



October 6-11

ARGO GROUP GOLD CUP 2015



PRESENTED BY THE ROYAL BERMUDA YACHT CLUB | HAMILTON, BERMUDA

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Welcome to Bermuda, where British Charm meets Island Soul. Explore all the island and her people have to offer, from challenging and beautiful waters and quaint cobblestone streets to bluish beaches, warm hospitality and a Dark n' Stormy to toast a good day's racing.

The Bermuda Tourism Authority is proud to support and welcome the 2015 Argo Group Gold Cup, the penultimate stage of the World March Racing Tour.


For more information visit:
argogroupgoldcup.com or
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With the support from these dedicated individuals and companies, the Argo Group Gold Cup is an annual success.



COVER PHOTOGRAPH BY CHARLES ANDERSON
PHOTOGRAPH THIS PAGE BY PAST COMMODORE ANDREW COX



Message from
THE PREMIER

ON BEHALF of the Government, I am delighted to extend a welcome to all the competitors and spectators attending the 2015 Argo Group Gold Cup.

As always, this prestigious event serves as a welcome addition to our yearly calendar of events and Bermuda is very pleased to host you once again.

This event also serves as a wonderful precursor to the Louis Vuitton America's Cup World Series races, which are set to take place next week.

For the Argo Group Gold Cup, Hamilton Harbour will once again serve as the beautiful backdrop of this legendary championship, where spectators and sailing enthusiasts will have an opportunity to see some of the best sailors display their impressive skills during a full week of exciting action.

We are thrilled that in addition to this year's race featuring some of the world's foremost yachtsmen, the Argo Group Gold Cup will also have representatives from America's Cup teams Artemis Racing and SoftBank Team Japan taking part this year.

This truly promises to be an event not to be missed, and I want to take this opportunity to thank Royal Bermuda Yacht Club, its Commodore, the organisers and the countless volunteers for continuing to ensure another first class event this year.

Once again, I want to extend my best wishes to all involved and I look forward to watching an exciting series of races during the Argo Group Gold Cup.

Sincerely,

The Hon. Michael H. Dunkley, JP, MP
Premier
Minister of National Security



Message from
THE COMMODORE

ONCE AGAIN the members, Flag Officers and staff of the Royal Bermuda Yacht Club look forward with huge excitement to this year's Argo Group Gold Cup. We all eagerly await the arrival of the talented teams from around the globe that are at the highest possible level in the match racing arena.

The Club is also very proud to be hosting the 13th RenaissanceRe Junior Gold Cup. This event includes the top junior sailors from many different countries and gives our local youth a fantastic opportunity to compete against their international peers on home waters!

None of this would be possible without the extremely kind support of all our sponsors. The continued generosity of Argo Group, the Bermuda Tourism Authority, Guy Carpenter, Aon Benfield, RenaissanceRe, Bermuda Premium Spirits Ltd and our many other fine supporters allow us to hold this event and we are very grateful for their support. In addition, the considerable amount of volunteer hours given by our members and friends is invaluable and we are extremely appreciative for their amazing efforts.

We look forward to welcoming you all to the Club for what is going to be a truly outstanding week.

Somers W. Kempe
Commodore



Message from
ARGO GROUP

ASK ANY MARINER. There is nothing like sailing.

Ask any racer. There is no form of racing with as many variables.

The environment in which sailors compete is in constant flux. Those who compete on the water must battle forces of wind, tide, sea and swell long before they have to worry about their vessels, their gear and even their competitors. Only the best know how to sense where the changes are coming and how to take advantage.

Ingenious advances in hull and sail design make the boats themselves dynamic environments where continuous learning is mandatory. Failure to learn brings defeat.

There are no single stars. No lone heroes. Teamwork is elemental. The only winning combination is a crew devoted to training and willing to trust.

Finally, the rewards come only to those who are willing to take risks and manage risks. Risks of every nature and dimension. Risks met with knowledge, approached with intelligence, embraced with courage.

Those who arrive with anything less face defeat, obscurity, extinction.

As such, sail racing is as close to business as you can get. That's why we sail.

To our competitors and guests, may this year's competition earn an indelible place in the history of our sport. To the members of the Royal Bermuda Yacht Club, your leadership and professionalism have once again set the standard for an outstanding athletic and cultural event. And to the people of Bermuda, the nation of sailors, we offer our grateful appreciation for your generous and enthusiastic hospitality.

Welcome to Argo Group Gold Cup.

Mark E. Watson III
President & Chief Executive Officer
Argo Group



Message from

WORLD MATCH RACING TOUR DIRECTOR

IT IS WITH GREAT PLEASURE that I welcome you to the 2015 Argo Group Gold Cup, the penultimate World Championship stage of the 2015 World Match Racing Tour.

The Argo Group Gold Cup continues to be one of the flagship events of the World Match Racing Tour since the Tour started in 2000, and a favourite with professional sailors who compete to win the King Edward VII Gold Cup, the oldest match-racing trophy in the world for competition involving one-design yachts.

Once again this year, the world's very best match racing skippers and teams will compete on Hamilton Harbour in the famous International One Design yachts, also one of the most challenging boats on the World Tour. Featuring sailors from the America's Cup, Volvo Ocean Race, Olympics and current and former World Champions, spectators will be treated to some of the closest and most tactical sailing competition in the world as the 16 teams go head to head for the coveted Gold Cup.

This year marks the 16th season of the World Match Racing Tour including 22 events around the globe and six World Championship stage events in California, Germany, Poland, Sweden, Bermuda and the finals in Malaysia in January.

On behalf of all of us at the World Match Racing Tour, I would like to thank the Royal Bermuda Yacht Club, all the event organisers and sponsors of the Argo Group Gold Cup including the title sponsor Argo Group for playing host to this unique stage of the World Match Racing Tour.

I encourage everyone to visit the event and I wish all the competitors the very best of luck on the race course.

James Pleasance
CEO, World Match Racing Tour

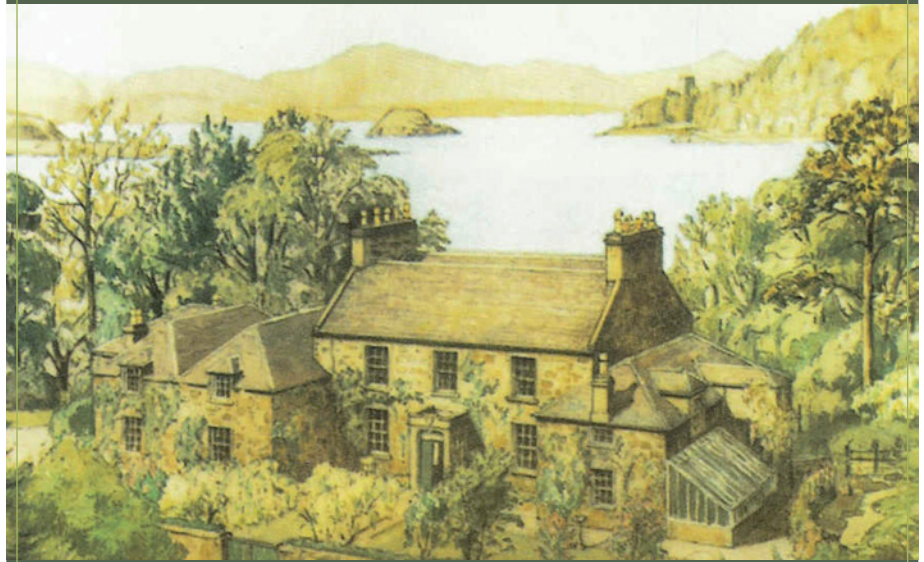
Welcome to the World Match Racing Tour Teams

ARGO GROUP GOLD CUP 2015



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**ARGO GROUP
GOLD CUP**

SCHEDULE

The public is welcome at match racing regattas, press conferences, prize giving and parties.

