

Starting: June 17, 2022

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

SAILING INSTRUCTIONS

Revised June 10, 2022

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 SI. See RRS 90.2(a). The notation “[NP]” in a rule of the SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The abbreviated terms “Safety Requirements” or “NBRSR” mean the safety equipment rules applicable to the boat by virtue of NoR 2.3, 2.4 or 2.5.
- 1.2 Breaches of the Safety Requirements; Notice of Race (“NoR”) 2.7, 13; SI 5, 6, 7.4, 9.2, 9.4, 10, 12.3(a), 12.3(c), 12.4(b)–(c), 12.5(c)–(d), 12.6, and 13; RRS 47; and paragraphs containing the notation “[NP]” will not be grounds for protest by a boat. The Safety Requirements may, however, form the basis of a report or protest under Rules 2 and/or 69. SI 7.4 may form the basis of a protest under rules of Part 2 (When Boats Meet). This changes RRS 60.1(a).
- 1.3 In protests for breaches of the rules when a boat meets a Superyacht Division boat, the international jury may determine that “room” and “safe distance” are a minimum of two boat lengths of the longer boat.

2. NOTICES TO COMPETITORS

The race committee will post Notices to Competitors on the Official Notice Board. See NoR 2.8. Rules documents will be posted on the Official Notice Board. Scoring inquiry and jury notices will be posted on the racingrulesofsailing.org event site, which can be accessed via links on the Official Notice Board. See also SI 10 regarding announcements to competitors while racing.

3. CHANGES TO SAILING INSTRUCTIONS

The race committee will post any changes to the Sailing Instructions on the Official Notice Board before 1000 on the day of the Start.

4. SIGNALS ASHORE AND STARTING AREA

4.1 Signals made ashore will be displayed at New York Yacht Club Harbour Court's flagpole beginning at 1000 on the day of the Start. The race committee may accompany signals ashore with announcements on VHF Ch. 72.

4.2 Flag A indicates the Start will be at starting area ALPHA near Castle Hill.

4.3 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).

4.4 When the Answering Pennant (AP) is displayed ashore, the "1 minute" in Race Signal AP is replaced with "not less than two hours." This changes Race Signal AP.

4.5 AP over B indicates: (1) the Start will be on Saturday, June 18, 2022, or Sunday, June 19, 2022, 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 (see NoR 2.8).

5. CLASS AND SAIL IDENTIFICATION [NP]

5.1 Scratch sheets indicating class assignments will be available on the Official Notice Board (see NoR 2.8). A document indicating the order in which classes are scheduled to start (the "Order of Starts") will also be available on the Official Notice Board.

5.2 Boats shall display the numeral pennant(s) (size Zero or larger) corresponding to their scheduled starting order listed on the Order of Starts ("Class Flag") between six (6) and twenty (20) feet above the weather deck before checking in under SI 6.3 and until at least sunset on the day of the Start. The use of the first repeater is permitted as appropriate. Note: Class Flags correspond to each class's starting order and may be different from the class's name.

5.3 Boats shall display sail numbers and letters of the size carried on the mainsail by an alternative means when none of the numbered sails is set.

5.4 Sail numbers should include the Country designation.

6. MANDATORY PRE-RACE SAFETY MEETING AND 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 hands in attendance. At that meeting:
- appropriate safety topics, including but not limited to SI 9.2, 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.

The boat's afterguard shall certify compliance with SI 6.1 on the Certificate of Compliance. See SI 13.2(i). Note: This meeting is also a good opportunity to discuss NoR 2.7 (trash).

