



# Newport Bermuda Race® 2012

## Notice of Race

Incorporating Amendment No. 1 – Revised January 12, 2012

Start: Friday, June 15, 2012

The Newport Bermuda Race® is open to eligible yachts whose Captains have been invited to participate by the Bermuda Race Organizing Committee. The race will be scored under ORR and IRC. The first warning is scheduled for 1250 EDT, Friday, June 15, 2012. The race is a major part of the Onion Patch series and a qualifying event for the Northern Ocean Racing Trophy and New England Lighthouse Series. All times herein are North American EDT; all monies are USD.

### 1 MANAGEMENT

- 1.1 The Organizing Authority (OA) is the Bermuda Race Organizing Committee (BROC) through the joint efforts of the Cruising Club of America (CCA) and the Royal Bermuda Yacht Club (RBYC).
- 1.2 The OA shall have the authority to interpret the conditions governing the event, accept or reject entries, and assign yachts to divisions.

### 2 RULES

The Newport Bermuda Race® will be governed by the following:

- 2.1 The *rules* as defined in *The Racing Rules of Sailing* (RRS), except as modified below:
  - a) 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;
  - b) RRS 44.1(a) and 44.2, the Turn Penalties, shall not apply; and
  - c) The jury may impose suitable penalties other than disqualification, including time penalties, for breaches of a *rule*. This changes RRS 64.1.
- 2.2 The US SAILING prescriptions to the *rules*, except as may be changed by the Sailing Instructions;
- 2.3 The Class Rules for yachts participating in eligible one-design classes;
- 2.4 The 2012 IRC Rule (IRC), where applicable;
- 2.5 The 2012 Offshore Racing Rule (ORR);
- 2.6 The 2012-2013 International Sailing Federation (ISAF) Offshore Special Regulations (OSR) Category 1, including the US SAILING prescriptions, except as modified by Appendix A of this Notice of Race;
- 2.7 This Notice of Race (NOR); and
- 2.8 The Sailing Instructions, including any changes to the *rules* that appear therein.
- 2.9 Succeeding *rules* in the above list shall take precedence where there is a conflict. This changes RRS 63.7.
- 2.10 *Rules* documents are posted or linked on the race website at [www.bermudarace.com](http://www.bermudarace.com).
- 2.11 The Official Notice Board will be located at Race Headquarters (NOR 19).

### 3 ADVERTISING

In accordance with RRS 80, advertising on yachts shall comply with ISAF Regulation 20. Yachts shall provide a brief description of any advertising carried during the race upon Entry. The OA will reject any advertising not compliant with ISAF Regulation 20.2.3.

### 4 ELIGIBILITY

#### 4.1 Yacht Eligibility

- a) Yachts eligible for entry must be single-hulled sailing vessels having fundamentally:
  - i. applied for a valid “Full Measurement” ORR Rating Certificate;
  - ii. an ORR Stability Index (SI) of not less than 115.0;
  - iii. an ORR “L” of at least 27.5 feet, unless waived under NOR 4.1(c);
  - iv. inboard auxiliary power; and
  - v. a minimum complement of four persons, except as otherwise provided herein, consisting of a captain and crew who have demonstrated and documented recent competency in offshore yacht racing or passages to the satisfaction of the OA.
- b) Yachts with an age or series date of December 2009 or earlier shall supply evidence of compliance with OSR 3.03 (Scantlings) by proof of American Bureau of Shipping or European Recreational Craft Directive Category A status. In the absence of such evidence, the OA may consider the qualification of a yacht by virtue of its offshore history and/or a current survey that specifically addresses characteristics of design, construction and maintenance that determine the suitability of the yacht for Category 1 offshore racing.
- c) At its discretion, the OA may waive the minimum ORR “L” of 27.5 feet herein specified for all divisions for yachts that have previously participated in the Newport Bermuda Race®.

#### 4.2 Competitor Eligibility

- a) The term “competitor,” as used in this NOR and the Sailing Instructions, means any person who will be aboard an entered yacht during the race. “Crew” is the yacht’s full complement of competitors including the Captain.
- b) The term “Captain,” as used in this NOR and the Sailing Instructions, 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, including for purposes of RRS 46 and OSR 1.02. The Captain is responsible, at a minimum, for: (1) the yacht; (2) her handling and safety; (3) the conduct of her crew before, during and after the race; and (4) compliance with the rules.
- c) Captains must be current members of their Member National Authority (MNA).
- d) The Newport Bermuda Race® is not a race for novices. Every competitor should have experience sailing a yacht offshore and be prepared to encounter heavy weather. The Captain and Navigator shall have successfully completed the 2008 or 2010 Newport Bermuda Race® in their respective capacities. Otherwise, the OA may require the Captain, Navigator and Watch Captains to provide evidence of offshore experience on an Offshore Experience Form.