MONDAY, OCTOBER 5TH

9:00am: Race Office opens

9:00–10:00am: Registration of Argo Group Gold Cup Skippers at the RBYC

3:00-6:00, 7:30–8:30pm: Registration of Argo Group Gold Cup Skippers at the RBYC

TUESDAY, OCTOBER 6TH

ARGO GROUP GOLD CUP SKIPPERS' PRACTICE SESSION

7:30am-12:00pm: Registration of Argo Group Gold Cup Skippers at the RBYC

9:00am-12:00pm: Practice session for Argo Group Gold Cup Skippers

1:00pm-4:00pm: Practice session for Argo Group Gold Cup Skippers

5:00pm: Briefing for Argo Group Gold Cup Skippers, RBYC Dining Room

WEDNESDAY, OCTOBER 7TH

ARGO GROUP GOLD CUP ROUND ROBIN

8:00am: Argo Group Gold Cup Group, Skippers briefing, RBYC Terrace

9:00am: Argo Group Gold Cup Group 1 (Round Robin flights 1-4)

12:30pm*: Argo Group Gold Cup Group 2 (Round Robin flights 1-3)

5:00pm: Registration of RenaissanceRe Jr. Gold Cup participants at RBYC

5:00 pm:** Press Conference, RBYC Terrace

THURSDAY, OCTOBER 8TH

ARGO GROUP GOLD CUP ROUND ROBIN

8:00am: Argo Group Gold Cup Group, Skippers briefing, RBYC Terrace

9:00am: Argo Group Gold Cup Group 2 (Round Robin flights 4-7)

10:00am: RenaissanceRe Junior Gold Cup racing in Granaway Deep or the Great Sound

12:30pm*: Argo Group Gold Cup Group 1 (Round Robin flights 5-7)

5:00pm:** Press Conference, RBYC Terrace

FRIDAY, OCTOBER 9TH

ARGO GROUP GOLD CUP REPECHAGE

8:00am: Argo Group Gold Cup, Skippers briefing, RBYC Terrace

9:00am: Argo Group Gold Cup Repechage (Round Robin flights 1-7)

10:00am*: RenaissanceRe Junior Gold Cup racing in Granaway Deep or the Great Sound

3:00pm: ProAm Regatta



OF EVENTS

5:00pm:** Press Conference, RBYC Terrace

6:30pm: Bacardi Party—open to the public, RBYC Terrace, Buffet. Tickets available at Reception

SATURDAY, OCTOBER 10TH

ARGO GROUP GOLD CUP QUARTER AND SEMIFINALS

8:00am: Argo Group Gold Cup, Skippers briefing, RBYC Terrace

9:00am: Argo Group Gold Cup Quarter Final racing (first-to-three points series)

10:00am*: RenaissanceRe Junior Gold Cup racing in Granaway Deep or the Great Sound

1:00pm*: Argo Group Gold Cup Semi Final racing (first-to-win three points series)

5:00pm:** Press Conference

SUNDAY, OCTOBER 11TH

ARGO GROUP GOLD CUP FINALS

8:00am: Argo Group Gold Cup, Skippers briefing, RBYC Terrace

9:00am: Completion of Argo Group Gold Cup Semi Final racing (if necessary)

11:00am*: Argo Group Gold Cup Final Four Championships – Petite Final (first-to-win two series)

12:30pm*: RenaissanceRe Junior Gold Cup Final Race

2:00pm*: Argo Group Gold Cup Final Four Championships – Final (first-to-three series)

45 minutes after completion of racing: Press Conference and Prize Presentation for the King Edward VII Gold Cup, RenaissanceRe Jr. Gold Cup and the Wedgwood Heritage Trophy.

** Approx time—racing will continue following completion of previous event.*

*** If racing finishes after 5pm, the daily press conferences will be scheduled one half hour after the completion of the day's racing.*





THE FUTURE OF THE WORLD MATCH RACING TOUR

New ownership and a \$1 million prize heralds a new direction for the World Match Racing Tour

By James Pleasance

IN JULY THIS YEAR, the World Match Racing Tour was acquired by Swedish company Aston Harald AB, manufacturer of the M32 racing multihull and organiser of the M32 Series. The acquisition marked a major step forward for the ISAF sanctioned World Match Racing Tour, as Aston Harald also announced plans to construct an identical series of M32 multihulls to be based in the USA, Europe and Asia, and to be used at future World Tour events. In addition, a record prize of \$1million was announced for the winner of the World Match Racing Tour.

The 2016 World Match Racing Tour will be the first time multihulls have ever been used on the Tour. Since the Tour was founded in 2000, The Tour has long been regarded as the training ground for America's Cup teams to hone their match racing skills and recruit

new team members. First it was for the 2003 America's Cup in Auckland when Swiss team Alinghi clinched the Cup from New Zealand; and then Alinghi's own defense of the Cup in 2007 in Valencia, again beating New Zealand.

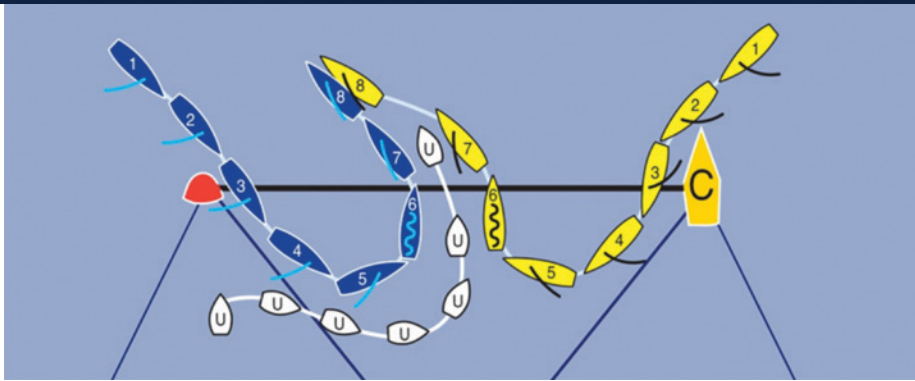
Famous Cup skippers including Russell Coutts, Dean Barker, Ed Baird, Peter Holmberg, Ben Ainslie and Jamie Spithill have all competed on the World Match Racing Tour during their career.

After the America's Cup moved to multihulls in 2010 in Valencia, and then in San Francisco in 2013 with the introduction of the foiling 'AC72' multihulls, it was clear a new type of professional sailing had been created, and the rapid development of fast multihull racing has since swept through the sport, led by the America's Cup which will host its next edition in 2017 in Bermuda.

For the World Match Racing Tour, the introduction of the M32 multihull will continue to provide both America's Cup teams and aspiring match racing sailors with the platform to match race multihulls around the world. The M32 is an affordable and lightweight racing multihull, which is easy to sail and transport to events. Crewed by just four sailors, the M32's can reach speeds of over 30 knots providing spectacular action at the many close to shore venues hosted on the World Tour.

The 2016 World Match Racing Tour will start in February 2016 and conclude with a short season at the Stena Match Cup Sweden event in Marstrand, Sweden in July where the World Tour Finals will take place in the future.

And with a \$1 million cash prize awaiting the Champion, the future of the World Match Racing Tour looks very bright indeed.



THE GREATEST SHOW ON THE WATER

By Kirk Brown, International Umpire and International Judge

YELLOW AND RED “Y” FLAGS are flown by both boats, and then, on the inflatable following the pair, a yellow flag is flown. The umpires have decided that the yellow boat broke a rule and have given her a penalty.

What goes on in the umpire boat? Umpires work in pairs with one umpire “speaking” about the boat flying a blue flag (entering from the port side) and the other umpire calling the yellow boat. The umpires talk out loud calling out the responsibilities of each boat. In the pre-start “dial up” (see diagram) the conversation might go something like this:

Yellow 1: Starboard right of way.

Blue 1: Port give way.

Yellow 2: If I alter, I must give you room.

Blue 2: I am keeping clear.

