



2008 Newport Bermuda Race[®] Notice of Race

Start: Friday, June 20, 2008

The Newport Bermuda Race[®] is organized by the Cruising Club of America and the Royal Bermuda Yacht Club and is open to yachts meeting the requirements listed below whose Captains have been invited to participate by the sponsoring clubs. The race will be handicapped with ORR (Offshore Racing Rule) and IRC. The course is from Newport, RI to Bermuda with a first warning gun scheduled for 1250 EDT Friday, June 20, 2008.

1. RULES

1.1 The race will be governed by the rules as described in The Racing Rules of Sailing (RRS) 2005-2008 including US SAILING Prescriptions, the 2008 Offshore Racing Rule (ORR), the 2008 IRC Rule, the 2008-2009 ISAF Offshore Special Regulations for Category 1 including US SAILING Prescriptions, by this Notice of Race and by the Sailing Instructions.

1.2 RRS Part 2 will be replaced by Part B, the Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (COLREGS) between the hours of local sunset and local sunrise.

1.3 Specific attention is directed to RRS Fundamental Rules 1.1 & 4, which state:

1.1 A boat or competitor shall give all possible help to any person or vessel in danger.

*4. The responsibility for a boat's decision to participate in a race or to continue **racing** is hers alone.*

1.4 For the purposes of RRS 79 and ISAF Regulation 20, this race is designated "Category C." A brief description of any advertising carried by a yacht must be provided with the entry forms. Advertising deemed by the Organizing Authority not to be compliant with ISAF Regulation 20.2 and 20.2.1 may be rejected.

1.5 ORR rating rule requirements must be met by all yachts. IRC rating rule requirements must also be met for those yachts to be scored under IRC. Where ORR and IRC requirements conflict, ORR requirements shall prevail unless otherwise stated herein.

2. RACE MANAGEMENT

2.1 The Organizing Authority is the Cruising Club of America (CCA) and the Royal Bermuda Yacht Club (RBYC), hereinafter called the Bermuda Race Organizing Committee (BROC). CCA shall have full power to decide all race matters arising prior to the last start and 24 hours thereafter. RBYC shall be in charge of the finish and shall have full power to decide all race matters arising 24 hours after the last start.

2.2 An International Jury will be constituted in accordance with RRS 70.4 and Appendix N.

3. ELIGIBILITY & SAFETY REQUIREMENTS

3.1 Yacht Eligibility

3.1.1 Yachts must be single-hulled sailing vessels with inboard auxiliary power manned by a captain and crew who have demonstrated and documented recent competency in offshore yacht racing or passages.

3.1.2 The Hull Construction Standards of ISAF Offshore Special Regulations 3.03.1 and 3.03.2 shall apply to all boats with an age or series date of January 1986 or later. Yachts with an age or series date of December 1985 or earlier shall supply evidence of compliance with these ISAF standards or, in the absence of such evidence, the BROC may consider the qualification of a yacht by virtue of its offshore history and/or a current survey which specifically addresses characteristics of design, construction, and maintenance that determine the suitability of the yacht for Category 1 offshore racing.

3.2 Crew Eligibility and Responsibility

3.2.1 The term Captain as used in this Notice of Race means the person, whether or not the owner of the yacht, who is designated on the entry form as "Captain" and who is the Person In Charge of the yacht during the race. The Captain is responsible for the yacht, its handling and safety, the conduct of the crew before and after, as well as during the race, and compliance with the Notice of Race and the Sailing Instructions.

3.2.2 Captains must be current members of US SAILING or their own national authority.

3.2.3 The Captain and Navigator shall have successfully completed the 2004 or 2006 Newport Bermuda Race in their respective capacities. Otherwise, completion of an Offshore Experience Form for Captain, Navigator and Watch Captains will be required for BROC review.

3.2.4 A minimum of thirty percent (30%) of all crew members including at least two (2) of the following (captain, navigator, port and starboard watch captains) shall have attended a sanctioned Safety-at-Sea Seminar within three years prior to the start of the race. For Double-Handed Division yachts, both crewmembers shall meet this requirement.

3.2.5 All yachts must submit crew lists that include the Captain and all persons aboard while racing. The Crew Lists submitted for yachts sailing in the St. David’s Lighthouse, Cruiser and Double-handed Divisions must include an ISAF Sailor’s Classification Code for each person aboard. ISAF Sailor’s Classifications can be obtained online at www.sailing.org/isafsailor. The ISAF Sailor Classification Code will apply. Composite Crew Lists will be published online and distributed at the Captain’s Meeting. Changes to any published Crew List will be presumed to be Group 2/3 competitors unless accompanied by an ISAF Sailor’s Classification Code. Any yacht may challenge any competitor’s ISAF Sailor’s Classification Code which may then be submitted as a protest to the International Jury prior to the Classification Protest Time Limit of 0800 June 20, 2008. Protests will be posted on the Official Notice Board at the BROC Newport Office at the Newport Yachting Center by 0900 on June 20. There is no time limit on protests filed by the Committee.

3.2.6 In the St. David’s Lighthouse Division and Cruiser Division the total, combined number of crew with an ISAF Sailor Classification of either Group 2 or Group 3 will be limited according to the tables below.