### 5 ENTRY & FEES

- 5.1 The Newport Bermuda Race® is an invitational event. The OA reserves the right to accept or reject the entry of any yacht or competitor, and limit the total number of entries accepted. Entry is a four-step process preceding Measurements (NOR 6).

- 5.2 **Step 1.** A Captain who wishes to enter a yacht may request an invitation by completing an “Application for Entry” (AFE) and paying a non-refundable \$50.00 deposit at [www.bermudarace.com](http://www.bermudarace.com) before 1700, April 15, 2012.
- 5.3 The OA will evaluate the AFE and may require the Captain to submit an Offshore Experience Form pursuant to NOR 4.2(d). Upon determining Eligibility of the yacht and her crew, the OA may invite the Captain to enter the race, and in such case will grant the Captain access to the online entry system.
- 5.4 **Step 2.** Invited Captains may then enter the race using the online entry system and by filing all supporting documentation (listed below) with the OA no later than the “Entry Deadline” of 1700, May 15, 2012, via [documents@bermudarace.com](mailto:documents@bermudarace.com), fax: (401) 537-9155, or via online form if applicable.
- Supplemental Information Form .....online form
  - On-Shore Contact Person .....online form
  - Special Trophy Information.....online form
  - Onion Patch Entry Form.....online form
  - Captain’s Waiver (download)..... NOR 15
  - Details of Advertising Carried..... NOR 3
  - Evidence of OSR 3.03 compliance (if applicable) ..... NOR 4.1(b)
  - Stability Calculations for Movable Ballast Yachts.....OSR App. K
  - Explanation of charter, or agreement copy (if applicable) ..... NOR 5.7
  - Valid rating certificates (if available)..... NOR 6.1
- 5.5 **Step 3.** Yachts shall pay entry fees, as defined below, by credit card online or check payable to Cruising Club of America by the Entry Deadline.
- Race Entry Fee: \$1,100.00; and
  - Crewmember Fee: \$65.00 per competitor.
- 5.6 **Step 4.** All competitors shall use the online entry system to complete a Crew Information & Waiver Form before printing and signing it. Captains should compile and deliver the signed, completed forms to the OA via email or fax before the Entry Deadline, but in no case later than the “Crew Deadline” of 1700, June 1, 2012. The OA will use information collected on these forms to determine the eligibility of the Captain’s yacht for certain divisions, and populate Crew Lists for publication on June 2, 2012. Note: Competitors shall complete and submit this form *entirely online*, then print it for manual signature and delivery to the Captain.
- 5.7 As a condition of entry, the OA may require a Captain to provide a copy of the charter agreement or an explanation thereof when entering a yacht not owned by the Captain or an affiliated competitor.
- 5.8 At its discretion, the OA may accept entry related documentation or changes after the relevant deadline upon payment of a \$300.00 fee per document.

## 6 MEASUREMENTS

### 6.1 Ratings

- a) The OA strongly encourages yachts to submit their rating certificates along with their race entry supporting documentation by the Entry Deadline. Otherwise, all yachts shall submit their valid “Full Measurement” ORR certificate to the OA with their Pre-Inspection Documentation (NOR 6.2(b)). Yachts entering a division with dual scoring and electing to race under both ORR and IRC shall also submit their “Endorsed” IRC certificate in that manner.

- b) Rating certificates of yachts sailing with water or movable ballast shall reflect this fact.
- c) Attention is drawn to IRC Rule 21.6.1 (a): “Boats carrying more than three spinnakers in total on board while racing will incur an increase in rating.” For the 2012 Newport Bermuda Race®, the US SAILING prescription issued in accordance with IRC Rule 21.6.1(b), which modifies IRC Rule 21.6.1(a) for Category 3 and above racing, shall apply. This prescription 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 2012 Newport Bermuda Race®.**
- d) If a yacht has design features not allowed under ORR Rules, that yacht shall make an application in writing to the OA for the use of an Experimental ORR certificate. At its sole discretion, the OA may evaluate those design features and, if it determines that those features can be fairly rated, the OA will petition the Offshore Racing Association (ORA) to consider approval of an experimental rating certificate, and recommend to US SAILING the approval of same. Such certificates will be issued for entry in the Open Division of the 2012 Newport Bermuda Race® only.