- 6.2 Each boat shall use its satellite telephone to call the race committee's Voicemail on +1 (401) 849-3129 (press 1 to skip the recorded greeting) and leave a message including her name, country designation and sail number. This should be done as soon as possible, but not later than the boat's starting signal. Boats shall not attempt to contact the race committee by VHF concerning this requirement, but may email the race committee. See SI 10.
- 6.3 Before their warning signal, boats intending to start shall pass single file within 200 feet astern of the Check-in Vessel ("*Divine Miss E*") and announce their name, sail number **and the number of persons on board** 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, *Divine Miss E*, is a 40-foot Hinckley Talaria 40 (a Downeast-style motor yacht) with a navy-blue hull and a white pilothouse that will be displaying a yellow race committee flag and a CCA burgee (white with blue wave, as depicted on the first page). The Check-in Vessel will be on station near the north end of Fort Adams beginning approximately two hours before the first scheduled signal. (Note: The Check-in Vessel will be approximately 2 NM from starting area ALPHA and approximately 4 NM from starting area BRAVO.)

7. THE START

- 7.1 The race committee will conduct starts in accordance with RRS 26, with the warning signal made ten (10) minutes before the starting signal.

- 7.2 The race committee intends to display the warning signal for each succeeding class with the starting signal of the preceding class.

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	Class Flag	One	Warning signal	1300
4	P, I, Z, etc.	One	Preparatory signal	1306
1	Preparatory flag removed	One long	One minute	1309
0	Class Flag removed	} One	Starting signal (and warning signal for next class)	1310
10	Next Class Flag			

- 7.3 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.
- 7.4 Boats whose warning signal has not been made shall keep clear (outside) of the starting area outlined by orange inflatable buoys, as generally illustrated in Appendix B hereto. 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. Boats shall not enter the Press Alley before their warning signal. A boat may not protest another boat for breaking this paragraph except to the extent that it forms the basis or part of a protest under rules of Part 2 (When Boats Meet). This changes RRS 60.1(a).

8. THE COURSE

- 8.1 The course for all divisions will be from the starting line (SI 7.3) off Newport to the finishing line (SI 12.1) off St. David’s Head, leaving the Islands of Bermuda to starboard and the following marks as designated (positions approximate):
- Red Bell “6” near Butterball Rock (41° 27.4’ N — 071° 22.0’ W) to port;
 - Red Gong “4” near Brenton Reef (41° 26.6’ N — 071° 21.8’ W) to port;
 - Red Bell “2A” near Seal Ledge (41° 26.0’ N — 071° 20.8’ W) to port;

- d. North Rock Beacon* (32° 28.5' N — 064° 46.1' W) to starboard;
- e. North East Breaker Beacon* (32° 28.7' N — 064° 41.0' W) to starboard;
- f. Kitchen Shoals Beacon* (32° 26.1' N — 064° 37.6' W) to starboard;
- g. Mills Breaker Buoy (32° 23.9' N — 064° 36.9' W) to starboard; and
- h. 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.

- 8.2 If Starting Area BRAVO is used, marks 8.1(a) through (c), above, may be disregarded except for the purposes of safe navigation.
- 8.3 Attention is drawn to the U.S. Coast Guard 1st District Local Notice to Mariners (“LNM”) for safe navigation. For example, notice is given therein that Saildrone, Inc.’s Unmanned Surface Vehicles (“USV”), each 23 ft in length, 16 ft tall, orange in color with a white all-round light and marked and transmitting on AIS as “SAILDRONE” will be operating in or near the Gulf Stream. USVs cannot detect or avoid boats. Saildrone, Inc. has informed the race committee, however, that the USV closest to the rhumb-line during the race will be approximately 80 NM west of the rhumb-line. Monitor announcements described in SI 10 for further information. The LNM also contains a supplement on Offshore Wind Energy/Ongoing Work, including temporary buoys and the activity of survey vessels which may be restricted in their ability to maneuver. A number of the offshore wind lease areas are on or near the rhumb-line.
- 8.4 Attention is also drawn to the Notices to Mariners and Local Navigation Warnings of Bermuda’s Department of Marine & Ports Services (“Marine & Ports”). See www.rccbermuda.bm for more information and for a schedule of broadcasts via VHF and MF.