St. David’s Lighthouse Division:

ISAF Sailor Classification Group 2 & 3 Limitations: 25% of total crew

<u>Total Crew</u>	<u>Limit</u>	<u>Total Crew</u>	<u>Limit</u>
4-5	1	18-21	5
6-9	2	22-25	6
10-13	3	26-29	7
14-17	4	30+	8

Cruiser Division:

ISAF Sailor Classification Group 2 & 3 Limitations: 20% of total crew

<u>Total Crew</u>	<u>Limit</u>	<u>Total Crew</u>	<u>Limit</u>
4-7	1	23-27	5
8-12	2	28-32	6
13-17	3	33+	7
18-22	4		

Only owners (defined as having at least a one-third partner interest in ownership of the yacht) and ISAF Sailor Classification Group 1 competitors shall steer a yacht in the St. David’s Lighthouse or Cruiser Divisions. In accordance with RRS 64.1(a), the jury may waive penalties or impose penalties other than disqualification for infringements of this rule.

3.2.7 A Crew Information and Waiver Form will be part of the Race Entry Package. These forms must be completed, signed and returned by each and every crew member, including the Captain, before an entry will be considered complete. If they are not submitted with the Entry Form they must be completed and turned in to the Bermuda Race Organizing Committee no later

than 1700, Monday, June 9, 2008. Submissions after this deadline will be accepted only upon Committee approval and payment of an additional \$500 administrative late fee.

3.3 Safety Requirements

3.3.1 All yachts shall comply with the ISAF Offshore Special Regulations 2008 – 2009 for Category 1 Events, including US SAILING Prescriptions, except as modified by Appendix A of this Notice of Race.

3.3.2 ORR Stability Index “SI” shall not be less than 115.0.

3.3.3 Yachts with movable ballast (water or cant keel) shall comply with Appendix K – Movable and Variable Ballast of the ISAF Offshore Special Regulations 2008-2009. These yachts shall also comply with the ORR Rule 2.02.3 Ballast-Leeward Recovery Index (BLRI) for the recommended limits for a Special Regulations Category 1 event.

3.3.4 All movable ballast yachts (water or cant keel) shall demonstrate the ability to return to a man overboard in reasonable time when fully ballasted or canted, to the satisfaction of the Bermuda Race Organizing Committee.

3.3.5 All yachts shall comply with the Newport Bermuda Race[®] Special Requirements contained in Appendix A of this Notice of Race.

3.3.6 Captains are urged in the strongest possible terms to comply with the Newport Bermuda Race[®] Recommendations contained in Appendix B of this Notice of Race.

3.3.7 Yachts shall have on board a position transponder supplied by the Bermuda Race Organizing Committee to aid in tracking of vessels. A security deposit of \$495 will be required and will be refunded in full upon return of the transponder in undamaged condition.

4. DIVISIONS

4.1 The Bermuda Race Organizing Committee shall have full authority to determine the suitability of any yacht for entry into any division, and may divide any division into classes at its discretion.

4.1.2 Yachts must have a valid “Full Measurement” ORR Rating Certificate and, where applicable, a valid, endorsed IRC Rating Certificate appropriate to their Division. Where reference is made to a valid ORR certificate or a valid IRC certificate within this NOR, it shall mean an ORR Rating Certificate based on full measurement, or an endorsed IRC Rating Certificate.

4.1.3 Yachts must be fully compliant with the ORR and IRC Rules for which they submit certificates, except as modified by this Notice of Race.

4.1.4 The following Divisions will be included in the 2008 Newport Bermuda Race[®]:

- St. David’s Lighthouse Division
- Gibbs Hill Lighthouse Division
- Cruiser Division
- Double-Handed Division (spinnaker)
- Open Division

4.1.5 The Newport Bermuda Race[®] Organizing Committee will divide the St. David’s Lighthouse Division and Gibbs Hill Division yachts in the 2008 Newport Bermuda Race[®] by amateur/professional crew/helmsman composition.

4.1.6 Yachts with movable water ballast may sail in the Gibbs Hill Lighthouse, Double-Handed and Open Divisions of the Newport Bermuda Race[®]. Yachts with cant keel movable ballast shall only sail in the Open Division. The use of movable ballast shall be declared on the Entry Form, and must be reflected on the rating certificate(s) submitted for the race. Yachts shall sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of the declared water ballast or cant keel ballast only in divisions where movable ballast is specifically permitted. All other movable ballast as defined by RRS 51 shall be subject to that rule.

4.1.7 Yachts will sail in compliance with RRS 52 regarding manual power except as modified below for the Cruiser, Double-Handed, and Open Divisions. This modifies IRC Rule 14.

4.1.8 A yacht shall not carry on board more sails of each type than the numbers below:

Large Jibs	5
Small Jibs	4
Light Staysails	1
Spinnakers	5
Mainsails	1
Mizzens	1
Mizzen Staysails	2
Storm Trysails	Unlimited
Storm Jibs	Unlimited
Heavy Weather Jib	Unlimited

- Large jibs are those having an LPG greater than 1.1*J.
- Small jibs are those having an LPG less than or equal to 1.1*J. Sails in this category, except inner forestaysails, must be set on stays permanently attached to the mast and tacked on the centerline of the yacht. Inner forestaysails must also be tacked on the centerline of the yacht, but need not be set on a stay.
- Where the largest jib for which a yacht is rated is a Small Jib, the total number of jibs allowed shall be the respective Small Jib maximum plus two.
- Light staysails are those having an LPG less than or equal to 1.1*J which shall only be set flying.
- The specifications of storm and heavy weather sails are those of Offshore Special Regulation 4.26.4.