6.2 **Inspections.** Yachts are subject to inspection and re-inspection by the OA both before and after the race, including immediately after finishing. Failure to be in compliance may subject the yacht to rejection of her entry or protest.

- a) The OA will inspect all yachts for compliance with certain rules. However, it remains the Captain’s responsibility to both comply with the rules and arrange with a race inspector a mutually acceptable time and place for the Pre-Race Inspection. Pre-Race Inspections should take place as soon as possible after the Captain pays the entry fee(s) and the yacht is ready, but no later than the “Measurement Deadline” of 1700, June 5, 2012. Pre-Race Inspections scheduled after that time may be subject to a \$300.00 administrative fee to be paid in advance. A list of inspectors and a copy of the Pre-Race Inspection Checklist will be available on the race website.
- b) **Pre-Inspection Documentation.** Yachts shall file the following materials with the OA at least four (4) days before the Pre-Race Inspection, but not later than 1700, June 1, 2012. Yachts should make this timely filing in a **complete packet** using the relevant forms available on the race website, and by submitting them via documents@bermudarace.com or fax: (401) 537-9155.
  - Documentation of Cockpit Volume .....OSR 3.09.7
  - Stability Index (Rating Certificate(s))..... NOR 4.1(a)ii, OSR 3.04
  - Life Raft Inspection Certificate .....OSR 4.20.5
  - 406 EPIRB Registration .....OSR 4.19
  - Safety-at-Sea Participant List .....OSR 6
  - On Board Training Certificate.....NOR App. A, 6.04.1
  - Confirmation of Mast Step & Lifelines ..... OSR 3.12, 3.14
  - Confirmation of Bilge Pumps & Discharge..... OSR 3.09.8, 3.23
  - CPR and First Aid Certificates .....OSR 6.05.2
- c) **Pre-Race Inspection.** Before the on board Pre-Race Inspection, the Captain should print the Pre-Race Inspection Checklist, review it with the OSR and NOR Appendix A, and initial those items that are in compliance. The Captain, Navigator *or* a Watch Captain who will be aboard for the race must be aboard for the Pre-Race Inspection. This person shall be familiar with the yacht and the use and stowage of all required equipment. Yachts will not be eligible

for Newport Check-In (NOR 14.2) before all inspection items have been resolved to the satisfaction of her inspector or the Chief Inspector.

- d) The OA intends to inspect the first, second and third place finishers in each class. Failure to be in compliance may subject the yacht to protest.

## **7 DIVISIONS**

- 7.1 The OA will use the following division descriptions as guidelines to assign yachts to appropriate divisions and ensure even competition. Division assignments by the OA are final and are not subject to protest or redress. The OA 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. Numbers associated with the 2011 ORR will be adjusted appropriately for the finalized 2012 ORR.
- 7.2 The following divisions in the Newport Bermuda Race® are spinnaker divisions: St. David's Lighthouse Division, Gibbs Hill Lighthouse Division, Cruiser Division, Double-Handed Division, and Open Division.
- 7.3 The OA will divide the St. David's Lighthouse Division and Gibbs Hill Lighthouse Division yachts by the classification composition rules defined herein (NOR 8).
- 7.4 Yachts shall sail in full compliance with RRS 51, except that RRS 51 is modified to allow the moving of declared water ballast or cant keel ballast in the divisions where movable ballast is specifically permitted. Yachts with movable water ballast may sail in the Double-Handed or Open Divisions. Yachts with cant keel movable ballast may sail in the Open Division only. At the discretion of the OA, yachts with moveable water ballast that have previously competed in the Gibbs Hill Lighthouse Division of the Newport Bermuda Race® may be granted a waiver to participate in that Division.
- 7.5 Yachts shall sail in full compliance with RRS 52 (Manual Power) except as modified below for the Cruiser, Double-Handed, and Open Divisions. This modifies IRC Rule 15.
- 7.6 Yachts in the St. David's Lighthouse Division and the Gibbs Hill Lighthouse Division will compete for the fastest elapsed time record.
- 7.7 St. David's Lighthouse Division
- a) Yacht Eligibility:
    - i. The ORR GPH value shall not be less than (faster than) 400 seconds per mile based on the 2011 ORR Rule; and
    - ii. LOA shall not be greater than 100 feet (30.48 meters).
  - b) Yachts entering the St. David's Lighthouse Division may elect to compete under both ORR and IRC.
- 7.8 Gibbs Hill Lighthouse Division
- a) Yacht Eligibility:
    - i. The ORR GPH value shall not be less than (faster than) 340 seconds per mile nor greater than (slower than) 600 seconds per mile based on the 2011 ORR Rule; and
    - ii. LOA shall not be greater than 100 feet (30.48 meters).
  - b) Yachts entering the Gibbs Hill Lighthouse Division may elect to compete under both ORR and IRC.