Yellow 3: Still keeping clear?

Blue 3: Yes.

Yellow 4: I’m altering, I must give you room.

Blue 4: I have enough room, I am altering.

Blue 5: I’m altering hard, I’m doing everything I can; I’m keeping clear. I have enough room.

Yellow 5: I’m giving you room. I agree, you are doing everything you can. You’re keeping clear.

Blue 6: I am tacking, I must still keep clear. I have enough room.

Yellow 6: You are keeping clear, I am giving you room.

Blue 7: Done! I have completed my tack. I am leeward right-of-way boat.

Yellow 7: I am windward, I must keep clear. I am coming down. Big risk for me.

Yellow 8: I am at risk. I must do more. I am not doing enough. If we hit, penalty on me. Contact!!!

Blue/Yellow: Penalty yellow. Agree.

One umpire drives the boat and the other works the flags and whistle. In most all cases, the umpires must agree to penalize a boat. Umpire work can be wet and woolly if it is windy and the seas are rough. The driver must get close enough to the racing boats to see the action, but must also stay out of the way. Also, the driver must position the umpire boat where the action is going to happen. Anticipation is the key to good umpiring. Unfortunately the sailors don’t tell umpires what they are going to do, so the anticipation is an art. In any race, there may be a number of Y flags requiring a decision on the part of the umpires. Umpires have only a few seconds to make a decision, so they can’t pull out the rule book or check the appeal book. It’s exciting work.



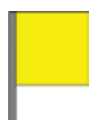
PROTEST FLAG (Code flag “Y”) Flown by competitor
A competitor requests a decision from the on-water umpires believing a rule has been broken.



GREEN & WHITE FLAG Flown by umpire
An umpire signaling that there isn’t any penalty “NO PENALTY” to action.



RED FLAG Flown by umpire
An umpire signaling the Red Flag together with Blue or Yellow Flag indicates that boat must perform a penalty turn immediately.



YELLOW FLAG Flown by umpire
Penalty signal from umpires or premature start (from race committee) on yellow-flagged boat (flag on backstay).



BLUE FLAG Flown by umpire
Penalty signal from umpires or premature start (from race committee) on blue-flagged boat (flag on backstay).



BLACK FLAG Flown by umpire
An umpire signaling the Black Flag together with Blue or Yellow Flag indicates that the boat is disqualified from the match in progress.



TRIBUTE: EDWARD RANCE

EIGHT BELLS!

IT WAS WITH GREAT SADNESS that we said goodbye in July to a dear friend of the Royal Bermuda Yacht Club and the Gold Cup. Edward Rance became the skipper of the Club’s original wooden *Cleopatra of Bermuda* in the 1970s. In those early days he was involved with the Club’s Saturday Sailing programme and for the 24-hour a day watches onboard *Cleo* at the Newport Bermuda Race finish line.

“When one went out on *Cleopatra* as a member of the Race Committee you had the feeling that if worst came to worst Eddie could run the races almost single handedly,” said Past Commodore CNA Butterfield. “He knew all the courses and could read the wind with uncanny accuracy, both direction and strength. It seemed that he was everywhere on the boat, one minute driving, and then on the bow dealing with the anchor. Eddie knew all the systems in the boat and went about all the myriad things that needed to be done with professionalism. His standing with the competitors was borne out one race day when one vociferous sailor shouted to the Committee Boat ‘I was not over the line early, who was calling the line anyway’. When advised that Eddie Rance was spotting the line, the answer came back, ‘Oh well, O.K. then.’”

For the past 32 years, Eddie was onboard for the Gold Cup, skippering and assisting with the Race Management team. Even after his retirement from Race Management, he still happily came back each year for the Gold Cup to assist with his knowledge and skills.

You will not meet anyone who did not love Eddie Rance. He was a talented, humble, reliable, ethical and hardworking man, who loved his family above all else, but he was extremely fond and devoted to *Cleopatra* too. He went above and beyond in his care of her over the decades. We will forever be grateful to him for his contribution to sailing and the Club, and his friendship will be sorely missed.

THE MATCH RACING COURSE consists of an even number of legs—odd to windward and even to leeward. The number of legs can vary and is designated by the number pennant flying on the bow of the race committee boat. The boats will always finish on a downwind leg. The start/finish line is set close to the shore in Hamilton Harbour, in the vicinity of Barr's Bay Park and the Royal Bermuda Yacht Club, depending on wind directions.

The course starting line is between an orange mark and the race committee boat and is laid at right angles to the wind direction.

The match begins with the two boats crossing the starting line and sailing upwind (by tacking) and round the windward mark to starboard (leaving it to the right side of the boat). Spinnakers are set and the match continues downwind to the second set of marks (called a 'gate') which is laid close to the start/finish line. The boats sail around this course for the requisite legs and finish sailing downwind under spinnaker.

A LAYMAN'S GUIDE

RIGHT-OF-WAY

When the wind comes across opposite sides of the boats, the boat with the wind on the left (port) side gives way to the boat with the wind on the right (starboard). The boat with the wind coming from the right is on the starboard tack or gibe and has the right-of-way. When the wind comes across the same side of the boats and the boats are not overlapped, the boat behind (clear astern) must keep clear. The boat ahead has the right-of-way. When the wind comes across the same side of the boats and the boats are overlapped, the upwind (windward) boat must stay clear. The boat on the downwind (leeward) side has the right-of-way. Umpires follow the boats in each match and make on-the-water penalty decisions. A boat with a penalty must make a 360-degree turn for each penalty assessed before the finish.

THE START

The start is critical. A five-minute gun signals the beginning of an intricate, often furious duel for advantage on the starting line. It is a one-on-

one battle for the favoured side of the course based on the sailor's prediction for wind strength and wind shifts on the course.

UPWIND BEAT

On the course, the boats engage in an upwind battle. The boat crossing on starboard has the right-of-way and an advantage when crossing ahead of the port tacker. The boat ahead has an advantage of sailing in clean air while the boat behind has to sail in the turbulent (bad) air spilling off the windward boat. The boat behind will try to engage the leader in a tacking duel to escape from the bad air, cause the leader

to make a sail-handling error or gain ground by making faster, more efficient tacks.

WEATHER MARK

The boats approach the upwind, windward mark on port tack, so there is always the opportunity for confrontation with one boat on port facing a right-of-way boat crossing ahead or causing the port tack boat to avoid a collision. The lead can change here and often does.

DOWNWIND RUN

On the downwind run, the trailing boat attacks from behind. It may gain on or pass the leader by positioning itself so its balloon-like spinnaker

casts a wind shadow on the leader and steals its wind. The boat ahead must be prepared to gibe away for clean air. This manoeuvre, with the wind crossing behind and the spinnaker and mainsail being moved to opposite sides, surely causes high drama in a breeze. A mistake in the middle of a gibe has cost many a skipper a race.

DROPPING THE SPINNAKER

At the bottom, downwind mark action intensifies as the boats position for a smooth rounding to head back upwind for leg three. Right-of-way rules may require that the leader give room to the boat behind if an overlap exists two boat-lengths from the mark. It's another place for protests and lead changes to occur.

THE FINISH

As the boats approach the finish, it's often the time for a boat with a penalty to take her 360-degree turn. If you're ahead, it's painful but must be done. This is a match race in identical One-Design boats so there is one winner, one loser. The first boat to finish gets the prize.



PHOTOGRAPH BY CHARLES ANDERSON

FOLLOW THE RACING ONLINE!