- NOR 4.1.8 supersedes the sail limitations of the ORR and IRC Rules, but see 4.1.9 below.

4.1.9 Attention is drawn to IRC Rule 26.6.2.1, “Boats carrying more than three spinnakers in total on board while racing will incur an increase in rating.” For the 2008 Newport Bermuda Race, the US SAILING prescription issued in accordance with IRC Rule 26.6.2.2, which modifies IRC Rule 26.6.2.1 for Category 2 and above racing, shall apply. This allows four spinnakers that are no larger than the yacht’s rated SPA without an increase in IRC rating. IRC-rated yachts racing with more than four spinnakers, or with any spinnaker larger than the yacht’s rated SPA, must contact US SAILING for a rating-adjusted certificate, and shall submit that certificate for the 2008 Newport Bermuda Race.

4.1.10 The record for fastest elapsed time shall be competed for by the St. David’s Lighthouse Division and the Gibbs Hill Lighthouse Division. The Corporation of Hamilton Trophy shall be awarded to the yacht with the fastest elapsed time in the combined St. David’s Lighthouse and Gibbs Hill Lighthouse divisions. A separate award shall be presented to the yacht in the St. David’s Lighthouse Division with the fastest elapsed time in that division. The Herbert L. Stone Memorial Trophy will be awarded to the yacht with the fastest elapsed time in the Cruiser Division. A separate award will be presented for the yacht in the Open Division with the fastest elapsed time.

4.2 St. David’s Lighthouse Division

4.2.1 The St. David’s Lighthouse Division will be scored under ORR, with optional dual scoring under IRC. Yachts competing in the St. David’s Lighthouse Division shall submit a valid ORR certificate with Stability Index and will be scored under this rule. In addition, yachts in this Division may also submit a valid endorsed IRC certificate for scoring under that rule. This Division will compete for the St. David’s Lighthouse Trophy under ORR, and, together with yachts in the Gibbs Hill Lighthouse Division, for the North Rock Beacon Trophy under IRC.

4.2.2 Yacht Eligibility

- ORR “L” shall not be less than 27.5 feet.
- The ORR GPH value shall not be less than (faster than) 400 seconds per mile based on the 2007 ORR Rule. (Note: The number associated with this limit will be adjusted to take into account changes in the 2008 ORR Rule when finalized.)
- LOA shall not be greater than 30.000 meters

4.2.3 All yachts sailing in the St. David’s Lighthouse Division must sail with the crew restrictions defined in Paragraph 3.2.6. Captains are strongly cautioned to understand the specific implications in these documents concerning the limitations of Group 2 and 3 competitors defined in the ISAF Sailor’s Classification Code.

4.2.4 The minimum number of crew aboard shall be four persons.

4.2.5 The St. David's Lighthouse Division yachts shall sail in full compliance with RRS 51 and 52.

4.3 Gibbs Hill Lighthouse Division

4.3.1 The Gibbs Hill Lighthouse Division will be scored under ORR, with optional dual scoring under IRC. Yachts competing in the Gibbs Hill Lighthouse Division shall submit a valid ORR certificate with Stability Index and will be scored under this rule. In addition, yachts in this Division may also submit a valid endorsed IRC certificate for scoring under that rule. This Division will compete for the Gibbs Hill Lighthouse Trophy under ORR, and, together with yachts in the St. David's Lighthouse Division, for the North Rock Beacon Trophy under IRC.

4.3.2 Yacht Eligibility

- ORR "L" shall not be less than 27.5 feet.
- The ORR GPH value shall not be less than (faster than) 340 seconds per mile based on the 2007 ORR Rule. (Note: The number associated with this limit will be adjusted to take into account changes in the 2008 ORR Rule when finalized.)
- LOA shall not be greater than 30.000 meters.

4.3.3 There are no limits on remunerated professional crew in the Gibbs Hill Lighthouse Division; ORR Part Rule 4.03 on "Crew Limitations on Professionals" shall not apply.

4.3.4 The minimum number of crew aboard shall be four persons.

4.3.5 Yachts will sail in full compliance with RRS 51 except RRS 51 is modified to allow the moving of declared water ballast only. Yachts sailing with water ballast shall submit rating certificates that reflect this fact. All other movable ballast as defined by RRS 51 shall be subject to that rule. All yachts shall sail in full compliance with RRS 52.

4.4 Cruiser Division

4.4.1 The Cruiser Division will be scored under ORR. Yachts competing in the Cruiser Division shall submit a valid ORR certificate with Stability Index. This Division will compete for the Carleton Mitchell/Finisterre Trophy under ORR. Boats will be allowed one "cruising spinnaker" as detailed in paragraph 4.4.8. Yachts must declare use of one "cruising spinnaker", or no spinnaker, and be rated as such.

4.4.2 Yacht Eligibility

- ORR "L" shall not be less than 27.5 feet.
- The ORR GPH value shall not be less than (faster than) 400 seconds per mile based on the 2007 ORR Rule. (Note: The number associated with this limit will be adjusted to take into account changes in the 2008 ORR Rule when finalized.)
- LOA shall not be greater than 26.000 meters

4.4.3 All yachts sailing in the Cruiser Division must sail with the crew restrictions defined in paragraph 3.2.6. Captains are strongly cautioned to understand the specific implications in these documents concerning the limitations of Group 2 and 3 competitors defined in the ISAF Sailor's Classification Code.

