

Starting: June 21, 2024

Organizing Authority:

Bermuda Race Organizing Committee of
the Bermuda Race Foundation, Inc.
Newport, Rhode Island (USA) to Bermuda

PRE-CLEARING INTO BERMUDA

Bermuda Government requires that ALL boats use SailClear to be allowed legal clearance into Bermuda. Under current Bermuda Government regulations, the “master” of each boat must use SailClear (<https://www.sailclear.com>) to do the following:

- establish a registered account at any time prior to the race;
- create a boat record with required details at any time prior to the race;
- after on-site registration in Newport, create a crew manifest with required details for all crew; and
- prior to the start of the race, submit an ‘arrival notification’ for the boat.

Boats should not heed the instruction in their Arrival Notification email from SailClear regarding personal appearance before Bermuda Customs unless instructed to do so by Bermuda Radio or Bermuda Customs upon arrival in Bermuda. Boats so informed or instructed are considered in quarantine until explicitly cleared by Bermuda Customs. Additional information about using SailClear may be found at: <https://www.sailclear.com>

SAILING INSTRUCTIONS

Last Revised June 10, 2024

*These Sailing Instructions (“SI”) shall be read in conjunction with the Notice of Race (“NoR”). Rules stated in the NoR are not repeated in the SIs (see the preamble to Appendix J in the RRS). **Notation:** “RRS x” means Rule x in The Racing Rules of Sailing. “NoR y” means rule y in the Notice of Race. “SI z” means rule z in the Sailing Instructions. The “NBR SR” are the Newport Bermuda Race Safety Requirements applicable to the boat by virtue of NoR 2.6, 2.7 or 2.8. NBR SR x means requirement x in the NBR SR.*

***Deadlines:** All deadlines are “on or before” the date stated and before midnight, unless a specific time is given. All times stated in the SI are in the US Eastern Daylight Time, unless denoted ADT, for Atlantic Daylight Time, Bermuda’s time zone.*

1. CHANGES TO THE RULES IN THE RRS

- 1.1 If a rule in the NoR or in the SIs contains the notation “[NP]”, a boat may not protest another boat for a breach of that rule. In addition, a boat may not protest another boat for a breach of a requirement in the NBR SR or for a breach of RRS 47 (Trash Disposal). However, a requirement in the NBR SR may form the basis of a report under RRS 69 or a protest under RRS 2. This changes RRS 60.1(a).
- 1.2 In a protest hearing concerning an incident involving a boat in the Superyacht Division and a boat not in that division, the International Jury will rely on the definitions *keep clear*, *mark room*, and *room* in the Superyacht Racing Rules.
- 1.3 RRS 44 PENALTIES AT THE TIME OF AN INCIDENT is deleted and replaced with: “If a boat causes injury that, after first aid has been administered, substantially interferes with a sailor’s ability to perform his or her crew functions, or serious damage, or if a boat gains a significant advantage in the race by her breach of a rule, her penalty shall be to retire.”
- 1.4 RRS 56.2 is changed to:
 - RRS 56.2
 - (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the Notice of Race or Sailing Instructions, as a TSS.
 - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
 - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes at least five short and rapid blasts on her whistle

(a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under RRS 56.2(b).

(d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken RRS 56.2(b), but such presumption shall be rebuttable.

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

1.5 RRS 62.2(a) REDRESS is deleted and replaced with: "However, after 1700 ADT on Thursday, June 27, 2024, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted."

1.6 Per RRS 42.3(i), use of a propulsion engine is permitted in the following circumstances: to avoid or get clear of a collision or grounding or other imminent risks to the boat or her crew's safety, provided that the boat does not gain a significant advantage in the race. When a boat uses her propulsion engine as permitted under this instruction, she shall submit a report to the International Jury at jury@bermudarace.com.

2. NOTICES TO COMPETITORS

2.1 **Notices Ashore.** Until the Warning Signal for the first start, the race committee will post Notices to Competitors on the Official Notice Board on the race website (www.bermudarace.com).

2.2 **Notices at Sea.** After the Warning Signal for the first start, the race committee will publish notices as follows:

a. The race committee will publish general notices to the fleet by plain text e-mail (using the "Offshore E-mail Address" provided with each boat's entry). All such notices may also be downloaded at <http://offshore.bermudarace.com/notices> (the "Offshore Notice Board").

b. The race committee will publish weather forecasts for the vicinity of the rhumb-line from Commanders Weather at approximately 0800 and 1800 each day by plain text e-mail (using the "Offshore E-mail Address" provided with each boat's entry) and by a voice recording that may be listened to by calling +1 (401) 358-3111. All such forecasts may also be downloaded at <http://offshore.bermudarace.com/weather> (the "Offshore Weather Board").

- c. Failure of such notices to be given or received shall not be grounds for redress, except when such request for redress is initiated by the race committee or international jury on a boat's or boats' behalf. This changes RRS 60.1(b).