9. SEAMANSHIP

- 9.1 RRS 1.1, Helping Those in Danger, shall be of paramount importance.
- 9.2 [NP] Each competitor is individually responsible for wearing a *Lifejacket* and *Safety Harness* conforming with the Safety Requirements:
 - a. between the hours of sunset and sunrise;
 - b. when alone on deck;
 - c. when reefed;

- d. when the true wind speed is 25 knots or more;
 - e. when visibility is less than one (1) nautical mile;
 - f. with due consideration of the water temperature; or
 - g. whenever the Captain requires.
- 9.3 [NP] Boats should retrieve floatable equipment, especially life-saving equipment, lost overboard. If recovery is not made, boats shall report the loss of floatable equipment to the race committee by any method listed under SI 10.1 and shall broadcast a *securité* announcement on VHF Ch. 16 indicating the approximate position of such loss.
- 10. COMMUNICATIONS [NP]**
- 10.1 Except as otherwise provided, boats may hail the race committee on:
- VHF: Ch. 72 (near the Start and Finish only)
- Telephone: +1 (401) 619-1565 (primary) **or** +1 (401) 965-6006 (secondary)
- E-mail: fco@bermudarace.com
- 10.2 **Race Committee Broadcasts.** The race committee will monitor VHF Ch. 72 near the Start and Finish, and may broadcast information to the fleet, including names and/or sail numbers of boats called OCS. The race committee may also broadcast general announcements and daily Commanders' Weather rhumb-line forecasts to the fleet at approximately 0800 and 1800 daily via: plain text e-mail (using the offshore e-mail addresses provided during Registration), a pre-recorded message hotline (+1 401-849-3129), and at www.bermudaraceAdmin.com/notices.txt (the "Offshore Notice Board"). Failure of such broadcasts to be given or received, or the order in which OCS calls are broadcast, 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). See also SI 4.1.
- 10.3 **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 NBR SR 3.8.1 and that is audible to those on watch. See also SI 4.1.
- 10.4 **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.

- 10.5 **AIS Name. [NEW]** A boat's AIS shall transmit the name of the boat as she is entered in the race, but if this is not possible, the boat shall inform the race committee of the name she will transmit on AIS by email to fco@bermudarace.com not later than the time of her Registration.
- 10.6 **Satellite Phone Watch.** Boats shall be ready to receive telephone calls via a satellite telephone installed in accordance with NBR SR 3.11, except while making occasional brief data connections.
- 10.7 **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 may call the race committee on +1 (401) 619-1565 or +1 (401) 965-6006, 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 and may relieve the boat of her reporting duty under this paragraph. Any boat failing to report her position according to this paragraph shall provide an explanation with her Certificate of Compliance. The race committee may post positions reported per this paragraph on the Offshore Notice Board. This changes RRS 41.
 - c. It is expected that positions received from automatic transponders will be updated every fifteen (15) minutes, at approximately 5, 20, 35 and 50 minutes past each hour (± 5 minutes). See Appendix C hereto for information concerning access to automatic transponder data.

Note: The communications instructions in 10.3, 10.4, 10.5 and 10.7 above are particularly important near the Finish, including both before and after finishing when the race committee may hail boats on VHF Ch. 72 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 appear at SI 6, 9.3, and 12. The race committee may distribute supplemental communications information, including emergency contacts, telephone numbers, and e-mail addresses prior to the Captains' Meeting.

11. DRONES [NEW]

- 11.1 A drone operated from a boat is considered recreational.

- 11.2 A drone may not to be flown in a way that creates a hazard to another aircraft, person or property, and personal privacy is to be respected.
- 11.3 Drones may be used to obtain imagery. Drones may not be used to gain advantage.
- 11.4 **Drone Restrictions:**
- 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 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 400 ft (120 meters);
 - 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, maneuver a drone away from any manned aircraft and land as soon as safely possible; and
 - h. a drone shall not be flown within 15 NM of either Castle Hill Lighthouse or St. David's Lighthouse.