4.4.4 The minimum number of crew aboard shall be four persons.

4.4.5 Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted; this modifies RRS 52. Yachts shall sail in full compliance with RRS 51.

4.4.6 Whisker poles longer than "J" are not permitted for winging out jibs. No headsail may be winged out on the same side as the mainsail.

4.4.7 Only one jib may be set on a given forestay at a time. Luffs of jibs and staysails must be fully attached to a forestay.

4.4.8 Yachts will be allowed one asymmetrical cruising spinnaker, provided the tack is attached at the centerline of the yacht. The tack may be at the stem, or to the end of a bowsprit, or to the end of a sprit which is permanently installed at the bow of the yacht for the purpose of tacking down an asymmetrical spinnaker. The sail must be made of Nylon or Polyester. Sail measurements and tack point must be reflected in the ORR certificate of any yacht electing to use a cruising spinnaker.

4.4.9 Yachts carrying a cruising asymmetrical spinnaker according to 4.4.8 above may carry a whisker pole for winging out a jib as per 4.4.6 above. This paragraph supercedes ORR Rule 9.05.1.b. If a whisker pole is carried aboard the yacht, it cannot be used to shift the tack of the spinnaker, nor can it be used for sheeting the spinnaker. A winged-out jib cannot be flown at the same time as the cruising asymmetrical spinnaker.

4.5 Double-Handed Division

4.5.1 The Double-Handed Division will be scored under ORR. Yachts competing in the Double-Handed Division shall submit a valid ORR certificate with Stability Index and will be scored under this rule. Yachts entering the Double-Handed Division will compete for the Weld Prize and the Moxie Prize and must be sailed in accordance with ORR Regulations.

4.5.2 Yacht Eligibility

- ORR "L" shall not be less than 27.5 feet.
- The ORR GPH value shall not be less than (faster than) 520 seconds per mile based on the 2007 ORR Rule. (Note: The number associated with this limit will be adjusted to take into account changes in the 2008 ORR Rule when finalized.)
- LOA shall not be greater than 26.000 meters

4.5.3 For the Double-Handed Division, the Captain must be a Group 1 or Group 2 ISAF Sailor Classification Code. If the Captain is a Group 1 Sailor, the second crew member may be a

Group 1, 2 or 3 Classification. If the Captain is a Group 2 Sailor, the second crew member shall be a Group 1 or 2 Classification. Both crew members may steer while racing. This replaces ORR Rule 4.03 titled "Crew Limitations on Professionals."

4.5.4 There shall be only two crew members aboard all yachts.

4.5.5 Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted; this modifies RRS 52. Yachts will sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of declared water ballast only. Rating certificates of yachts sailing with water ballast shall reflect this fact. All other movable ballast as defined by RRS 51 shall be subject to that rule.

4.6 Open Division

4.6.1 The Open Division will be scored under ORR. Yachts competing in the Open Division shall submit a valid ORR certificate with Stability Index. Yachts with cant keel ballast must sail in the Open Division, whether sailing with or without professional crew. This Division will compete for the Royal Mail Trophy.

4.6.2 Yacht Eligibility

- ORR "L" shall not be less than 27.5 feet.
- LOA shall not be greater than 30.000 meters.

4.6.3 There are no limits on remunerated/professional crew in the Open Division; ORR Rule 4.03 titled "Crew Limitations on Professionals" shall not apply.

4.6.4 The minimum number of crew aboard shall be four persons.

4.6.5 Power-driven winches and furlers are permitted; this modifies RRS 52. The use of power-driven winches and/or furlers shall be declared at the time of entry, and will result in a rating adjustment to be determined by the BROCC and applied to the yacht's ORR rating certificate. Yachts will sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of declared water ballast and cant keels only. All other movable ballast as defined by RRS 51 shall be subject to that rule.

4.6.6 If a yacht has design features that are not allowed under ORR Rules, that yacht shall make an application to the BROCC for the use of an Experimental ORR certificate. The BROCC may, at its sole discretion, evaluate those design features and, if it determines that those features can be fairly rated, then the BROCC will petition the Offshore Racing Association (ORA) to consider approval of an experimental rating certificate, and recommend to US SAILING the approval of same. That certificate will be issued for the 2008 Newport Bermuda Race only.

5. ENTRY PROCESS

Note: The Entry Process should be completed online using the race website, www.bermudarace.com. Captains are encouraged to use this method to facilitate your entry process and enable the Committee to record information quickly and accurately.

5.1 Application for Entry

5.1.1 An Application for Entry (AFE), available online at www.bermudarace.com, must be completed and delivered along with a non-refundable Application Fee of \$50 no later than April 1, 2008. Applications for Entry will include the following items:

Application for Entry & Documents Deadline: 1700 hours on April 1, 2008	
Description	Reference
Application for Entry (AFE)	NOR 5.1.1
Application Fee (non-refundable)	NOR 5.1.1
Offshore Experience Form (OEF) (if required)	NOR 3.2.3

5.2 Race Entry

5.2.1 The Newport Bermuda Race is an invitational event. The Bermuda Race Organizing Committee is not required to accept all Entries. Yachts considered for entry will receive online access to Entry Forms and related materials subsequent to receipt and approval of the Application for Entry. Entry Forms must be completed and received no later than 1700 hours on May 15, 2008; **new entries may not be accepted after this date**. The following supporting documentation shall accompany the Supplemental Information Form.