Additional notices and signals related to the starting area and the start are described in SI 5 and SI 8. Communications from and to the international jury are described in SI 15 and SI 16.

3. CHANGES TO SAILING INSTRUCTIONS

The race committee will post any changes to the Sailing Instructions on the Official Notice Board before 0900 on the day of the Start. After that time, the race committee may inform boats of changes to the Sailing Instructions in accordance with SI 2.2(a).

4. STARTING GROUP AND SAIL IDENTIFICATION [NP]

- 4.1 The Organizing Authority will assign boats to classes and will assign classes to Starting Groups. Each Starting Group may consist of more than one class. Scratch sheets indicating class and Starting Group assignments will be available on the Official Notice Board.
- 4.2 Boats shall display the numeral pennant(s) (size Zero or larger) corresponding to their Starting Group (not their class) between six (6) and twenty (20) feet above the weather deck until at least sunset on the day of the Start. The use of the first repeater is permitted as appropriate.
- 4.3 Boats shall display sail numbers and letters of the size carried on the mainsail by an alternative means, such as on weather cloths or deck markings, when none of the numbered sails is set.

5. SIGNALS ASHORE AND STARTING AREA

- 5.1 Signals made ashore will be displayed at New York Yacht Club Harbour Court's flagpole beginning at noon on Friday, June 21, 2024. The race committee intends to accompany signals ashore with announcements on VHF Ch. 72.
- 5.2 The Organizing Authority will select the starting area in consultation with the race committee, which will signal the starting area as follows:
 - a. Flag A indicates the Start will be at starting area ALPHA near Fort Adams.
 - b. Flag B indicates the Start will be at starting area BRAVO near "Brenton Point Lighted Whistle Buoy 2" Q R (near 41° 25.9' N — 071° 21.8' W).
 - c. Flag C indicates the Start will be at starting area CHARLIE near Castle Hill.

- 5.3 When the Answering Pennant (AP) is displayed ashore, the “one (1) minute” in Race Signal AP is replaced with “not less than two (2) hours.” This changes Race Signal AP.
- 5.4 AP over B indicates: “(1) The Start will be tomorrow at starting area BRAVO; and (2) an amendment to the Sailing Instructions that indicates the schedule of starts is posted on the Official Notice Board.”
- 6. MANDATORY PRE-RACE SAFETY MEETING AND ON-THE-WATER CHECK-IN [NP]**
- 6.1 **Offshore sailing presents serious risks.** Boats shall conduct their own pre-race safety meeting on the day of the Start. Such meeting shall be conducted before the boat’s warning signal and with all crew in attendance. At that meeting:
- appropriate safety topics, including but not limited to SI 10.2, which concerns the use of safety harnesses and life jackets, shall be discussed;
 - the method of recording the approximate position of a crew overboard, and the procedures for transmitting and receiving emergency DSC VHF calls shall be described; and
 - everyone aboard the boat shall don lifejackets, safety harnesses with crotch/thigh straps, and tethers, and then mark and stow the gear where they will have individual access to it while underway.
- Boats shall certify compliance with SI 6.1 on the Certificate of Compliance. See SI 14.3. Note: This meeting is also a good opportunity to discuss RRS 47 (trash disposal) and environmental stewardship (see NoR’s cover page).
- 6.2 Before their warning signal, boats shall pass single file within 200 feet astern of the Check-in Vessel and announce their name and sail number on VHF Ch. 06. The Check-In Vessel intends to acknowledge each boat’s hail by VHF. Boats shall not attempt to check-in via VHF Ch. 72 or with the signal vessel at the starting line. The Check-In Vessel and its approximate location in the East Passage of Narraganset Bay between Jamestown and Newport will be described at the Meeting for Persons in Charge (PICs). The Check-In Vessel will be on station beginning approximately two hours before the first scheduled warning signal and until the earlier of when all boats have checked in or the last warning signal. The Check-In Vessel will display a yellow race committee flag.
- 7. DRONES**
- 7.1 A drone operated from a boat is considered recreational.

- 7.2 A drone may not be flown in a way that creates a hazard to another aircraft, person or property. Personal privacy is to be respected.
- 7.3 Drones may be used to obtain imagery. Drones may not be used to gain advantage.
- 7.4 **Restrictions on Drones:**
- a. a drone shall only be flown during the day and within visual line of sight (the operator's own eyes);
 - b. a drone shall keep more than thirty (30) meters away from other boats (or people);
 - c. a drone shall not be flown over or above other boats (or people);
 - d. a drone shall not be flown at heights greater than 120 meters (400 ft);
 - e. a drone shall not be flown over or near an area affecting public safety or where emergency situations are in process unless the race committee advises competitors to fly drones to assist situational awareness;
 - f. a boat shall not launch a drone if it is suspected or known that manned aircraft are operating in the vicinity;
 - g. on becoming aware of manned aircraft operating in the vicinity, the drone operator shall maneuver a drone away from any manned aircraft and land as soon as safely possible; and
 - h. a drone shall not be flown within fifteen (15) nautical miles of either the starting line or finishing line.

