with white class insignia
IOD		Green Flag with white class insignia
Viper		White Flag with red class insignia

##### HANDICAP

Division insignia and flags will be:		
Class	Insignia	Flag
All		Code Flag "O"
Division #		Code Flag "R"
	Numeral - #	Numeral Pennant

#### 7. RACING AREAS

##### ONE-DESIGN

7.1 The racing area will be the waters of The Great Sound unless competitors are otherwise advised on VHF 73 by the R/C no later than 60 minutes prior to the first warning signal.

##### HANDICAP

The racing area will be the waters of Bermuda including outside the outer reef, with a starting area as per the NOR.

#### 8. THE COURSES

8.1 The diagrams in "Attachment 1 – Course Card" show the courses, including the course number, approximate angles between legs, order in which marks are to be passed, and side on which each mark is to be left.

##### ONE-DESIGN

8.2 No later than the warning signal, the R/C Signal Boat will display the course number, and the approximate compass bearing from the starting line to Mark 1.

The following letters may be used with the course number: "G" indicates the use of a gate at the leeward mark; "O" indicates the use of a windward offset mark; "W" indicates the course is modified by adding a rounding of Mark L, L-P, or L-S prior to the finish which will be set to weather of the windward mark.

##### HANDICAP

No later than the warning signal, the Race Committee Signal Boat will display the course number, or the Race Committee will advise the course by VHF 73.

For courses 1-8, the following letters may be used with the course number: "G" indicates the use of a gate at the leeward mark; "O" indicates the use of a windward offset mark; "W" indicates the course is modified by adding a rounding of Mark L, L-P, or L-S prior to the finish which will be set to weather of the windward mark.



### 9. MARKS

9.1 New marks, as provided in SI 12 will be red inflatable tetrahedral buoys (ITB). The starting and finishing mark will be orange ITB; orange "tomato" buoy; or pink ITB. Offset mark will be a yellow inflatable cylinder buoy (ICB) or yellow ITB. Marks "W", "R", "L", "L-P", "L-S" will be yellow ITB. Marks Z1, Z2, Z3 will be pink ITB.

9.2 *ONE-DESIGN*

n/a

*HANDICAP*

Mark "H" is a yellow ITB located in Granaway Deep. Marks for courses 10 and higher may include Government navigation marks, named features on Admiralty Charts and Bermuda Offshore Cruising Association (BOCA) marks. A R/C boat signalling a change of a leg of the course is a mark as provided in SI 12.2.

### 10. AREAS THAT ARE OBSTRUCTIONS

10.1 Areas defined as obstructions are as per the NOR.

### 11. THE START

11.1 *ONE-DESIGN*

n/a

*HANDICAP*

Races will be started by using RRS 26, excepting pursuit races as identified in the schedule.

Pursuit races will be started as follows:

1. Races shall be started by boats crossing the line on or after their scheduled start time (synchronised with GPS time) as posted on the notice board or advised by the Race Committee.
2. A sound signal will be made for boats that start early, and the Race Committee will hail the boat using VHF, no other signals will be made.
3. Boats not starting shall keep clear of the starting line.

This changes RRS 26, 29.2, 29.3

11.2 The starting line will be between a staff displaying an orange flag on the R/C Signal Boat at the starboard end and the course side of the port-end starting mark.

Unless specified in the Notice of Race, the start and finish lines will use a Race Committee Signal Boat ("*Committee Boat Start/Finish*"). For a "*Committee Boat Start*", the starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and the course side of the port-end starting mark. For an "*RBYC Start*", the starting line will be a transit line using the black triangle on the roof of the RBYC and the RYBC flagpole, with RBYC being the starboard end of the line. For an "*STGDC Start*", the starting line will be a transit line using the flagpole at St. George's Dinghy Club and the "Three Sisters Light, with STGDC being the port end of the line. For a "*Princess Start*", the starting line will be between the course side of the starboard-end starting mark and the course side of the port-end starting mark.

11.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start, without a hearing. This changes RRS A4.

11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.5 For races requiring a minimum number of boats to enter, when less than the minimum number of boats come to the start area, the race for that class will be cancelled without the display of any signals.

11.6 *ONE-DESIGN*

As a courtesy to competitors, the anticipated starting order will be indicated on the course board in descending order.

*HANDICAP*

n/a

11.7 When Code Flag "W" is displayed with the warning signal, it will mean that spinnakers shall not be hoisted for that class during that race.

n/a

11.8 The R/C may attempt to notify any boat that breaks RRS 29.1 by broadcasting their sail number on VHF channel 73. The following will not be cause for redress: failure of a boat to receive the recall broadcast; a boat's position in the sequence of broadcast numbers; or failure of the R/C to hail a boat's number. This changes RRS 62.1(a).

11.9 *ONE-DESIGN*

n/a

*HANDICAP*

For an "*RBYC Start*", individual recalls will be signalled with one sound signal only. This changes RRS 29.2.