Race Entry Supporting Documentation Deadline: 1700 hours on May 15, 2008	
Description	Reference
Supplemental Information Form	NOR 5.2.1
Entry Fee	NOR 5.2.2
Crew Information and Waiver Forms	NOR 3.2.6
Indemnification and Waiver Form	
Valid Rating Certificates (ORR / IRC)	NOR 4.1.2
Details of Advertising Being Carried	NOR 1.4
ABS Certification or Designer/Builder/Engineer Ltrs.	ISAF Special Regs, Scantlings
Stability Calculations for Movable Ballast Yachts	ISAF Special Regs, Appendix K

The Race Entry and supporting documentation must be received by 1700 hours on May 15, 2008. The yacht’s rating certificates may be submitted up until 1700 on June 5, 2008. At the Bermuda Race Organizing Committee’s discretion, supporting documentation may be accepted after these dates with the payment of a \$300 per document late fee.

5.2.2 The race entry fee must accompany the Supplemental Information Form, either by electronic credit card capture or by check. Checks should be made payable to: Cruising Club of America. Entry fees are as stated in the following table:

Race Entry Fees	
Category	Fee
Race Entry Fee	\$ 950
Crewmember Fee	\$65/crewmember including captain
Late Entry Fee	\$ 500 additional
Late Documentation Fee	\$ 300 per item late or changed

6. MANDATORY COURTESY INSPECTION

6.1 The BROC will inspect all yachts for full compliance with eligibility and equipment requirements. The inspection is a courtesy, and it remains the Captain’s responsibility to comply with all requirements. Inspections should take place as soon as possible after the Race Entry Package is received and the yacht is ready. Inspections must be completed by 1600 hours on June 8, 2008. Inspections scheduled after 1600, June 8, 2008 will be subject to a \$300 administrative fee, paid in advance.

On Board Inspection Deadline: 1600, June 8, 2008	
Description	Reference
ISAF Special Regulation Category 1 Compliance	ISAF Special Regulations & US SAILING Prescriptions
Newport Bermuda Race Special Requirements	NOR, Appendix A
Newport Bermuda Race Recommendations	NOR, Appendix B
Movable and Variable Ballast Requirements	ISAF Special Regulations – Appendix K

6.2 It is the Captain’s responsibility to arrange with a Race Inspector a mutually acceptable time and place for the pre-race Inspection of his yacht. A list of inspectors and a copy of the Pre-Race Inspection Checklist will be sent to each yacht owner in the Race Entry Package. Prior to the Inspection, the Captain should review all items in the Pre-Race Inspection Checklist with the ISAF Special Regulations and NOR Appendices in hand for detail, initialing those that are in compliance. The Captain or a designated member of the afterguard (navigator or watch captain) who will be aboard for the race must be aboard for the pre-race inspection. This person must be familiar with the yacht and use and stowage of all required equipment. Yachts will not be

checked in and issued Sailing Instructions in Newport until all inspection items have been resolved to the satisfaction of the Inspector.

6.3 Pre-Inspection Documentation: Each yacht shall file with the BROCC all of the following materials at least four days prior to the onboard Inspection and not later than 1700 hours on June 4, 2008. Forms supplied in the Race Entry Packet should be used and the **submission should be a complete packet.**

Pre-Inspection Documentation	
Deadline: Four days prior to Onboard Inspection and not later than 1600, June 4, 2008	
Description	Reference
Documentation of Cockpit Volume	ISAF Special Regs, Section 3, Cockpit Volume
Stability Index – Rating Certificate	ISAF Special Regs, Section 3, Stability
Life Raft Inspection Certificate	ISAF Special Regs.
406 EPIRB Registration	ISAF Special Regs. Section 4.19, EPIRBS
Safety-At-Sea participant list	NOR 3.2.4; ISAF Section 6 Training
On Board Training Certificate	NOR, Appendix A, 9
Confirmation of Mast Step & Lifelines	ISAF, Section 3, Mast Step & Lifelines
Confirmations of Bilge Pumps & Discharge	ISAF, Section 3, Bilge Pumps

6.4 The BROCC reserves the right to re-inspect any yacht for compliance before the start and after the yacht finishes in Bermuda. The first three places in each class are generally inspected after finishing. Failure to be in compliance may subject the yacht to protest and time penalties.

7. MANDATORY NEWPORT CHECK-IN

7.1 Each Captain or his designee (authorized in writing, signed by the Captain) shall report to the Committee Office in Newport after 0900, Sunday, June 15, 2008 and no later than 1600, Wednesday, June 18, 2008. The following tasks will be completed at Check-In:

Newport Check-In	
Deadline: 1600 on June 18, 2008	
Tasks	
<input type="checkbox"/>	Execute the final Certificate of Conditions and Qualifications
<input type="checkbox"/>	Receive Sailing Instructions
<input type="checkbox"/>	Receive two tickets to the Captains’ Meeting
<input type="checkbox"/>	Receive Bermuda customs and immigration forms, Race and Bermuda information

7.2 No yacht will be checked in until all required Entry and Inspection procedures have been completed. The Committee may consider conducting the check-in process after the deadline of 1600 Wednesday, June 18, 2008 upon payment of an additional administrative late fee of \$500 to offset computer and printing costs.