There is no better way to follow the match racing than from any of the many vantage points along Hamilton Harbour, but those who can't get to the waterfront can follow the action and see updated results on any of the following:

Host Site: www.argogroupgoldcup.com
World Match Racing Tour: www.wmrt.com
Facebook: www.facebook.com/worldmatchracingtour
Twitter: [@worldmrt](https://twitter.com/worldmrt) [@ArgoGoldCup](https://twitter.com/ArgoGoldCup) [#WMRT](https://twitter.com/WMRT) [#AGGC15](https://twitter.com/AGGC15)
Live tack by tack twitter feed: [@wmrt_liverace](https://twitter.com/wmrt_liverace)

Photo courtesy Bermuda Department Of Tourism



THE ROYAL BERMUDA YACHT CLUB presents the Argo Group Gold Cup. This is an ISAF Grade W (World Championship) event, sailed in identically matched IOD sloops on the Hamilton Harbour adjacent to the Royal Bermuda Yacht Club, Barr's Bay Park and the Hamilton Princess & Beach Club. The venue brings world-class match racing close to shore where spectators can easily see the competition. The regatta takes place only steps from Bermuda's prestigious Front Street shopping district and historic downtown Hamilton.

The 14 invited crews plus the winners of the 2015 Bermuda National Match Racing Cham-

pionship and the 2015 Knickerbocker Cup will be divided into two groups of eight.

First Stage: Each group will be scheduled to sail a round robin (each skipper will be scheduled to sail once against each other skipper in his group).

Second Stage: The fourth, fifth, sixth and seventh place skippers in each group will proceed to a repechage round robin (each skipper will be scheduled to sail once against each other skipper in the group).

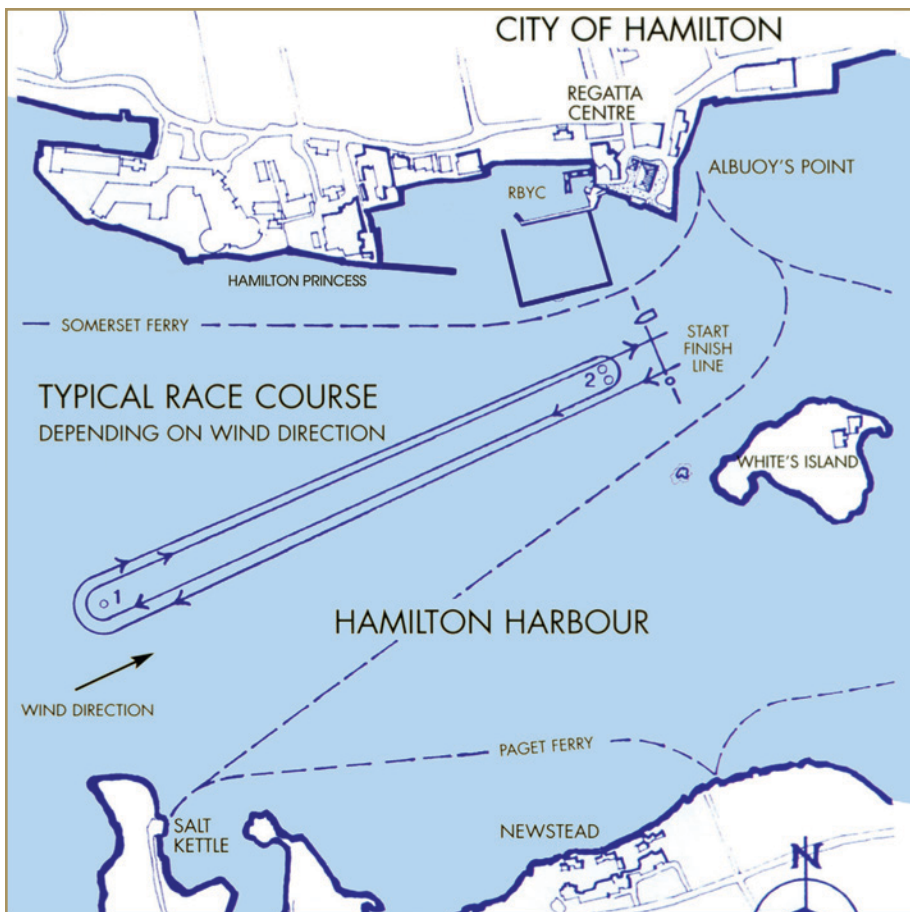
Third Stage: The three top skippers in each group from the First Stage along with the two top skippers from the repechage round

(Second Stage) will go on to the Quarter and Semi Finals to be sailed on Saturday. Both are 'first to three points' knock out series. The two teams that survive this round move on to the Finals.

The Finals take place on Sunday and feature the top two teams in a 'first to three points' head-to-head battle to determine the winner of the Argo Group Gold Cup.

The Petite Finals, a 'first to two points' series is between the two losing semi-finalists for third and fourth place.

Also on this day is the RenaissanceRe Junior Gold Cup Final race on Hamilton Harbour.



PRIZE MONEY

Total Purse:
\$100,000

1st Place	\$35,000
2nd Place	\$16,000
3rd Place	\$12,000
4th Place	\$11,000
5th Place	\$8,000
6th Place	\$7,000
7th Place	\$6,000
8th Place	\$5,000



ROUND ROBIN
WEDNESDAY & THURSDAY

GROUP 1	SCORE	
	W	L

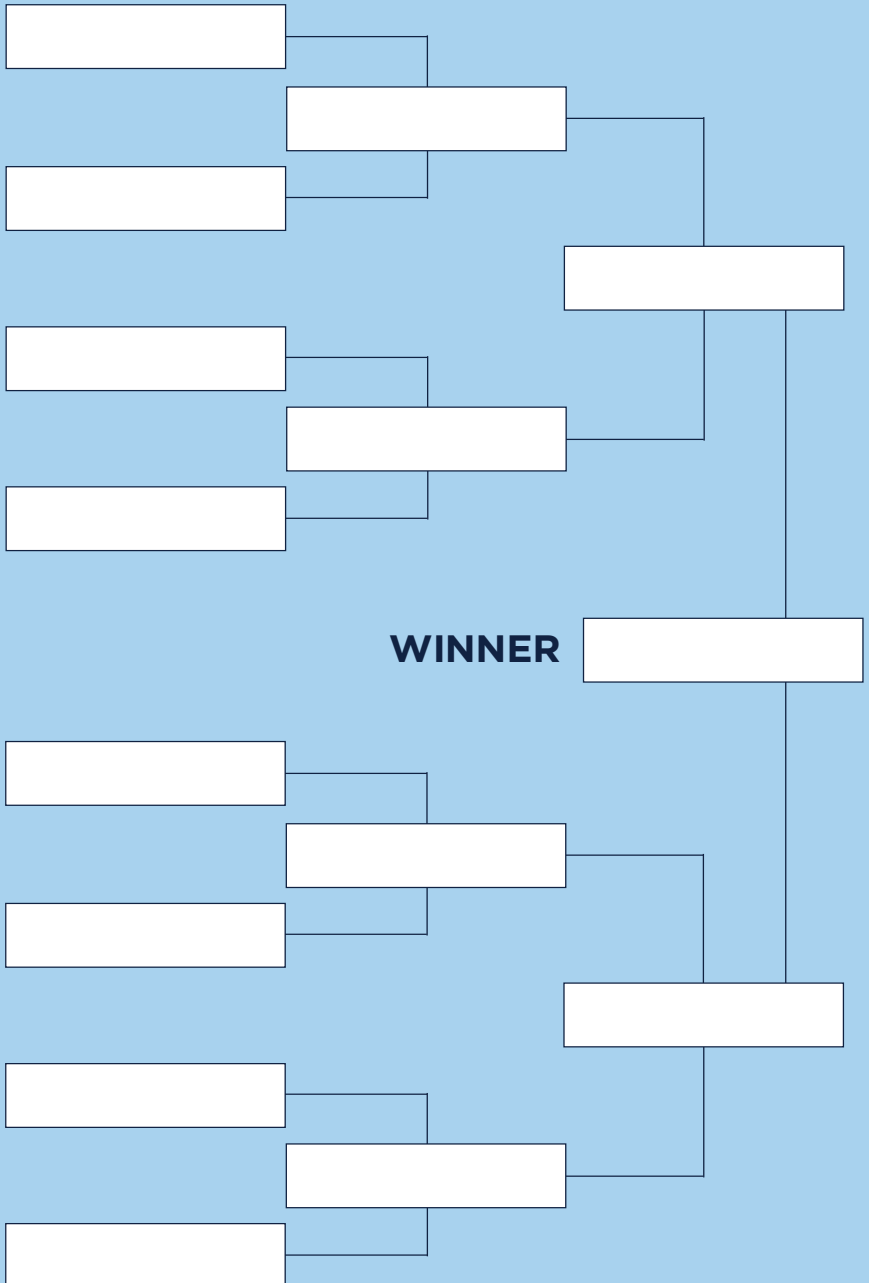
GROUP 2	SCORE	
	W	L

REPECHAGE - FRIDAY	SCORE	
	W	L

QUARTER-FINALS
Saturday

SEMI-FINALS
Saturday

FINALS
Sunday



Please refer to page 11 for the qualification format to the quarter finals, semi's and final.