11.10 Before the warning signal of her first race of the day, each registered boat shall sail on starboard tack past the stern of the R/C Signal Boat and hail her sail number until acknowledged by the R/C.

Before the warning signal of her first race of the day, each registered boat shall sail past the stern of the R/C Signal Boat or contact the R/C by VHF 73, and hail her sail number until acknowledged by the R/C. Boats shall advise the R/C of a change in class and/or sail selection prior to the warning signal, should the regatta provide this option in the NOR.

11.11 The R/C may deploy astern a 'Keep Off' buoy that will be considered an integral part of the R/C Signal Boat.

### 12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 If the signal is displayed with the Class Flag (SI 6) it will apply to that class only. This changes RRS 33.



12.2	<b>ONE-DESIGN</b> n/a	<b>HANDICAP</b> Except at a gate, boats shall pass between the R/C boat signalling the change of the next leg and the nearby mark. This changes RRS 28.
12.3	When there is a change of course prior to the start, the R/C Signal Boat will signal the change with the warning signal of the class starting in accordance with SI 12.1 but <u>without</u> repetitive sound signals.	
13.	<b>THE FINISH</b>	
13.1	<b>ONE-DESIGN</b> When finishing to windward, the finishing line will be between a staff displaying an orange flag on the finishing mark at the starboard end and the course side of the port-end finishing mark.	<b>HANDICAP</b> Unless specified in the Notice of Race or Course Card, the finish line will be the same as the start line.
13.2	When finishing to leeward, the finishing line will be between a staff displaying a blue flag on the starboard side of the Race Committee signal boat and the course side of the finishing mark on the Race Committee signal boat's starboard side, except for any race day that only one class is racing – in which case the finishing line will be the starting line.	For a "Committee Boat Finish", the finishing line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the course side of the finishing mark. For an "RBYC Finish", the finishing line will be a transit line using the black triangle on the roof of the RBYC and the RYBC flagpole, with RBYC being the port end of the line. For an "STGDC Finish", the finishing line will be a transit line using the flagpole at St. George's Dinghy Club and the "Three Sisters Light, with STGDC being the starboard end of the line.
13.3	When the course is shortened at a gate, the R/C boat near the gate will display Code Flag "S" and boats shall finish by sailing through the gate from the direction of the previous mark. The finish line will be between the gate marks. This changes Race Signal S.	
14.	<b>PENALTY SYSTEM</b>	
14.1	RRS 44.1 is changed so that a Two-Turns Penalty is replaced by the One-Turn Penalty.	
14.2	RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the breach before arbitration or by accepting the opinion of the arbitrator. This Arbitration Penalty will be 20% of the number of boats entered (rounding 0.5 upward), but will not be less than two places, added to her finish position. However she will not be scored worse than "Did not finish".	
15.	<b>TIME LIMITS AND TARGET TIMES</b>	
15.1	If no boat has passed the first mark (Mark 1) within the Mark 1 Time Limit, the race will be abandoned. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).	
15.2	<b>ONE-DESIGN</b> Boats failing to finish within 10 minutes after the first boat in her class finishes will be scored Did Not Finish (DNF), without a hearing. This changes RRS 35.	<b>HANDICAP</b> Boats failing to finish within the time limit will be scored Time Limit Expired (TLE), without a hearing. This changes RRS 35 and A4.1
15.3	n/a	RRS 32 is modified to permit the Race Committee to Shorten the course to adjust the course length
15.4	All times will be taken from GPS.	
16.	<b>PROTESTS AND REQUESTS FOR REDRESS</b>	
16.1	A boat intending to protest or request redress for an incident that occurred whilst racing shall notify the R/C as soon as possible after retiring or finishing. This amends RRS 61.	
16.2	Protest forms are available at the Host Club. Protests, or requests for redress, shall be delivered to a representative of the P/C at the Host Club, within the protest time limit.	
16.3	The Protest Time Limit is 60 minutes after the docking of the R/C Signal Boat. The same protest time limit applies to all protests by the R/C and to requests for redress. The P/C may extend the protest time at their discretion. Failure of the R/C to post Preliminary Results as required in SI 17.3, will extend the Protest Time limit to 48 hours following their posting. This changes RRS 61.3 and 62.2.	
16.4	Hearing notices will be posted on the official notice board at the Host Club, within 5 minutes after the protest time limit to inform parties to a hearing, of the time and place of the hearing. Hearings may commence at any time if parties are present and prepared; otherwise hearings may be scheduled as early as 10 minutes after the protest time limit. The posting of hearing notices will be considered notice as required by RRS 61 and 63.2.	
16.5	For protests involving an alleged breach of a rule of Part 2, a short arbitration hearing of not more than 10 minutes may be held prior to a protest hearing. This changes Part 5, Section B of the RRS. <ol style="list-style-type: none"> <li>1. After a written protest is delivered to the Protest Desk, one representative from each boat will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. Protests not resolved by arbitration will be forwarded to the P/C.</li> <li>2. A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 will receive a penalty score of 20% as detailed in SI 14.2.</li> <li>3. The acceptance of an Arbitration Penalty cannot be grounds for redress and cannot be appealed.</li> </ol> The arbitrator will not be a member of the P/C that hears the protest but will be permitted to observe the testimony given to the P/C and offer testimony. This changes RRS 63.3(a).	
16.6	Breaches of SI 18, 19.3 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the P/C so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. On the last scheduled day of racing a request for redress based on a P/C decision will be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.	
17.	<b>SCORING</b>	
17.1	Scoring will be as defined in the NOR.	
17.2	<b>ONE-DESIGN</b> n/a	<b>HANDICAP</b> Boats identified "Time Limit Expired (TLE)" will be scored points