8. THE START

- 8.1 The starting line will be between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of a yellow inflatable buoy at the port end. The race committee may also place one or more yellow inflatable keep-away marks around the signal vessel. Boats shall not pass between the keep-away marks and the signal vessel at any time.

- 8.2 RRS 40.2 is deleted and replaced with:

When RRS 40.1 applies, if flag Y was displayed afloat with one sound before or with the warning, while *racing* that day.

See also SI 10.2.

- 8.3 The race committee will conduct starts in accordance with RRS 26, with the warning signal made ten (10) minutes before the starting signal and the Starting Group flag used in place of the class flag. The race committee intends to display

the warning signal for each succeeding Starting Group with the starting signal of the preceding Starting Group. See SI 4.1 and 4.2. This changes RRS 26.

Example sequence for the first scheduled start and second warning signal:

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>	<i>Scheduled Time</i>
10	Starting Group flag	One	Warning signal	1400
4	P flag	One	Preparatory signal	1406
1	P flag removed	One long	One minute	1409
0	Starting Group Flag removed	} One	Starting signal (and warning signal for next Starting Group)	1410
10	Next Starting Group Flag			

- 8.4 The race committee will not make any signals or hails for boats subject to penalty under NoR 2.4(b), i.e., OCS, but will post a list of any such boats in a notice to the fleet under SI 2.2(a).
- 8.5 Boats whose warning signal has not been made shall keep clear (outside) of the starting area outlined by orange inflatable buoys, as illustrated in Appendix B.
- 8.6 The race committee intends to establish a “Press Alley” for the exclusive use of registered press boats displaying a “Press” flag. The Press Alley will be delineated by green inflatable buoys laid approximately parallel to the starting area boundary nearest the starboard end of the starting line. [NP] Boats shall not enter the Press Alley.

9. THE COURSE AND EXCLUSION ZONES

- 9.1 The course for all divisions will be from the starting line (SI 8.1) off Newport to the finishing line (SI 13.1) off St. David’s Head, leaving the Islands of Bermuda to starboard and the following *marks* as designated (positions approximate):
- Green Bell “11” near Clingstone Rock (41° 29.01’ N — 071° 21.04’ W) to starboard;
 - Green Gong Buoy “9” near Fort Wetherill (41° 28.64’ N — 071° 21.24’ W) to starboard;

- c. Green Gong Buoy “7” near Kettle Bottom Rock (41° 28.31’ N — 071° 22.25’ W) to starboard;
- d. Red Bell “6” near Butterball Rock (41° 27.4’ N — 071° 22.0’ W) to port;
- e. Red Gong “4” near Brenton Reef (41° 26.6’ N — 071° 21.8’ W) to port;
- f. Red Bell “2A” near Seal Ledge (41° 26.0’ N — 071° 20.8’ W) to port;
- g. North Rock Beacon* (32° 28.5’ N — 064° 46.1’ W) to starboard;
- h. North East Breaker Beacon* (32° 28.7’ N — 064° 41.0’ W) to starboard;
- i. Kitchen Shoals Beacon* (32° 26.1’ N — 064° 37.6’ W) to starboard;
- j. Mills Breaker Buoy (32° 23.9’ N — 064° 36.9’ W) to starboard; and
- k. the green metal buoy with a green flashing light near the starboard (near-shore) end of the finishing line (32° 21.752’ N — 064° 38.162’ W) to starboard.

***CAUTION:** North Rock Beacon, North East Breaker Beacon, and Kitchen Shoals Beacon are fixed-light towers with foundations built on dangerous, non-navigable reefs. These beacons should only be approached with extreme caution.

Note: Red “2” near Brenton Reef is not a *mark*.

- 9.2 If Starting Area BRAVO is used, *marks* SI 9.1(a) through (f) may be disregarded except for the purposes of safe navigation. If Starting Area CHARLIE is used, *marks* SI 9.1(a) through (d) may be disregarded except for the purposes of safe navigation.
 - 9.3 **The Dumplings Exclusion Line.** Boats shall not cross the loxodromic line between the marks listed in SI 9.1(a) and 9.1(b).
 - 9.4 Attention is drawn to the U.S. Coast Guard 1st District Local Notice to Mariners (“LNM”) for safe navigation. For example, the LNM include a supplement concerning offshore wind farm construction near the rhumb-line.
<https://navcen.uscg.gov/local-notice-to-mariners?district=1+0&subdistrict=n>
 - 9.5 Attention is also drawn to the Notices to Mariners and Local Navigation Warnings of Bermuda’s Department of Marine & Ports Services (“Marine & Ports”). For example, Gibbs Hill Lighthouse, light flashing white every 10 seconds, is extinguished. See www.rccbermuda.bm for more information and for a schedule of broadcasts via VHF and MF.
- 10. SEAMANSHIP**
- 10.1 RRS 1.1, Helping Those in Danger, shall be of paramount importance.