THE POWER TO **SAVE**

For Our Residential Customers

The top two energy users in your home are lights and water heaters.

Use **your power to save** by following these tips:

Lighting

Electric lighting burns up to 10–15% of the average home energy budget.

Use ENERGY STAR® certified CFL or LED lightbulbs, which:

- Save money – more than \$170 over a bulb's lifetime
- Use about 75% less energy and lasts 10 to 25 times longer
- Produce about 75% less heat, so they're safer to operate and can cut energy costs associated with home cooling

Organize the lighting in your home to make it more comfortable and efficient. Use task lighting so that you can see clearly for certain tasks, like reading or cooking, and ambient lighting when you want to create a comfortable and relaxing atmosphere.

Water Heaters

Water heating is the second largest energy expense in your home and typically accounts for about 15–30% of your energy bill.

To keep your water heating costs to a minimum:

- Use less hot water by installing aerating, low-flow faucets and showerheads
- Set the thermostat on your water heater to 120°F / 60°C
- When buying a new water heater, choose an ENERGY STAR® model or consider tankless on-demand models
- If you are looking to buy a new dishwasher or clothes washer, make sure you buy an efficient, water-saving ENERGY STAR® model to reduce hot water use


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START PROCEDURE

TIME TO START (IN MINUTES)	VISUAL SIGNAL	FLAGS	SOUND SIGNAL	MEANING
7	Flag '7' displayed		One	Attention signal
6	Flag '7' removed		None	
5	Flag '5' and numeral pennant '1' displayed	 	One	Warning signal
4	Flag '5' removed and flag '4' displayed	 	One	Preparatory signal
2	Blue or yellow flag or both displayed if either or both boats broke rule C4.2	 	One*	End of pre-start entry time
1	Flag '4' removed and flag '1' displayed	 	One	1 minute to start
START OF MATCH 1 5 mins. before start of Match 2	Flag '1' and numeral pennant '1' removed. Flag '5' and numeral pennant '2' displayed	 	One	Start of Match 1 and warning for Match 2
4	Flag '5' removed and flag '4' displayed	 	One	Preparatory signal
2	Blue or yellow flag or both displayed if either or both boats broke rule C4.2	 	One*	End of pre-start entry time
1	Flag '4' removed and flag '1' displayed	 	One	1 minute to start
START OF MATCH 2 5 mins. before start of Match 3	Flag '1' and numeral pennant '2' removed. Flag '5' and numeral pennant '3' displayed	 	One	Start of Match 2 and warning for Match 3
4	Flag '5' removed and flag '4' displayed	 	One	Preparatory signal
2	Blue or yellow flag or both displayed if either or both boats broke rule C4.2	 	One*	End of pre-start entry time
1	Flag '4' removed and flag '1' displayed	 	One	1 minute to start
START OF MATCH 3 5 mins. before start of Match 4	Flag '1' and numeral pennant '3' removed. Flag '5' and numeral pennant '4' displayed	 	One	Start of Match 3 and warning for Match 4
4	Flag '5' removed and flag '4' displayed	 	One	Preparatory signal
2	Blue or yellow flag or both displayed if either or both boats broke rule C4.2	 	One*	End of pre-start entry time
1	Flag '4' removed and flag '1' displayed	 	One	1 minute to start
START OF MATCH 4	Flag '1' and numeral pennant '4' removed		One	Start of Match 4

* If penalty is given NOTE: The numeral pennant on the bow of the Signals Boat indicates the Course Number to be sailed.



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Johnie Berntsson and his team hoist the Gold Cup after their 2014 win.

HISTORY OF THE GOLD CUP

THE KING EDWARD VII GOLD CUP is the oldest match racing trophy in the world for competition involving one-design yachts. It is a highly prestigious trophy with a rich tradition. It was the only King's Cup ever to be offered for competition in the United States, which could be won outright.

The Gold Cup was given in 1907 by King Edward VII at the Tri-Centenary Regatta at Jamestown, Virginia. The Regatta was held in commemoration of the 300th Anniversary of the first permanent settlement in America. The Trophy was won by C. Sherman Hoyt sailing his "Q" yacht *Capsicum*.

After three decades as the property of Mr. Hoyt, he gave it to the Royal Bermuda Yacht Club. In his letter he expressed the propriety of "my returning a British Royal Trophy to the custody of your Club with its long record of clean sportsmanship and keenly contested races between your Bermuda yachts and ours of Long Island Sound and elsewhere..." This gift expresses the long yachting tradition existing between the "Original Thirteen States" and the oldest self-governing British colony.

The Gold Cup resumed competitive activity as a match racing trophy for 6-Metres in 1937. The first winner of the Cup was the celebrated Briggs Cunningham, who was also the first man to win the America's Cup when that competition was established in 12-Metres. The last year of competition in 6-Metres was 1939 when Bermuda's A.F. (Bert) Darrell sailing *Achilles* successfully defended it against George Nicholls of the USA. Nicholls' boat, *Goose*, was considered the fastest 6-Metre of her day. Bert Darrell, perhaps Bermu-

da's most revered yachtsman and a shipwright by trade, bought the 6-Metre *Achilles* as salvage from an insurance company after she had been wrecked in a storm. He rebuilt the ten-year-old yacht entirely in his boatyard. The rejuvenated *Achilles* was launched from Darrell's slipways and sailed directly to the race-course, where she went on to defeat *Goose* and establish Bermuda as a yacht racing power to be reckoned with.

In the post-war years racing in the custom designed 6-Metre boats declined in favour of the International One Design Class. Consequently, when the Club placed the Cup back in competition in 1951 it was for match racing in yachts of the International One Design Class. Bert Darrell had the honour of first defending the Cup in this class.

Although it was always popular with sailors, the Gold Cup continued in relative obscurity until 1983 when Australia took the America's Cup from the United States, resulting in increased interest in match racing. In 1985, the World Match Racing Conference was formed with the Gold Cup one of five major events. Beginning in 1988, the Royal Bermuda Yacht Club introduced sponsorship, prize money, on the water judging, spectator boats, live commentary and racing in Hamilton Harbour. These innovations made Gold Cup match racing more exciting for the spectators and participants.

Since 1937, Bermuda has won the Cup 21 times, the United States 17 times, New Zealand ten times, Australia six times, United Kingdom five times, the U.S. Virgin Islands and Sweden twice and Denmark, France and Italy have each laid claim to the trophy once.