7.3 Attention is called to RRS 76.1 requiring all fees to be paid before a yacht may start.

7.4 Yachts are encouraged to pre-clear Bermuda Customs at Race Headquarters in Newport between Tuesday June 17 to 1600 June 19, 2008. Yachts not pre-clearing Customs in Newport will be required to clear Customs upon arrival in Bermuda. Pre-clearing in Newport may not relieve a yacht of the responsibility of clearing into Bermuda at the discretion of Bermuda Customs.

8. MANDATORY BERMUDA CHECK-IN

8.1 Each Captain shall report to the Duty Desk at the Royal Bermuda Yacht Club as soon as practicable, and not more than 18 hours after finishing. The following tasks will be completed:

Bermuda Check-In Deadline: 18 hours after finishing	
Tasks	
<input type="checkbox"/>	Submit Bermuda Customs & Immigration Forms
<input type="checkbox"/>	Submit Certificate of Compliance
<input type="checkbox"/>	Submit Accident, Injury and Illness Survey
<input type="checkbox"/>	Submit Bermuda Department of Tourism Survey

9. RATINGS & SCORING

9.1 Valid Rating Certificates, ORR and IRC where applicable, should accompany the Entry Form. Rating Certificate revisions may be accepted after submission of the Entry Form at the discretion of the Bermuda Race Organizing Committee, if accompanied by a \$300 administrative late fee. No revisions to Rating Certificates will be accepted after 1700 hours on June 5, 2008.

9.2 The course distance will be designated as 635 nautical miles for all Divisions.

9.3 Corrected Times for all ORR yachts will be calculated using Performance Curve Scoring (PCS) for Ocean Course.

9.4 Time allowances for IRC yachts will be calculated using the yacht’s TCC on a Time On Time (TOT) basis.

10. SPECIAL LIMITATIONS

10.1 During the race, contestants may not receive weather, current, or navigational information except from a publicized source available to all competitors.

10.2 Subscription, password protected or restricted access web pages are considered private information and may not be used for the transmission or reception of specialized weather and Gulf Stream information. General use of the Internet and publicly available web sites to obtain weather and Gulf Stream information including all National Weather Service data is authorized. Weather routing data developed specifically for the Race may not be received while racing.

10.3 Protests alleging infringement of NOR paragraph 10 shall only be initiated by the BROCC. This changes RRS 60.1.

11. CAPTAINS’ MEETING

11.1 The Captains’ Meeting will be held at on Thursday, June 19, 2008 at 1700. Two crew from each yacht are required to attend the Captains’ Meeting. Space limitations allow only two tickets per yacht for this meeting. Location of the Captain’s meeting will be provided at Newport Check-In.

12. LIABILITY RELEASE

12.1 The Cruising Club of America and the Royal Bermuda Yacht Club bear no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race or related activities. The Captain’s responsibility is as set out in the ISAF Offshore Special Regulations and as defined on the Entry Forms.

13. MISCONDUCT

13.1. In the event of a serious breach of conduct by a Captain or crew member while in Newport or Bermuda, the yacht may be subject to protest and penalties or disqualification.

14. CHARTER AGREEMENTS

14.1 If a yacht is entered by other than its owner, the BROCC may, as a condition of entry, require an explanation of the charter arrangements and a copy of the charter agreement.

15. PRIZES

15.1 A Prize-Giving Ceremony is scheduled on Saturday, June 28, 2008 at Government House in Hamilton, Bermuda. Attendance at Prize-Giving is by invitation only. Four invitations will be provided to each yacht at post-race check-in at the Royal Bermuda Yacht Club. Limited additional race crew member invitations will be provided to winning yachts.

15.2 Class prizes and medallions will be awarded for up to the first four places on corrected time in each class, depending upon the number of yachts in that class.

15.3 The following trophies will be awarded for First Place in Division on corrected time:

- St. David’s Lighthouse DivisionSt. David’s Lighthouse Trophy (ORR)
- Gibbs Hill DivisionGibbs Hill Lighthouse Trophy (ORR)
- St. David’s & Gibbs Hill Divisions.....North Rock Beacon Trophy (IRC)
- Cruiser DivisionCarleton Mitchell/Finisterre Trophy
- Double-Handed DivisionPhillip S. Weld and Moxie Prizes
- Open Division.....Royal Mail Trophy

15.4 The Bermuda Ocean Cruising Yacht Trophy will be awarded to the skipper in the Cruiser Division with the best combined performance, as specified by the BROCC, in the 2007 Marion Bermuda Race and the 2008 Newport Bermuda Race.

15.5 The Olin J. Stephens Ocean Racing Trophy will be awarded to the skipper in the St. David's Division or Gibbs Hill Division with the best combined performance, as specified by the BROCC, in the 2007 Marblehead to Halifax Ocean Race and the 2008 Newport Bermuda Race.