12. THE FINISH

- 12.1 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). 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.
- 12.2 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. See SI 12.3(b).
- 12.3 **Approaching the Finishing Line**
- a. [NP] When approximately five (5) nautical miles from the finishing line (or near Kitchen Shoals Beacon), each boat shall hail the race committee on VHF Ch. 72 (identifying herself by name, country designation and sail number); and stand by VHF Ch. 72.

- b. **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 12.2 and the shore at any time.
- c. [NP] Boats finishing in darkness should use navigation lights near deck level rather than masthead to aid the race committee.

12.4 **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 on her Certificate of Compliance. She should also note the names and sail numbers of the boats finishing immediately before and after her, if any and if practicable.
- c. [NP] The race committee may use automatic transponder data, AIS, Certificates of Compliance and/or reports under SI 12.5(c) to supplement or confirm its finishing line observations.

12.5 **After Finishing**

- a. Boats shall not re-cross the finishing line.
- b. Boats that have finished shall keep clear of the finishing line and all boats approaching it.
- c. [NP] Each boat shall communicate her name, country designation, sail number, and finishing time to the race committee on VHF Ch. 72 within two minutes after finishing. Times shall be stated in hours, minutes, and seconds EASTERN time, one digit at a time. For example, 02:33:17 would be stated: “. . . Zero Two Three Three One Seven Eastern, over.”
- d. [NP] Upon satisfying SI 12.5(c), each boat shall hail “Bermuda Radio” on VHF Ch. 16 for registration in Bermuda waters. Thereafter, each boat shall stand by on VHF Channels 16 and 72 until mooring.

- 12.6 [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). Boats should not request confirmation of their finishing times by VHF.

12.7 The race committee will not be stationed at the finishing line after Noon ADT on Friday, June 24, 2022. If leaving station earlier, the race committee will attempt to notify all boats still not finished.

13. BERMUDA CHECK-IN AND CERTIFICATE OF COMPLIANCE [NP]

13.1 Unless directed by Bermuda authorities to anchor under quarantine or to stand off until daylight, boats that have finished must proceed to Hamilton Harbour for Check-In and Inspection and remain there until released by Bermuda Government Customs and the Chief Inspector. Boats mooring at the Royal Bermuda Yacht Club ("RBYC") should hail its dockmaster on VHF Ch. 74 for berthing instructions. Note: RBYC may not assign berths between midnight and 0600.

13.2 **Check-In.** Each Captain shall report to the RBYC Duty Desk/ Customs area (located in the RBYC Calabash Lounge) promptly after mooring in Hamilton Harbour, but in any case, not later than 24 hours after finishing and be prepared to present the following,

to the Customs Officers:

- a. Bermuda Government Customs Bermuda Clearance form (one triplicate form in white/pink/yellow provided to each boat at Registration in Newport);
- b. additional Crew and Passenger List(s) (one triplicate form in white/yellow/pink provided to each boat at Registration in Newport upon request if crew size is greater than eight persons);
- c. Bermuda Maritime Declaration of Health (two double-sided pages per boat, provided at Registration in Newport, or via fillable PDF form at <http://www.rcbermuda.bm/Documents/BMOC/Maritime%20Declaration%20of%20Health%20Form%201%20with%20Schedule%20v2.0.pdf> and emailed to newportbermudamd@gov.bm);
- d. Bermuda Government Customs Traveler Declaration Form for each person aboard (blue and white form, available at Bermuda Government Customs' pre-clearance in Newport); and
- e. Outbound travel documents (e.g., printed e-ticket or ship-transfer letters for non-residents not leaving Bermuda aboard the boat on which they arrived); and

at the Duty Desk:

- f. Confirm submission of Bermuda Tourism Survey (in lieu of paper, this form should be submitted online at:

<https://www.surveymonkey.com/r/bdarace2022>);

- g. OA-supplied transponder in good working order;
 - h. On Board Training Certificate (part of each boat's inspection package or downloadable from the Official Notice Board); and
 - i. Certificate of Compliance (one pink page, provided in bag at Registration in Newport).
- 13.3 Boats shall retain a paper copy of their Inspection Checklist until 48 hours after finishing.