PAST WINNERS

1937	Briggs Cunningham (USA)
1938	Bill Miller (Bermuda)
1939	A.F. 'Bert' Darrell (Bermuda)
1940-50	unavailable
1951	Ray Hunt (USA)
1952	A.F. 'Bert' Darrell (Bermuda)
1953	A.F. 'Bert' Darrell (Bermuda)
1954	A.F. 'Bert' Darrell (Bermuda)
1955	E. Roddy Williams (Bermuda)
1956	A.F. 'Bert' Darrell (Bermuda)
1957	Warner Wilcox (USA)
1958	Warner Wilcox (USA)
1959	A.F. 'Bert' Darrell (Bermuda)
1960	Warren Brown (Bermuda)
1961	Hugh Masters (Bermuda)
1962	Robert Waterburg (USA)
1963	Phillip Dollins (USA)
1964	Cornelius Shields Jr (USA)
1965	Rene Coudert (USA)
1966	Warren Brown (Bermuda)
1967	Rene Coudert (USA)
1968	Peter Richold (Bermuda)
1969	C. Archie Hooper (Bermuda)
1970	W. Keith Hollis (Bermuda)
1971	Dayton T. Carr (USA)
1972	C. Archie Hooper (Bermuda)
1973	C. Archie Hooper (Bermuda)
1974	John Hartley Watlington (Bermuda)
1975	C. Archie Hooper (Bermuda)
1976	C. Archie Hooper (Bermuda)
1977	B.W. 'Jordy' Walker (Bermuda)
1978	William S. Widnall (USA)
1979	William S. Widnall (USA)
1980	E.S. 'Penny' Simmons (Bermuda)
1981	William S. Widnall (USA)
1982	William S. Widnall (USA)
1983	William S. Widnall (USA)
1984	Not sailed-Event re-organised for 1985
1985	Peter Isler (USA)
1986	Gordon Lucas (Australia)
1987	Chris Dickson (New Zealand)
1988	John Kolius (USA)
1989	Chris Dickson (New Zealand)
1990	Russell Coutts (New Zealand)
1991	Eddie Warden-Owen (U.K.)
1992	Russell Coutts (New Zealand)
1993	Russell Coutts (New Zealand)
1994	Rod Davis (New Zealand)
1995	Peter Gilmour (Australia)
1996	Russell Coutts (New Zealand)
1997	Peter Gilmour (Australia)
1998	Russell Coutts (New Zealand)
1999	Andy Green (U.K.)
2000	Russell Coutts (New Zealand)
2001	Peter Holmberg (U.S. Virgin Islands)
2002	Jesper Radich (Denmark)
2003	Peter Gilmour (Australia)
2004	Russell Coutts (New Zealand)
2005	James Spithill (Australia)
2006	Ian Williams (U.K.)
2007	Mathieu Richard (France)
2008	Johnie Berntsson (Sweden)
2009	Ben Ainslie (U.K.)
2010	Ben Ainslie (U.K.)
2011	Torvar Mirsky (Australia)
2012	Taylor Canfield (U.S. Virgin Islands)
2013	Francesco Bruni (Italy)
2014	Johnie Berntsson (Sweden)

PHOTOGRAPH BY CHARLES ANDERSON

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PHOTOGRAPHS BY CHARLES ANDERSON

THE FUTURE CHAMPIONS

THE RENAISSANCERE Junior Gold Cup, now in its 13th year, has become a critical pathway for Bermuda's Optimist sailors seeking international competition and top level experience. The regatta brings the world's best Opti sailors to their doorstep and allows the local sailors to instantly see where they sit on the world stage. The RenRe Junior Gold Cup has become the breeding ground for local match race sailors both in Bermuda and overseas. This includes 2014 World Match Race Champion Taylor Canfield, who got his first taste of match race sailing while in Bermuda attending the Junior Gold Cup from USVI.

RenaissanceRe has kindly sponsored this event since its inception, providing the support to assist with airfares for the international youth sailors and providing them with charter boats, on-the-water coaching and equipment required for competition. The visiting sailors stay with the local families of our youth sailors which is another important aspect of this unique experience. For the local sailors aged nine to 15, the regatta provides world-class competition in their home waters, an experience usually found only by traveling to a continental IODA event.

The backdrop of the Argo Group Gold Cup match-racing event running concurrently with the youth event provides a real bonus for all

the sailors entered in the regatta as they are surrounded by their sailing heroes back at the dock. The youth sailors attend the daily press conferences, watch parts of the main event and mix and mingle among the teams competing on the World Match Racing Tour. Through the years Olympic medalists and America's Cup winning sailors such as Sir Ben Ainslie, Iain Percy, Andrew "Bart" Simpson and Sir Russell Coutts have given freely of their time by participating in youth sailing clinics or talks explaining the finer points of sailing and sportsmanship.

With Bermuda now the official home of the 2017 America's Cup, a whole new vibe has taken over Bermuda on all levels. Participants of 2015 RenRe JGC will definitely feel the excitement as this year's regatta will be held a week ahead of the 3rd America's Cup World Series event, hosted in the City of Hamilton. RenRe JGC participants will surely see many of today's sailing stars on or off the water, foiling cats practicing and the race village coming together. It should be an unforgettable experience for all the sailors.

Twelve races are scheduled to be sailed, 11 of which will be in the Great Sound on IODA trapezoid courses. The final race will be sailed in Hamilton Harbour on the actual Argo Group Gold Cup course just prior to the finals in front of the large spectator fleet.



RENAISSANCERE JUNIOR GOLD CUP CHAMPIONS

- 2003 Oliver Rihiluoma (BER)
- 2004 Frankie Lardies (NZL)
- 2005 Joshua Greenslade (BER)
- 2006 Philip Sparks (GBR)
- 2007 Jes Lyhne Bonde (DEN)
- 2008 Balder Tobiasen (DEN)
- 2009 "Nacho" Rogala (ARG)
- 2010 Diogo Pereira (POR)
- 2011 Wade Wadell (USA)
- 2012 Douglas Elmes (IRL)
- 2013 Milo Gill Taylor (GBR)
- 2014 Christian Spodsberg (DEN)

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RenaissanceRe, founding sponsor of the Junior Gold Cup and continuing sponsor of the Argo Group Gold Cup, warmly welcomes all sailors and spectators to the 2015 event.



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Left: SoftBank Team Japan skipper and CEO Dean Barker and Sebastian Kempe. Right: Sir Russell Coutts, Dean Barker, Jimmy Spithill, Tom Slingsby, Rome Kirby, Andrew Campbell and the Endeavour sailors.

AMERICA'S CUP ENDEAVOUR PROGRAMME

By Peter Rusch

THE AMERICA'S CUP is teaming up with some of the biggest names in the marine industry to launch an ambitious Community Sailing Programme—Endeavour—with a focus on leaving a sporting legacy in Bermuda as a result of the overwhelming corporate support from local companies in Bermuda.

Tom Herbert-Evans, Community Sailing Manager said: "Bermuda has never seen this level of support for sailing and likely never will again. It is essential that we get it right from the get go and aren't just an overnight idea, we want this to stay. This initiative has the potential to have the fairy tale story, by accessing all school children we will find potential Olympic champions and produce world class mariners."

The Endeavour programme is built on three main pillars:

First, and most importantly, an educational initiative: the STEAM programme (Science,

Technology, Engineering, Art and Math) themed around sailing and the America's Cup. This includes modules on everything from health and nutrition to the math and physics behind sailing and yacht design. The STEAM programme will initially be aimed at eight to 12-year-olds.

Second: Youth Sailing—quite simply this is aimed at providing an experience in boats for kids aged between eight and 12-years-old, in Bermuda. It will also give these kids access to tour the ORACLE TEAM USA base and witness the incredible technology and facilities the team utilises. We are working closely with organisations such as WaterWise in Bermuda to offer long term structure and working with their curriculum to roll out Endeavour into the schools.

With some great industry partnerships to provide and maintain equipment the goal is to reach kids from all areas of Bermuda and

give them the opportunity to try sailing and develop an appreciation of the marine environment. For those who show an enthusiasm for continuing in the sport we want to provide a link between the already established sailing clubs and assist them to revamp their youth programmes to make their boats available to kids who otherwise wouldn't have access. This is evident in the west end and east end clubs and that is where our initial focus will be.