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		equal to the number of boats finishing within the time limit plus two points. This changes RRS A4.1, A4.2 and A5.
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17.3	Preliminary Results will be posted on the official notice board at the Host Club within the Protest Time Limit.	
17.4	<i>ONE-DESIGN</i> n/a	<i>HANDICAP</i> PHRF handicaps will be assigned to boats by the Organising Authority based on PHRF NE website, or other PHRF sources if not listed on PHRF NE, and will apply PHRF NE adjustments as necessary. Handicap appeals may be made in writing to the Organising Authority, but not later than the publication of Division / Class Splits, or 7 days prior to the regatta if no splits are published. Handicaps will remain constant for the series. PHRF coefficients of A=600; B=550 will be used.
<b>18.</b>	<b>SAFETY REGULATIONS</b>	
18.1	A boat that retires from a race shall notify the R/C as soon as possible. Use of VHF 73 is permitted for this. For races outside the reef, it is permitted to contact Bermuda Maritime Radio (ZBM) to relay a message to the R/C.	
18.2	Boats shall comply with the International COLREGS when in proximity to commercial or privileged marine traffic, which will include ferry traffic within Hamilton Harbour. Boats that obstruct the safe passage of commercial traffic are subject to protest under <a href="#">The Racing Rules of Sailing</a> . A violation under this instruction will be considered a violation of <a href="#">The Racing Rule of Sailing, Rule 2</a> . The R/C or P/C, upon the report of information or observation of an incident will protest a yacht. This changes, and is in addition to the requirements of <a href="#">RRS 60.2 (a)</a> and the preamble to <a href="#">RRS Part 2</a> .	
18.3	<i>ONE-DESIGN</i> n/a	<i>HANDICAP</i> All boats will be expected to comply with Bermuda Government Marine & Ports Regulations regarding safety, including the carrying of VHF radio and flares.
<b>19.</b>	<b>REPLACEMENT OF CREW OR EQUIPMENT</b>	
19.1	Substitution of competitors will not be allowed without prior written approval of the R/C.	
19.2	Substitution of damaged or lost equipment will not be allowed unless authorized by the R/C. Requests for substitution shall be made to the committee at the first reasonable opportunity.	
19.3	Unless approved by the R/C (RC) no boat shall race with any sail numbered differently from that under which the boat is entered. Requests for substitution shall be made to the RC at the first reasonable opportunity but prior to the first warning signal. Failure to notify the RC will result in being scored DNC.	
<b>20.</b>	<b>EQUIPMENT AND MEASUREMENT CHECKS</b>	
20.1	A boat or equipment may be inspected at any time for compliance with the class rules and SIs. On the water, a boat can be instructed by a R/C equipment inspector or measurer to proceed immediately to a designated area for inspection.	
<b>21.</b>	<b>ADVERTISING</b>	
21.1	Advertising will be as per individual class rules.	
<b>22.</b>	<b>OFFICIAL BOATS</b>	
22.1	Official boats will display a R/C flag	
<b>23.</b>	<b>SUPPORT BOATS</b>	
23.1	Coaches and other support personnel, including spectators, shall not be in the racing area from the time of the competitors warning signal until the race has finished or the R/C signals a postponement, general recall or abandonment, unless specifically authorised by the R/C as a matter of safety.	
23.3	All coach and support boats shall respond immediately to the instructions of the race officials and safety boats	
<b>24.</b>	<b>HAUL-OUT RESTRICTIONS</b>	
24.1	Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the R/C.	
<b>25.</b>	<b>DIVING EQUIPMENT AND PLASTIC POOLS</b>	
25.1	Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the regatta.	
<b>26.</b>	<b>RADIO/TELEPHONE COMMUNICATIONS</b>	
26.1	Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.	
26.2	The R/C will use VHF channel 73 which will be made available to all boats to monitor. The R/C will endeavour to use this channel to advise of racing being postponed or abandoned.	
<b>27.</b>	<b>PRIZES</b>	
27.1	Prizes will be awarded as described in the NOR.	
<b>28.</b>	<b>DISCLAIMER OF LIABILITY</b>	
28.1	Competitors participate in the regatta entirely at their own risk. See <a href="#">RRS 4, Decision to Race</a> . The organizing authority 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.	
<b>29.</b>	<b>INSURANCE</b>	
29.1	Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$500,000, per event or the equivalent, valid for all skippers.	





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## Attachment 1 – Course Card