15.6 Other prizes and trophies may be awarded as specified in this Notice of Race, or at the discretion of the BROCC.

16. MEDIA RIGHTS

The conditions of entry include a requirement that the owner or charterer of the boat and all crew members acknowledge the following:

- The Organizing Authority owns all media rights to the Newport Bermuda Race and may exercise these rights as it sees fit;
- The Organizing Authority has the unconditional and perpetual right to publish and broadcast anywhere in the world for any purpose and in any media, the names, images and biographical information of race participants prior to, during and after the race.

17. GENERAL INFORMATION

17.1 Until 1200, Friday, June 13, 2008, contact information for the BROCC office is: 580 Thames Street, Suite 418, Newport, RI 02840, Telephone (772) 584-1055, Fax (401) 537-9155. E-mail to chairman@bermudarace.com.

17.2 Starting at 0900, Sunday, June 15, 2008 and until 1000, Friday, June 20, 2008, the BROCC office will be located at the Newport Yachting Center, America's Cup Avenue, Newport, RI 02840. Mail may be sent c/o Bermuda Race Organizing Committee, Newport Yachting Center, E-mail to chairman@bermudarace.com.

17.3 After the start of the race, the BROCC office will be at the Royal Bermuda Yacht Club, Hamilton HM DX, Bermuda, Telephone (441) 295-2214, Fax (441) 295-6361. Mail may be sent c/o Bermuda Race Organizing Committee, Royal Bermuda Yacht Club, E-mail to chairman@bermudarace.com.

17.4 US SAILING may be contacted for information on ORR & IRC at (401) 683-0800; or www.ussailing.org. Information on the Offshore Racing Rule (ORR) can also be obtained from www.offshorerace.org or email at info@offshorerace.org. Information on IRC can also be obtained from www.us-irc.org or email at info@us-irc.org.

17.5 Information on ISAF Sailor Classification Code may be obtained online at www.sailing.org/isafsailor.

**APPENDIX A:
NEWPORT BERMUDA RACE® SPECIAL REQUIREMENTS**

In addition to ISAF Offshore Special Regulations with US SAILING Prescriptions for a Category 1 Race, yachts shall comply with Newport Bermuda Race Special Requirements as follows:

1. A minimum of 5 US gallons (19 liters) of fresh water shall be carried for each person aboard. The water may be carried in one or more permanently-installed tanks. This modifies ISAF Offshore Special Regulation [OSR] 3.21.1 (ii).
2. Yachts shall comply with the US SAILING recommendations of OSR 5.11, Preventer or Boom Restraining Device. The boom restraining device shall be installed and demonstrated at the time of the yacht's mandatory courtesy inspection. A process and plan for its use shall be part of the crew's training and practice. A simple method of installing a boom restraining device that may be suitable for some yachts may be obtained from the CCA Fleet Surgeon by emailing egfischer46@verizon.net.
3. Yachts shall carry and operate a position-reporting transponder of a type specified by the BROCC.
4. Yachts shall carry and maintain a charged handheld VHF transceiver designated waterproof by the manufacturer, together with a permanently installed 25 watt Marine VHF transceiver. The permanently installed VHF transceiver shall comply with all requirements of OSR 3.29.1(b). Both VHF transceivers shall be operable in "international" channel mode. The requirement for a waterproof handheld VHF transceiver modifies OSR 3.29.1(e).
5. Yachts shall carry a satellite telephone, powered by or re-chargeable from the vessel's electrical system, and operable below decks using an external antenna. The number of the phone shall be provided to the BROCC prior to the start. The unit shall remain "on" and be ready to receive incoming calls between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (EDT) each day until the vessel arrives at a port.
6. Yachts shall carry a shortwave receiver able to receive upper sideband transmissions on the frequencies listed for SSB transceivers.
7. The requirement of a satellite telephone and shortwave receiver may be waived if the vessel has a properly installed marine Single Sideband transceiver capable of operating on upper sideband on the frequencies (kilohertz) listed below. The transceiver shall remain on, tuned to 4125 kilohertz, and be ready to receive transmissions between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (all EDT) each day until the vessel arrives at a port.

Use	ITU			Type
	Channel	Ship Tx	Ship Rx	
Emergency		2182.0	2182.0	Simplex
Bermuda Radio		2049.0	2582.0	Duplex
USCG Working		2670.0	2670.0	Simplex
Watchkeeping	450	4125.0	4125.0	Simplex
Intership	452	4149.0	4149.0	Simplex
Offshore Weather	424	4134.0	4426.0	Duplex
Offshore Weather	601	6200.0	6501.0	Duplex
Watchkeeping	650	6215.0	6215.0	Simplex
Intership	652	6227.0	6227.0	Simplex
Watchkeeping	850	8291.0	8291.0	Simplex
Offshore Weather	816	8240.0	8764.0	Duplex
Offshore Weather	1205	12242.0	13089.0	Duplex
Watchkeeping	1250	12290.0	12290.0	Simplex
Offshore Weather	1625	16432.0	17314.0	Duplex
Working & Distress	1650	16420.0	16420.0	Simplex

8. Sufficient fuel to provide a cruising range under power of at least 100 miles shall be on board after finishing.

9. The captain and not less than 80% of the crew of each yacht shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the life raft, life jackets, safety harnesses and main boom preventer, communications equipment, pyrotechnics, EPIRBs, fire prevention, fire fighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. Participating crew shall sign the On Board Training Certificate supplied with the Race Entry Package.

10. Sails other than those allowed to be used while racing may be aboard. However, to avoid inadvertent use, they shall be separately stowed and clearly marked "not for racing."