14. PENALTY SYSTEM

See NoR 2.2(c), 2.2(f), 2.2(h), 2.2(i), 2.2 (j), and 12.

- 14.1 The international jury may apply discretionary penalties ("DP"), up to and including a DSQ, for breaches of any *rules* relating to the Notice of Race, Sailing Instructions, Newport Bermuda Race Safety Requirements and inspection requirements both pre- and post-race, including rules of Part 2 (When Boats Meet).
- 14.2 The discretionary penalties will be divided into four levels:
- No penalty or a penalty not exceeding 30 minutes added to her 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.
- 14.3 The scoring abbreviation for a discretionary penalty imposed will be DPI.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protests and requests for redress by a boat shall be filed within 24-hours of finishing. This includes protests or reports by boats under NoR 2.2(i), 2.2(j), and 7.6. Protests must be filed electronically on the event site on www.racingrulesofsailing.org using the links provided on the Official Notice Board.
- 15.2 Notices of protests by the race committee, technical committee or international jury will be posted on www.racingrulesofsailing.org (links provided on Official Notice Board on the race website) to inform boats under RRS 61.1(b). See NoR 2.8.
- 15.3 The technical committee includes the inspectors for purposes of RRS 60.4.

16. SCORING

- 16.1 The race will be scored in accordance with NoR 16.

- 16.2 When a boat is penalized by having her elapsed or corrected time adjusted, her class and fleet positions will be determined according to the adjusted times after correction.
- 16.3 The race committee will conduct scoring inquiries following receipt of a boat's written request submitted online via www.racingrulesofsailing.org by 0900 ADT, Saturday, June 25, 2022.

17. RETIRING OR WITHDRAWING

- 17.1 A boat that withdraws before starting or retires shall notify the race committee by telephone and email (SI 10.1). If she is underway, she shall also strike her class flag(s), continue to make daily position reports pursuant to SI 10.6, and keep clear of the start and finishing lines. It is also recommended that a boat that retires display her ensign, if equipped.
- 17.2 After mooring in a port, the retired boat shall again notify the race committee as soon as possible by telephone and email (SI 10.1). The Captain shall provide a written report concerning the circumstances of the boat's retirement to the Bermuda Race Organizing Committee not later than August 1, 2022.
- 17.3 Retired boats must return the supplied transponder to the Bermuda Race Organizing Committee at RBYC by June 24, 2022. If the boat returns to Newport, she may deliver the transponder by hand to the Race Headquarters at Sail Newport within 72 hours after the start. If the boat does not proceed to Bermuda, and does not return to Newport within 72 hours after starting, the transponder shall be returned by express, insured delivery to: BROOC c/o Ted Green 145 Main Street, North Kingstown, RI 02852 USA, no later than June 24, 2022. Any boat that fails to return its supplied transponder in working order by June 24, 2022 will be charged for the replacement cost of the device and/or any fees charged by YB Tracking.

18. INSPECTIONS

Inspections will be conducted in accordance with NoR 6.2. See SI 13.1.

19. PRIZES

The Bermuda Race Organizing Committee will award prizes in accordance with NoR 17 and the final Prize Listing posted on the race website.