Third: College sailing internships with ORACLE TEAM USA—In collaboration with the Intercollegiate Sailing Association we are setting up a training/internship programme where ten of the top college sailors in the United States will be brought in for a session each year to train with and learn from ORACLE TEAM USA. Five of the top male and female sailors in the country will come to Bermuda to learn what it takes to become a professional sailor.

A project of this scale wouldn't be possible without the following:

Corporate Sponsorship from Orbis, PWC, Butterfield Bank and Appleby. Marine Partners including Harken, North Sails, Dynamic Dollies, Versadock, Magic Marine, RS-LDC Sailboats, BIC Sport, Hobie Cat and VSR—Coach Boats. We are also thankful to the multiple donations and support we have received from PWs Marine Store for providing discounts on Safety Equipment, RHADC for the donation of Optimists, Lindberg and Simmons Architects for their assistance in design.



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MANY HANDS, ONE ARGO

Why Gold Cup's lead sponsor treats its team like sailors.

A COMMON APPEAL of successful corporations to their employees is the opportunity to contribute to an entity that gets it right. Companies that get it right in business have to be vigilant, decisive, responsive and supportive. Those are exactly the qualities that top crews hone to win sailing races, a similarity long appreciated at Argo.

Sponsoring the Gold Cup is a natural extension of the Argo zest for entrepreneurial adventure, and people who know the 70-year-old company well say it's no stretch to see Argo people and sailing people as kindred spirits.

First, like members of racing crews, all Argo team members are specialists both by name and by nature. Their niche is known as specialty insurance—markets where the risks vary widely from region to region, discipline to discipline, client to client. Not easy work. Think of it this way: it takes a huge investment of time and energy to be able to understand

the peculiarities of any specialty business—whether it be running a city, making wine, moving cargo by sea or digging coal out of the ground. At Argo, that's the kind of complexity they enjoy.

Second, no matter the conditions or the competition, they know precisely where they're headed. For Argo, it's always to help other businesses stay in business. That deceptively simple phrase is a powerful mantra, and a reminder of the company's ultimate value to its policyholders.

Backing their clients with specialized, sensible coverage makes it possible for those businesses to weather both foreseeable and unanticipated disruptions in their activities.

Third, they act as one team—hardworking and indivisible. Under the leadership of their president Mark E. Watson III—himself a seasoned ocean sailor—Argo Group is a unified force of 12 business units, each with a unique

suite of products, services, markets and clients but, like any great crew, moving as one.

Finally, all those who sail with Argo are bound by four profound values that influence every decision they make. Up front, there's courage to do both the tough thing and the right thing.

Innovation is next, with the aim of continuous improvement in every product, service and system. Commitment follows, meaning the support by every Argo staff member of every other, of the policy holders and, ultimately, of the shareholders. The last value in the quartet is the desire to excel—an unshakable resolve to do better than ever before and better than anyone else. Those are the kinds of values that all sailors have in their blood.

No accident that Argo's tagline is 'Get there together'. The role of the team is taken dead seriously in every aspect of operations.

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STAGE 1:	13 - 17 May 2015	CONGRESSIONAL CUP	 Long Beach, USA
STAGE 2:	21 - 25 May 2015	MATCH RACE GERMANY	 Langenargen, Germany
STAGE 3:	29 June - 4 July 2015	STENA MATCH CUP SWEDEN	 Marstrand, Sweden
STAGE 4:	29 July - 1 August 2015	ENERGA SOPOT MATCH RACE	 Sopot, Poland
STAGE 5:	6 - 11 October 2015	ARGO GROUP GOLD CUP	 Hamilton, Bermuda
FINALS:	26 - 30 January 2016	MONSOON CUP	 Johor Bahru, Malaysia

FOR MORE INFORMATION ON THE WORLD MATCH RACING TOUR, VISIT US AT WMRT.COM



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2015 SKIPPERS



ARTEMIS RACING (SWEDEN)

Currently in the process of relocating their Team Base Operations to Morgan's Point in Bermuda, Artemis Racing are the Swedish Challenger for the 35th America's Cup. Led by Team Manager and double Gold Medalist Iain Percy (GBR), this will be Artemis Racing's second attempt as a team to lift Argo Group Gold Cup. Many of the team's individual sailors have attempted, and succeeded, at lifting the prestigious Gold Cup in the past. Skipper Nathan Outteridge (AUS) helmed the team's

first entry last year, alongside Percy, Christian Kamp and Iain Jensen. The 2015 Argo Group Gold Cup is the America's Cup team's only appearance on the World Match Racing Tour this year with the rest of their sailing being taken up by the Louis Vuitton America's Cup World Series and training for the 2017 America's Cup in Bermuda.



JOACHIM ASCHENBRENNER (DENMARK)

The Aschenbrenner Racing team started its match race campaign in 2007 as the goal has always been to compete on the World Match Racing Tour. In 2015 this goal was completed and at just 21, Joachim is currently ranked on a 4th place on the leaderboard. First time participation on WMRT was when Joachim was

at the age of 18 competing at Match Race Germany where they finished on a 7th place and two months later participated at Match Cup Sweden. Leading up to the spot on World Match Racing Tour the team has achieved many titles among those: Youth World Champion, Danish Champion, Norwegian Champion, two-time Danish Youth Champion. Beside that the team has been in the quarterfinal at World Match Race Tour regattas four times and ended up on a 3rd place at Match Race Germany 2015.

ISAF Ranking: 25



DEAN BARKER (SOFTBANK TEAM JAPAN)

Dean Barker is no stranger to the match racing world or the Gold Cup having competed three times, finishing 3rd in

2003. Since then Dean was the skipper for several Emirates Team New Zealand's America's Cup Challenges. Dean is now the CEO and skipper for the SoftBank Team Japan challenge for the 35th America's Cup. Dean



was the first 'non' card holder to accept his invite to this year's event and we are thrilled to have him back in Bermuda.

ISAF Ranking: Not Ranked



JOHNNIE BERTSSON
(SWEDEN)

Johnie joined the 2015 World Match Racing Tour as a card holder. He is the defending champion of the Argo Group Gold Cup. Bertsson Sailing Team was founded in 1997 and have since then been sailing all over the world in different match racing events. The team now race as the Stena Sailing Team. Johnie was also the 2008 Argo Group Gold Cup winner and finished 2nd in the 2012 and 2011 event. Stena Sailing Team are always crowd favourites at AGGC.

ISAF Ranking: 15



TAYLOR CANFIELD
(US VIRGIN ISLANDS)

Taylor Canfield joins us for a fifth year and has to be considered a strong contender to lift the King Edward VII Gold Cup having won in 2012 and finishing 3rd in 2013. He is the 2015 winner of the Congressional Cup, which is now part of the WMRT. USOne have joined the M32 tour for 2015. Canfield said of the move: "Obviously we have been watching what is going on in the world of sailing and the catamaran movement. We have our team at a point where we need to carry our momentum forward and make sure we stay current. It's an exciting time for our team to be moving into faster, more action-orientated sailing."

ISAF Ranking: 2



REUBEN CORBETT
(NEW ZEALAND)

Reuben Corbett briefly started in Optimists before quickly moving on to team racing in Sunbursts and 420s, claiming bronze in his last Team Racing Worlds.

Without previously having a tour card, Reuben has won several qualifying events to compete on the Tour, making the quarter finals on three of those occasions. This young Kerikeri native is a rising star on the match racing circuit having won the

Knickerbocker Cup, Sail of White Nights, Seven Feet Cup, Wasa Match Race, GKSS Spring Cup, Korea Qualifier and Tallinn Open. Reuben is also an avid coach having assisted the Dutch Match Racers in the last Olympics and the Koreans to silver in the Asian Games. This is Reuben's second AGGC.

ISAF Ranking: 15



BJÖRN HANSEN
(SWEDEN)

Crowd favourite Björn returns to compete in this year's Argo Group Gold Cup, fresh from defending the Stena Match Cup in Sweden for a fourth year in a row. With a new team sponsor, Nautiska Racing, he is definitely a contender for 2015 AGGC victory! Björn is a WMRT card holder and finished 5th on the Tour in 2014.