- 10.2 [NP] Except while below decks, each competitor shall wear a *Lifejacket* and *Safety Harness* conforming to the NBRSR with due consideration of the water temperature and sea state:
- between the hours of sunset and sunrise;
 - when alone on deck;
 - when the boat is reefed;
 - when the true wind speed is 25 knots or more;
 - when visibility is less than one (1) nautical mile; or
 - whenever the PIC or Reserve PIC requires.
- 10.3 [NP] Boats should retrieve their buoyant equipment, especially life-saving equipment, lost overboard. If recovery is not made, boats shall report the loss of their floatable equipment to the race committee by any method listed under SI 11.1 and shall broadcast a *securité* announcement on VHF Ch. 16 indicating the approximate position of such loss.
- 10.4 Whenever a boat is underway within five (5) nautical miles of a *mark*, boats shall exhibit sidelights and a stern light whenever so required by Rule 20 of the IRLCAS. Rule 25(b) of the IRLCAS (which permits the use of a single masthead tricolor light in place of sidelights and a stern light on sailing vessels less than 20m in length) shall not apply within five (5) nautical miles of a *mark*.

11. COMMUNICATIONS [NP]

- 11.1 Near the Start and Finish, the race committee will monitor and broadcast on VHF Ch. 72. Otherwise, beginning June 21, 2024, the race committee may be contacted by:

Telephone:	Urgent traffic:	+1 (401) 308-3111
	All other traffic:	+1 (401) 358-1116
E-mail:	Urgent traffic:	fco@bermudarace.com
	All other traffic:	rc@bermudarace.com

See SI 2.2 concerning notices to competitors at sea.

- 11.2 **Continuous Radio Watch.** Boats shall maintain a continuous watch on VHF Ch. 16 and VHF Ch. 72 until mooring in a port, except that Ch. 72 may be turned off between 41°20' N and Kitchen Shoals. The race committee recommends that boats maintain this watch on a radio that complies with NBRSR 3.8.1 and that is audible to those on watch.

11.3 Continuous Satellite Communications Watch.

- a. Boats shall be ready at all times to receive telephone calls via a satellite communications system installed and operated in accordance with NBRSR 3.11, except when interrupted by making occasional brief data connections.
- b. The race committee may call boats at their registered offshore phone number ("Satellite No 1" on the entry system) at any time while racing, especially in the event of an emergency or to request assistance on behalf of a nearby boat.
- c. The race committee may verify compliance with this rule and NBRSR 3.11 by calling random boats at their registered offshore phone number at any time while racing.
- d. The race committee does not intend to call boats that are not racing, except in an emergency.
- e. If any call by the race committee to a boat's registered offshore phone number is not answered, the race committee will attempt to leave a voicemail, send a text (SMS/WhatsApp) message, send an email to the boat's Offshore E-mail Address, and post the boat's name and sail number on the Offshore Notice Board before 0800 and 1800 daily (see SI 2.2(a)). If circumstances warrant, the race committee may also attempt to contact nearby boats to establish communications by other means.
- f. A boat that fails to answer or return a race committee call from the boat's registered offshore phone number within three (3) hours after the next scheduled 0800 or 1800 update to the Offshore Notice Board (see 11.3(e)) may be protested by the race committee only.
- g. Receipt of information received under SI 11.3 does not breach RRS 41. This changes RRS 41.

11.4 **AIS.** Boats shall use their best efforts to enable the transmitting mode of their AIS and monitor AIS for AIS-SART, MOB, and similar distress signals at all times. See RRS 1.1 and NoR 10.4 (boat name transmitted on AIS).

11.5 Position Reporting

- a. Each boat shall provide a periodic report of her position by means of an automatic transponder (supplied by the OA) until mooring in a port.
- b. If a boat believes or is notified that her transponder is not functioning properly, she shall e-mail her daily Noon position to the race committee (fco@bermudarace.com) by 1600 each day until mooring in a port. Boats without e-mail capability shall call the race committee on +1 (401) 308-3111 or

- ask any nearby vessel to relay its position to the race committee without breach of RRS 41. The race committee may ask for additional position reports at regular intervals, or it may relieve the boat of her reporting duty under this paragraph. Any boat failing to report her position as required by this paragraph shall provide an explanation by email to rc@bermudarace.com as soon as possible but not later than 24-hours after finishing. The race committee may post positions reported per this paragraph on the general notices section of the Offshore Notice Board. See SI 2.2(a). This changes RRS 41.
- c. It is expected that positions received from automatic transponders will be updated every fifteen (15) minutes, at approximately XX05, XX20, XX35 and XX50 each hour (± 5 minutes), except near the finish line when positions will be updated rapidly. See Appendix C for information concerning access to automatic transponder data.