20. RESPONSIBILITY, LIABILITY, AND MEDIA

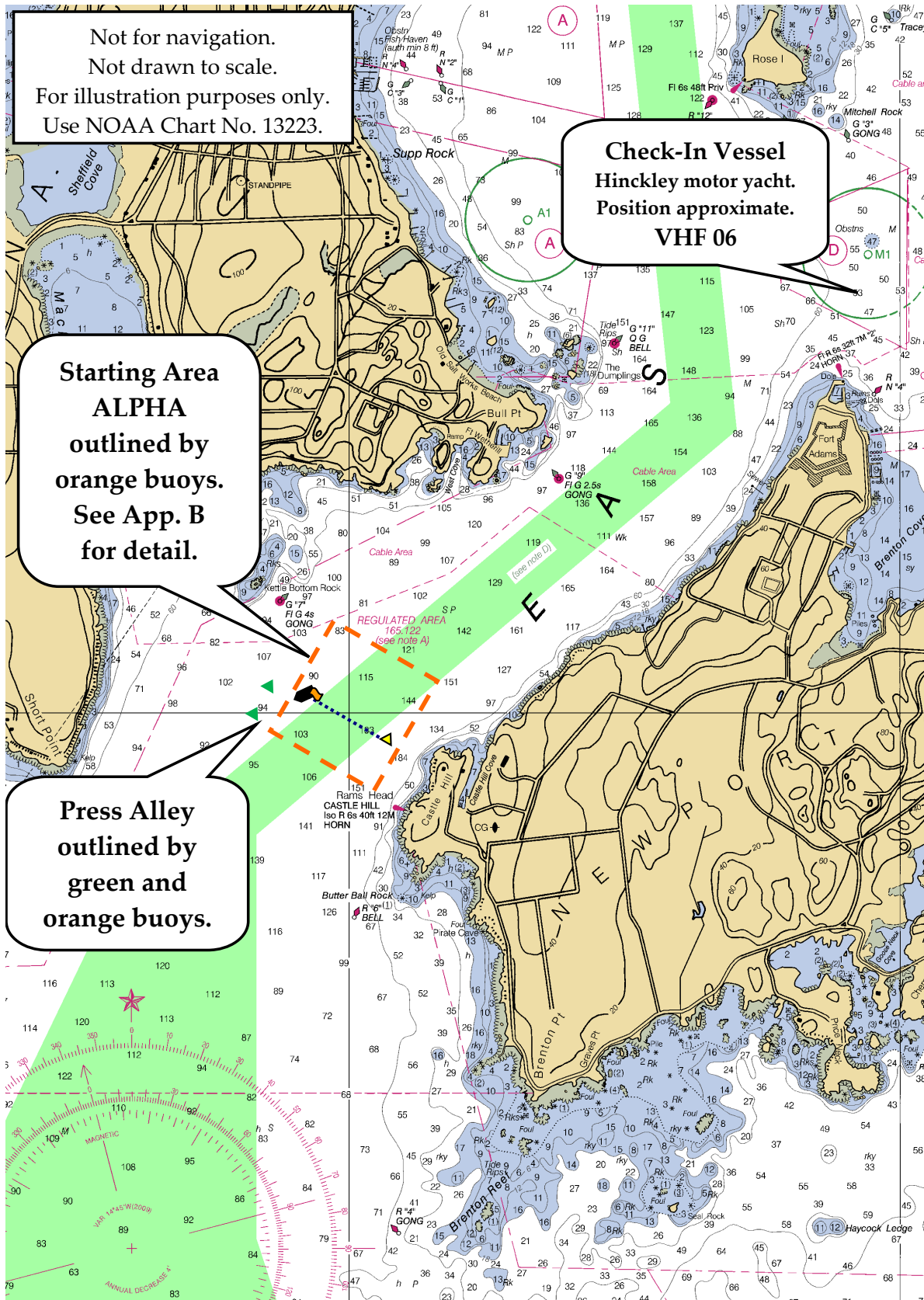
See NoR 15, Captain's Waiver, and Crew Waiver/Disclaimer on the race website.

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. The RBYC highlights some of these in an information sheet that is available on the race website and at Registration in Newport. Take particular note of the strict laws concerning drugs, firearms, flare guns, customs, immigration, and motor vehicles. See RRS 69.