11. Yachts shall carry an abandon-ship grab bag or bags to accompany each life raft. Bags shall comply with OSR 4.21.2. Yachts should be guided by Special Regulation 4.21.3 and paragraph 9 of Appendix B of this Notice of Race in determining the contents of the grab bag. Care shall be taken to ensure that the weight of the contents of any single grab bag does not exceed the inherent floatation capacity of the bag.

12. OSR 4.08.4 shall not apply. The requirements of OSR 4.08.4 shall be seen as strong recommendations in the context of Appendix B of this Notice of Race. See also Appendix B, paragraph 1 of this Notice of Race.

**APPENDIX B:
NEWPORT BERMUDA RACE® 2008 RECOMMENDATIONS**

While the below listed paragraphs are not requirements of the race, the Bermuda Race Organizing Committee strongly urges that Captains give serious consideration to complying with these recommendations.

1. Each yacht should be adequately prepared for offshore medical contingencies, with appropriate crew training and medical kit. For reference, see the Fleet Surgeon's Memorandum, found on the Race Resources and Information section of the Official Materials tab on the race website, www.bermudarace.com.
2. Safety equipment should be carefully inspected for wear and deterioration and replaced after 7-10 years of use. Manufacturer recommended shelf life on items like inflatable PFD's and MOM's should be observed. Items susceptible to UV, weather and chafe damage especially safety harnesses, safety lines and jackstays should receive frequent checks when underway.
3. Crew members on deck should wear a safety harness and an inflatable PFD equipped with a white strobe light, and personal EPIRB. Crew should be trained in the use of personal EPIRBs. **Sailors are reminded that the US SAILING Prescription to ISAF Offshore Special Regulation 5.02.05 requires safety harnesses and PFDs to be worn on deck from sundown to sun up.**
4. Safety lines (tethers) should have release-under-tension snaphooks at the body and be attached to non/low stretch jackstays or strong attachment points. Extra safety lines should be provided for stations where handholds are not within easy reach.
5. Crotch/thigh straps should be installed on harnesses so that people will not slip out of them when lifted or dragged by their safety line.
6. Bulky PFD's should be avoided in favor of inflatables and vests that meet the requirements of the ISAF Offshore Special Regulations and their prescriptions.
7. Crew on deck during rough weather should wear clothing to protect them from hypothermia.
8. Yacht's batteries should be of the closed or gel cell or AGM type.
9. Careful consideration should be given to the contents of the abandon ship grab bag required by paragraph 11 of Appendix A of this NOR. The contents should include at least the following: a spare sea anchor (larger than is packed in the raft), a VHF designated as waterproof by the manufacturer, a 406MHz EPIRB, a signaling whistle, sunburn cream, fishing tackle, extra sponges and plastic bags and other safety equipment recommended by the OSR. Watermakers are recommended. Rafts should also be supplied with repair kits capable of working when the raft is wet, and six emergency buoyancy tube leak stopping plugs. Pre-Race abandon ship drills should emphasize getting life rafts to the rail from stowage areas and procedures for not deploying them until the last minute, just before leaving the yacht. Personnel should be

reminded to wear floatation, harnesses and safety lines when abandoning ship. Pre-Race training should include procedures for righting an overturned raft.

10. An appropriately-sized heavy weather drogue or sea anchor should be aboard, stowed and ready for easy deployment.
11. Storm sails should have permanently-attached sheets.
12. Yachts should carry adequate rig cutters and/or two hacksaws plus six new blades, as well as two drift punches capable of driving out all standing rigging clevis pins. A hydraulic cutter is recommended for yachts with rod rigging.
13. Attendance at the CCA Safety-at-Sea Seminar and Pre-Race Briefing to be held in Newport on, March 8 and 9, 2008 (or other sanctioned SAS seminar), is recommended for all crew members, not just those required to attend a sanctioned seminar by NOR 3.2.4.
14. A printed yacht manual should document all safety and sailing procedures.
15. Yachts should carry on deck a means of identifying the vessel to air sea rescue personnel.
16. It is strongly recommended that yachts connect DSC-capable VHF and SSB radios to their GPS and review emergency electronic communication functions enabled by this connection.
17. It is strongly recommended that hatches of acrylic, polycarbonate, or other surfaces that are slippery when wet should be fitted with non-skid tape or other means of providing traction.
18. Captains are urged to conduct a pre-race, on-board, safety briefing of all crew members to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Captain should:
 - Summarize the lessons learned from the training drills required by NOR Appendix A, 9 (MOB, Abandon Ship, Dismasting, Loss of Rudder/Steering, and sailing with the Storm Trysail).
 - Review yacht stowage plan showing and touching all safety equipment.
 - Review boom preventer procedures to be used.
 - Assign a ship's doctor in advance to allow preparation of medical supplies. Review medical status of crew members taking medications, including seasickness remedies.
 - Review cooking stove, and other fire and explosion hazards.
 - Review procedures for preventing the sea from entering the yacht through companionways, hatches and ports.
 - Review flooding control procedures, including high-capacity bilge pumps and collision mats.
 - Review safety harness and safety line procedures to be used.
 - Review man aloft procedures. Consider having a helmet aboard to prevent head injury while going aloft.
 - ***Urge each crew member to constantly think about safety and the consequences of every action.***