ISAF Ranking: 4



ADAM MINOPRIO
(NEW ZEALAND)

Adam is no stranger to the Argo Group Gold Cup having competed in the event five times as skipper and in 2014 as crew. Mino now has two Volvo Ocean Races under his belt and finished 2nd in 2015 with Team Brunel and in 2012 with Team Camper. His is a past WMRT tour card holder and ISAF number one ranked match racer (2010). Adam was a trimmer/tactician for the Luna Rosa syndicate before joining the 2015 Volvo Ocean Race. The AGGC is happy to see Mino back in Bermuda!

ISAF Ranking: 248



ERIC MONNIN
(SWITZERLAND)

Eric Monnin, along with his Swiss Match Race Team are familiar faces on the Tour. Since joining the Tour in 2006, he has achieved four semi-finals spots and, in 2015, a 2nd place at the

Argo Group Gold Cup, an event stage that is considered as one of the toughest stages on the Tour. Monnin has an impressive CV under his belt and will be making a debut for the first time as a tour card holder on the 2015 World Match Racing Tour season. Monnin, dubbed as a 'dark horse' among the sailors and teams, aims to throw all his experience in for

a chance to win the coming World Championship title. This is Eric's twelfth Gold Cup appearance.

ISAF Ranking: 3



CHRIS POOLE
(USA)

Skipper Chris Poole originally from Falmouth, Maine started match racing in 2012 after graduating from college. He quickly climbed the match race rankings and is now in his fourth season of match racing. Riptide Racing trains at the Oakcliff Sailing Center in Oyster Bay, NY where the team will be sailing Shields to prepare for the IOD. This will be Riptide Racing's third Argo Group Gold Cup and the team is excited to race against the world's best.

ISAF Ranking: 26



PHIL ROBERTSON
(NEW ZEALAND)

Sailing has been in Phil Robertson's blood since the age of ten when he started racing competitively. Racing in dinghy classes for several years satisfied his appetite for sailing and competition however Robertson wanted to develop himself as a team sailor which he did at the age of 16 when he joined the prestigious Royal New Zealand Yacht Squadron Youth training programme. Phil now fronts WAKA Racing, a tight team of top young sailors who made their debut in 2011. The team finished 4th in ISAF's overall match racing standings at the end of 2014. So far in 2015 Phil has finished 2nd at Congressional Cup and 6th at Stena Match Race Sweden. This is Phil's sixth appearance at AGGC.

ISAF Ranking: 12



NICOLAI SEHESTED
(DENMARK)

Nicolai Sehested and his crew are the new breed who will be the next superstars in sailing. Sehested lead his team in the first three stages of the 2014-15 World Match Racing

Tour campaign but had to discontinue his ambitions after receiving a call to head Team Vestas in the Volvo Ocean Race challenge. He and his crew had a spectacular season

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in 2013 with three wins in Grade 2 events in both Europe and the United States. They were catapulted up to the top ten on the ISAF ranking in 2014—grabbing another Grade 2 title in Switzerland and qualifying for Match Race Germany. Sehested has an experienced crew of professional and skilled sailors. Sehested will make his debut on the 2015-16 World Match Racing Tour a meaningful one and bring home good results against the best teams in the world. This is Nicolai's second AGGC and he is a past winner of the "Jordy" Walker Trophy.

ISAF Ranking: 56



CHRIS STEELE
(NEW ZEALAND)

New Zealand seems to breed match racers, Chris is fifth kiwi skipper at this year's AGGC and is another fine graduate of the Royal New Zealand Yacht Squadron's training programme. Team 36

Below started match racing in earnest in 2011 and this is their second AGGC.

ISAF Ranking: 7



KEITH SWINTON
(AUSTRALIA)

Keith's passion for sailing began in Perth at the age of eight and the list of competitions, classes and achievements he has under his belt belies his age. He's competed in Olympic Class Sailing, on the World Match Racing Tour, in IRC Racing and One Design Racing in a number of classes, including 420, 470, 29er, Tornado, Etchell and Flying 15. However, he considers match racing to be the most enjoyable and is now his focus. Swinton was involved in coaching a number of women's match racing teams training for London 2012, in particular the Swedish team who he has coached for over three years. The 2013 and 2014-15 campaigns were tough for his team. It was a close battle having been within reach of the podium for most of the year. Finishing 6th overall on both seasons they are be back again in high spirit ready for the 2015-16 campaign with an aim for their first Championship medal. This is Keith's sixth visit to Bermuda.

ISAF Ranking: 2



IAN WILLIAMS
(GREAT BRITAIN)

Ian has firmly staked the claim of being a world leader in mono-hull match racing. Ian is the first Briton to gain the ISAF World Champion and WMRT Champion titles. He has now won the WMRT title five times. He, along with the rest of team GAC Pindar, returns to the Argo Group Gold Cup for an tenth time, having won this regatta in 2006. Ian is a WMRT card holder and currently leading the WMRT series.

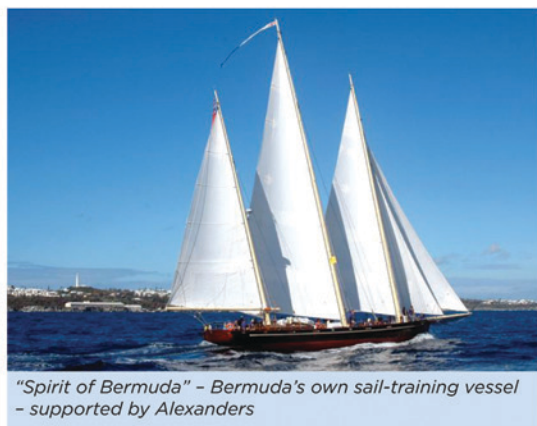
ISAF Ranking: 1

FEEDER EVENTS

The winner of the Bermuda National Match Racing Championships is guaranteed an entry to AGGC.

ISAF rankings were current as of August 12, 2015.

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Richard Slater – Australia

RACE COMMITTEE

Bob Baillie, Sally Browne, David Campbell-James, Jenny Campbell-James, Peter Donnellan, Stacey Gibb, Janice Howell, Anne Hyde, Todd Sparling, Patrice Horner

JUNIOR GOLD CUP COMMITTEE

Chairman – Past Commodore P. Somers Cooper

Regatta Coordinator – Dede Cooper

PRO – Charles Tatem

REGATTA SUB-COMMITTEE

Regatta Assistant and Housing – Carol Feathers

Medical and Safety – Dr. Stephen Sherwin

Medic – Paul Robbins

Commentator Boat – Mark Soares

Repairs – Peter Martin

Logistics – Tim Patton and Ken Lamb

IOD Bosun – Thomas Penruddocke

THE ROYAL BERMUDA YACHT CLUB FLAG OFFICERS & EXECUTIVE COMMITTEE

Commodore – Somers W. Kempe

Vice Commodore – Leatrice Roman

Rear Commodore – P/C S. Peter Shrubbs

Rear Commodore – Jonathan Corless

Rear Commodore – George Cubbon

Rear Commodore – Craig Davis

Honorary Secretary – Andrew Burnett-Herkes

Treasurer – Mark Smith

ROYAL BERMUDA YACHT CLUB STAFF

General Manager – David J. Furtado

Financial Controller – Lorraine Bridges

Head Chef – Anthony McMahon

Marina Manager – Reggie Horseman

Assistant Secretary – Donna Heslop

Sailing Secretary – Nicole Butterworth

Marketing – Christina Sgobba

MEDIA

Event Commentators – Scott Dickson & Tucker Thompson

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Bermuda IOD Class, Rear Commodore George Cubbon, Kevin Horsfield, Michael Richold, Eugene "Penny" & Sacha Simmons, Richard S. Thompson, B.W. Jordy Walker Charitable Trust

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