Note: The communications instructions above are particularly important near the Finish, including both before and after *finishing* when the race committee may hail boats on VHF Ch. 72 or by SMS text message or voice call to their Primary Onboard Mobile for purposes of identification, inspections, or other instructions. Meanwhile, Bermuda Radio and commercial vessels may hail boats on VHF Ch. 16. Additional communications-related requirements are included in SI 10.3 (loss of buoyant equipment), 11 (communications), 12 (retiring or withdrawing), and 13 (finishing). The race committee may distribute supplemental communications information, including emergency contacts, telephone numbers, and e-mail addresses prior to the Meeting for Persons in Charge.

12. RETIRING OR WITHDRAWING

- 12.1 A boat that withdraws before starting or retires shall notify the race committee by telephone and email (see SI 11.1). If she is underway, she shall also strike her Starting Group flag(s), continue to make daily position reports pursuant to SI 11.5, and keep clear of the start and finishing lines. It is also recommended that a boat that retires display her ensign, if equipped.
- 12.2 After mooring in a port, the retired boat shall again notify the race committee as soon as possible by telephone and email (see SI 11.1). The PIC shall provide a written report concerning the circumstances of the boat's retirement by email to rc@bermudarace.com by Friday, June 28, 2024 or within 24-hours after mooring in a port, whichever is later.
- 12.3 Retired boats must return the supplied transponder to the Bermuda Race Organizing Committee at RBYC by June 28, 2024. If the boat does not proceed to Bermuda, the transponder shall be returned by express, insured delivery to: BROCC

c/o Ted Green 145 Main Street, North Kingstown, RI 02852 USA, no later than June 28, 2024. Any boat that fails to return its supplied transponder in working order by June 29, 2024, will be charged for the replacement cost of the device and/or any fees charged by YB Tracking.

13. THE FINISH

13.1 The finishing line is the intersection of the green and red sectors of St. David's Lighthouse (the "Light") at 276° True (bearing from seaward to the Light). The Light will bear **291° Magnetic** upon finishing. The port (offshore) end of the finishing line is 1.2 NM from the Light at 32° 21.713' N — 064° 37.687' W. The starboard (nearshore) end of finishing the line is 0.8 NM from the Light at 32° 21.752' N — 064° 38.162' W. Neither end will be marked.

13.2 A black metal buoy with a white flashing light *may be near* the port (offshore) end of the line. A green metal buoy with a green flashing light *may be near* the starboard (near-shore) end of the line. These buoys are not finishing marks and are probably not on the finishing line, as they lay on their anchor chains differently depending on the wind, tide and sea state. It is recommended, however, that boats leave the black (offshore) buoy to port, if practicable. The buoys will not have AIS transponders.

13.3 Approaching the Finishing Line

- a. **CAUTION:** The near-shore end of the finishing line is located near a dangerous, non-navigable reef. Boats shall not pass between the starboard (near-shore) end of the finishing line or the green metal buoy described in SI 13.2 and the shore at any time.
- b. On approach to Bermuda, see SI 10.4 (navigation lights).
- c. [NP] When approximately five (5) NM from the finishing line or when rounding Kitchen Shoals, boats shall hail the race committee on VHF Ch. 72 and announce the boat's name, sail number and class. If the boat is aware that her automatic transponder is not functioning at that time, she shall also note that status in her hail to the race committee and request a Finish Declaration by SMS text message. The race committee intends to acknowledge all hails under this paragraph.
- d. [NP] When approximately five (5) NM from the finishing line, boats should also ensure that the "Primary Onboard Mobile" phone declared with the boat's entry is powered on, connected to the terrestrial cellular network, and ready to receive SMS text messages.

13.4 Finishing

- a. Boats shall cross the finishing line completely and should sail several boat lengths beyond the line and nearby buoys to be certain they have done so. This changes RRS 28.1.
- b. [NP] Each boat shall record the date and time (hh:mm:ss EDT) of her own finish and should note the names and sail numbers of the boats finishing immediately before and after her, if any, and if practicable. See RRS definition of *finish*. Boats should preserve all available evidence of their finish time. Note: Finish times are reported and recorded in EDT, not local time in Bermuda.

My Finish Time: ____ ____ : ____ ____ : ____ ____ EDT

Name of boat finishing immediately ahead: _____

Name of boat finishing immediately behind: _____

- c. [NP] The race committee may broadcast finishing line observations on VHF Ch. 72. The failure of such race committee broadcasts to be given or received, and/or the timing of such broadcasts, shall not be grounds for redress, except when such request for redress is initiated by the race committee or international jury. This changes RRS 60.1(b).