21. RACE OFFICIALS

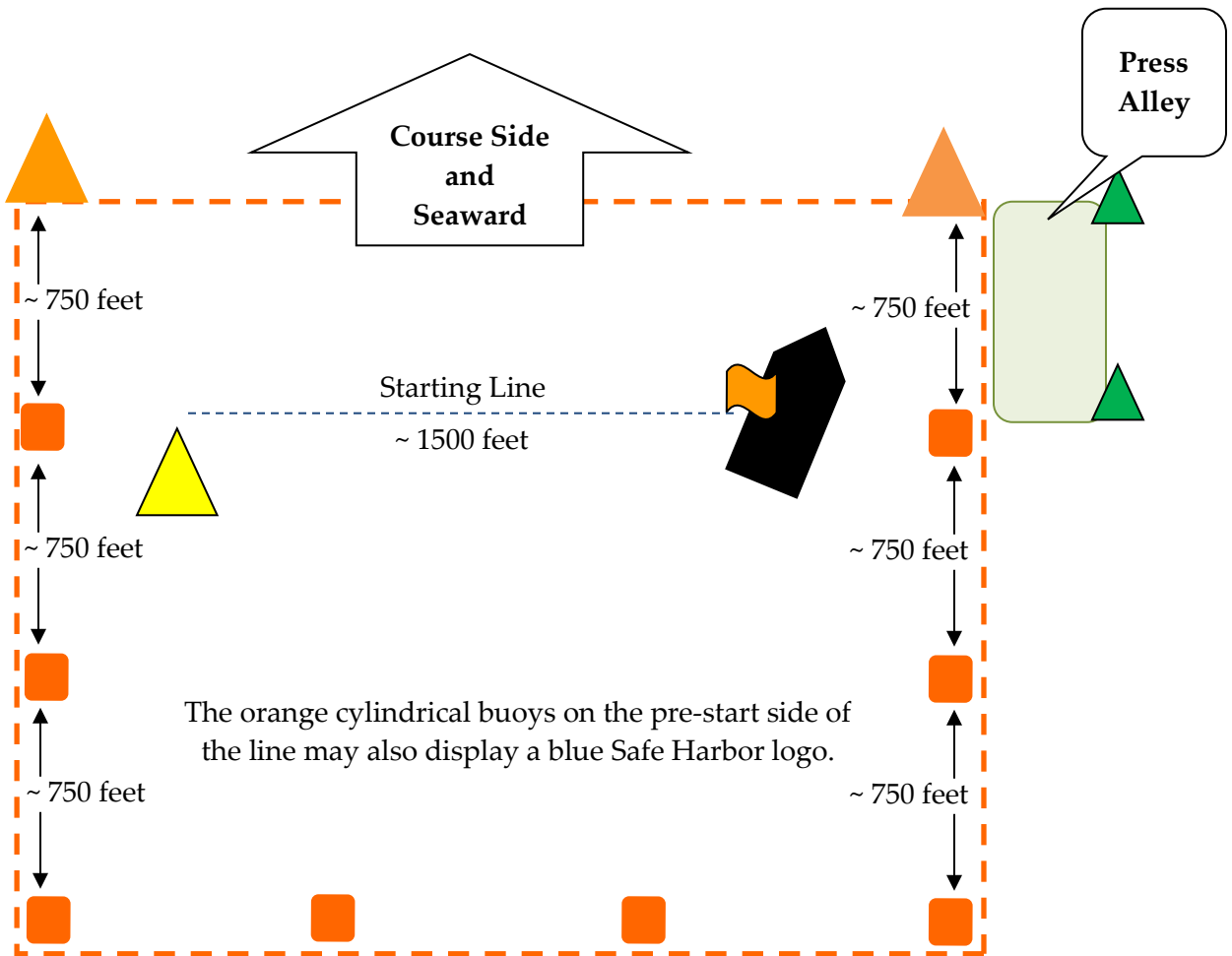
A listing of the volunteers comprising the organizing authority, race committee and international jury is available on the race website.

APPENDIX A – STARTING AREA ALPHA CHARTLET (NORTH UP)



APPENDIX B – STARTING AREA LAYOUT (COURSE SIDE UP)

This layout will be the same for starting area ALPHA and BRAVO. 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/nb2022>

Automated e-mail:

Send an e-mail to nb2022@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: nb2022@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.