13.5 After Finishing

- a. Boats shall not re-cross the finishing line after *finishing*.
- b. Boats that have finished shall keep clear of the finishing line and all boats approaching it.
- c. [NP] At or about the time at which the OA-supplied automatic transponder crosses the finishing line, an automated SMS text message will be sent to the boat's "Primary Onboard Mobile" declared with the boat's entry. The message will contain a link to the boat's Finish Declaration, which must be completed and submitted as soon as practicable after *finishing*. Boats whose automatic transponder is not functioning at the finish or that do not receive the automated SMS text message, may request a Finish Declaration SMS text message by hailing the race committee on VHF Ch. 72.
- d. [NP] After submitting their Finish Declaration, boats shall hail the race committee on VHF Ch. 72 to confirm its receipt.

- e. [NP] Boats failing to submit their Finish Declaration may be contacted by the race committee on VHF Ch. 72. Boats should not request confirmation of their finishing times from the race committee by VHF.
- 13.6 Any boat may request a scoring inquiry, including with respect to the finish time of any other boat. See SI 17.
- 13.7 The race committee will not be stationed at the finishing line after Noon ADT on Friday, June 28, 2024. If leaving station earlier, the race committee will attempt to notify all boats still not finished.
- 14. POST RACE REQUIREMENTS [NP]**
- 14.1 After *finishing* but before proceeding to Bermuda ports, each boat shall hail “Bermuda Radio” on VHF Ch. 27 for registration in Bermuda waters. Thereafter, each boat shall stand by on VHF Channels 16 and 72 until mooring.
- 14.2 Unless directed by Bermuda authorities to anchor under quarantine or unless advised to stand off until daylight, boats that have finished must proceed to Hamilton Harbour for Check-Out and Inspection. Boats mooring at the Royal Bermuda Yacht Club (“RBYC”) should hail its dockmaster on VHF Ch. 74 when transiting Two Rock Passage for berthing instructions. RBYC may not assign berths between midnight and 0600 ADT each day. Boats shall not moor at RBYC without instructions from the RBYC dockmaster.
- 14.3 **Certificate of Compliance.** Boats shall complete the Certificate of Compliance checklist on the entry system as soon as possible after finishing but not later than the time at which the PIC appears for Check-Out at RBYC. The Certificate of Compliance will request information concerning changes to the boat’s crew or their Categorization after On Site Registration in Newport, the number of spinnakers carried on board, where the boat will be berthed in Bermuda, any medical/equipment issues, and will require boats to upload a photograph of their On Board Training Certificate (additional copies are available on the Official Notice Board on the race website).
- 14.4 **Post Race Check-Out at RBYC.** Each PIC shall report to the RBYC Duty Desk promptly after mooring in Hamilton Harbour, but in any case, not later than 24 hours after finishing and be prepared to accomplish the following:
- Submit completed Bermuda Maritime Declaration of Health, provided at On Site Registration in Newport;
 - Return the OA-supplied transponder in good working order;
 - Confirm completion of the Certificate of Compliance checklist;

- d. Confirm submission of the BTA tourism survey; and
- e. Comply with any other specific requirements of the Bermuda Government.
- 14.5 Inspections after the race will be conducted in accordance with NoR 6.2(c) and (d).
- 15. PENALTY SYSTEM, REOPENING A HEARING**
- 15.1 The international jury may apply discretionary penalties (“DP”), up to and including a DSQ, for breaches of a rule in the Notice of Race, Sailing Instructions, Part 2 of the RRS (When Boats Meet), or in the NBRSR, as well as any inspection requirements both pre- and post-race.
- 15.2 There will be four levels of discretionary penalties:
- No penalty or a penalty not exceeding 30 minutes added to the boat’s elapsed time;
 - A penalty not exceeding two (2) hours added to her elapsed time;
 - A penalty exceeding two (2) hours added to her elapsed time;
 - DSQ.
- 15.3 Add to RRS 64.6, Discretionary Penalties: “To report that she has broken a *rule* subject to a discretionary penalty, a boat may submit a report to the International Jury using the electronic form on the Protest Board (www.bermudarace.com/protests) within 24 hours after *finishing*.”
- 15.4 Rule 66.2(a), Reopening a Hearing, is deleted and replaced with:
- (a) However, after 1700 ADT on Thursday, June 27, 2024, the request shall be delivered no later than 30 minutes after the party was informed of the decision.
- 16. PROTESTS AND REQUESTS FOR REDRESS**
- 16.1 Hearing requests by a boat shall be filed within 24-hours of finishing. Hearing requests must be filed electronically using the forms available on the Protest Board (www.bermudarace.com/protests).
- 16.2 Notices of protests by the race committee, technical committee or international jury will be posted on the Protest Board to inform boats under RRS 61.1(b) and may also be sent to boats by SMS text message to the Primary Onboard Mobile.
- 16.3 The technical committee includes the inspectors and members of the BROC’s Technical Committee for purposes of RRS 60.4.
- 17. SCORING INQUIRIES**
- The race committee will conduct scoring inquiries following receipt of a boat’s written request filed electronically using the form available on the Protest Board

(www.bermudarace.com/protests). The deadline for requesting a Scoring Inquiry is 24-hours after the finish time that is the subject of the inquiry.

18. PRIZES

The Bermuda Race Organizing Committee will award prizes in accordance with NoR 18 and the final Prize Listing posted on the race website.

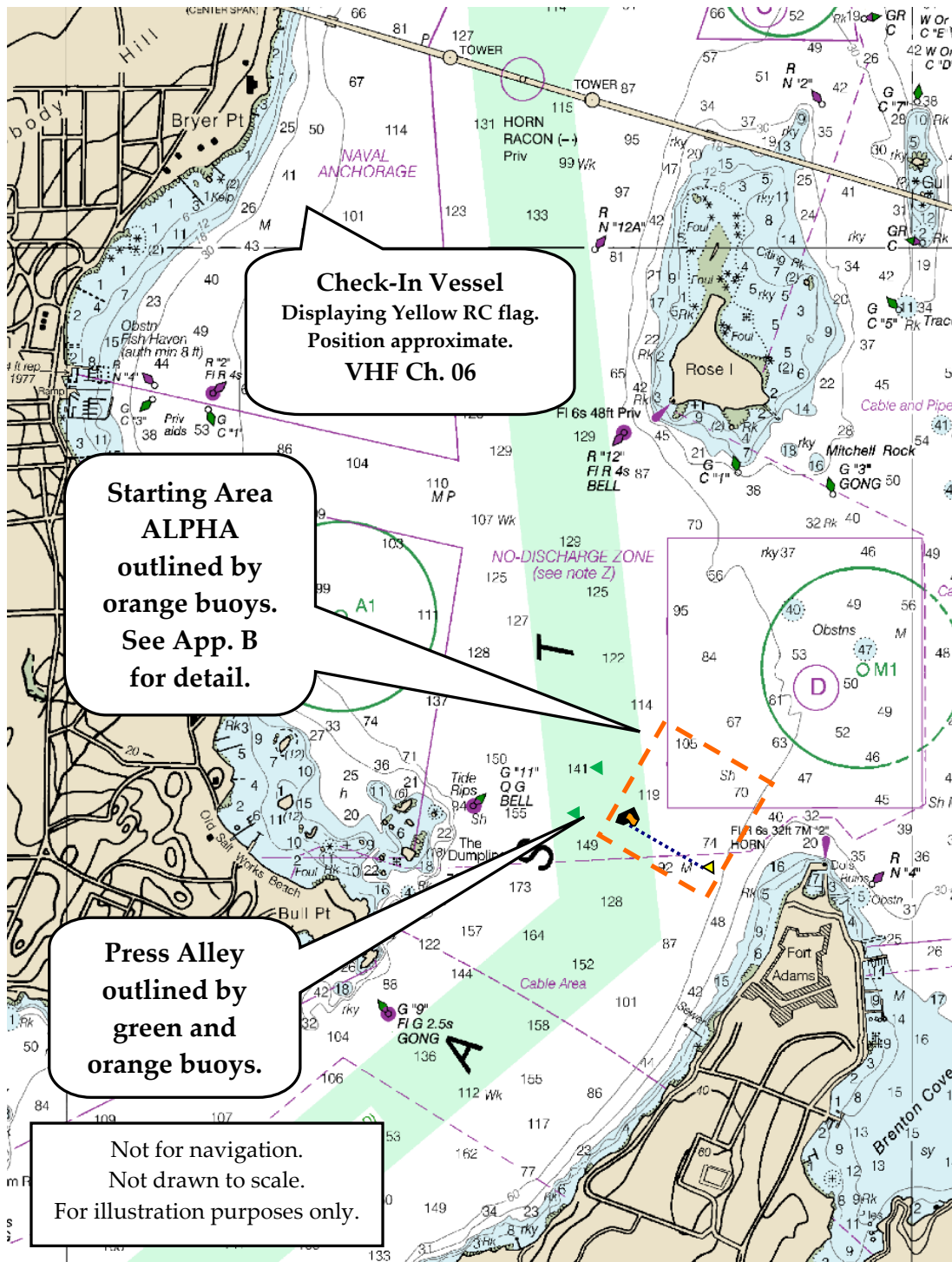
19. LAWS, CUSTOMS AND ETIQUETTE

The warm hospitality of Bermuda merits reciprocal respect. All competitors are urged to abide by the laws, customs, and etiquette of both Bermuda and the RBYC. Take particular note of the strict laws concerning drugs, firearms, flare guns, customs, immigration, and motor vehicles. See RRS 69 and the Bermuda Logistics page of the race website.

20. RACE OFFICIALS

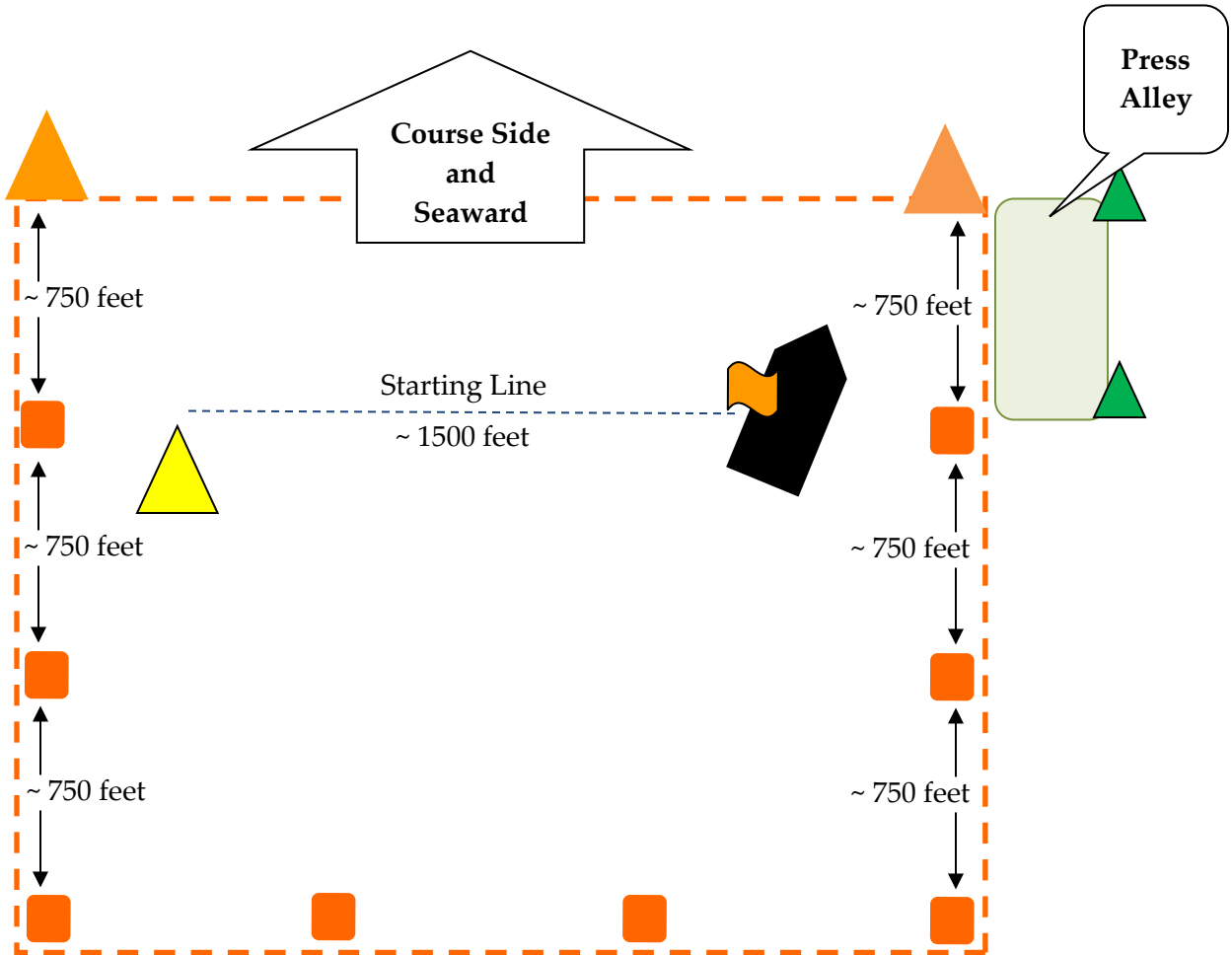
A listing of the volunteers comprising the organizing authority, race committee, technical committee, inspectors, and international jury is available on the race website.

APPENDIX A – STARTING AREA ALPHA CHARTLET (NORTH UP)



APPENDIX B – STARTING AREA LAYOUT (COURSE SIDE UP)

This layout will be the same for all starting areas. This graphic is for informational purposes and does not supersede any rule. Not drawn to scale. Relative bearings are approximate.



Note: Appendix A is oriented north up and Appendix B is course side up.

APPENDIX C – ACCESS TO AUTOMATIC TRANSPONDER DATA

Data from YB Tracking's automatic transponders should be available via:

Race Website: www.bermudarace.com

Low-bandwidth-accessible mini-site: <https://yb.tl/links/nb2024>

Automated e-mail:

Send an e-mail to nb2024@race.yb.tl and use one of the below as a subject:

leaderboard

maxsea

adrena

expedition

If you would like the attachments in the body of the e-mail response, include the word "body" in the subject, e.g., Subject: leaderboard body

If you would like to subscribe to regular reports, finish the subject with 0.5, 1, 3, 4, 6, 12 or 24 hours. e.g.,

Subject: adrena body 12

Subject: expedition 6

When you wish to stop your subscription, send an e-mail to: nb2024@race.yb.tl with STOP as the subject.

Note that data may not be available until Registration in Newport opens. Positions received from automatic transponders will be updated every fifteen (15) minutes, at approximately 5, 20, 35 and 50 minutes past each hour.