## 7.9 Cruiser Division

- a) Yacht Eligibility:
  - i. The ORR GPH value shall not be less than (faster than) 400 seconds per mile based on the 2011 ORR Rule; and
  - ii. LOA shall not be greater than 85.3 feet (26.000 meters).
- b) Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted. This modifies RRS 52.
- c) Whisker poles longer than “J” are not permitted for winging out jibs. Headsails shall not be winged out on the same side as the mainsail.
- d) Cruiser Division yachts shall not carry a light staysail as defined in ORR 10.02.1. Only one jib may be set on a given forestay at a time. Luffs of jibs must be fully attached to a forestay.
- e) Yachts may carry only one declared spinnaker for use while racing. The tack of this spinnaker shall be attached at the centerline of the yacht. The tack may be at the stem, end of a bowsprit, or end of a sprit permanently installed at the bow of the yacht for the purpose of tacking down an asymmetrical cruising spinnaker. The sail must be made of nylon or polyester. Sail measurements and tack point shall be reflected in the ORR certificate of any yacht electing to use a spinnaker.
- f) Yachts carrying a cruising spinnaker according to NOR 7.9(e) may carry a whisker pole for winging out a jib. This paragraph supercedes ORR Rule 9.05.1.b. If a whisker pole is carried aboard the yacht, it shall not be used to shift the tack of the spinnaker, nor may it be used for sheeting the spinnaker. A winged-out jib shall not be flown at the same time as the cruising asymmetrical spinnaker.

## 7.10 Double-Handed Division

- a) Yacht Eligibility:
  - i. The ORR GPH value shall not be less than (faster than) 520 seconds per mile based on the 2011 ORR Rule; and
  - ii. LOA shall not be greater than 65.6 feet (20.00 meters).
- b) 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, except RRS 51 is modified to allow the moving of declared water ballast only.
- c) There shall be two competitors aboard all yachts in the Double-Handed Division.

## 7.11 Open Division

- a) Yacht Eligibility: LOA shall not be greater than 100 feet (30.48 meters).
- b) 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 OA and applied to the yacht’s ORR rating certificate. Yachts shall sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of declared water ballast and cant keels only.

## 8 CLASSIFICATION

The following classification requirements shall apply (see RRS 79):

8.1 The ISAF Sailor Classification Code, ISAF Regulation 22, applies to all competitors. Both the OA and ISAF Classification Commission strongly caution competitors to understand the specific implications herein concerning classification, especially with respect to Group 3 competitors, as defined in the ISAF Sailor Classification Code. ORR Rule 4.03 entitled “Crew Limitations on Professionals” shall not apply.

8.2 **St. David’s Lighthouse and Cruiser Division Group 3 Competitor Limitations.** Crews in these divisions may include Group 3 competitors within the limits below:

a) St. David’s Lighthouse Division yacht crews:

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

b) Cruiser Division yacht crews:

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

c) Group 3 competitors shall not steer a yacht in either of these divisions while racing, unless that competitor has at least a one-third partner interest in ownership of the yacht. In accordance with RRS 64.1(a), the jury may waive or impose penalties other than disqualification for infringements of this rule.

8.3 **Double-Handed Division Competitor Limitations.** For the Double-Handed Division, one Group 3 competitor per yacht is permitted. Both crewmembers may steer while racing.

8.4 There are no classification limits or restrictions in the Gibbs Hill Lighthouse and Open Divisions.

8.5 **Classification Protests.** Yachts may challenge any competitor’s ISAF Sailor Classification by protest before the Classification Protest Time Limit of 1700, Friday, June 8, 2012. The OA or Jury Secretary will post such protests on the Official Notice Board by 0900, Saturday, June 9, 2012. There is no time limit for classification protests filed by the OA.

## 9 GENERAL REQUIREMENTS FOR ALL DIVISIONS

9.1 **Safety Requirements.** All Captains shall read this NOR, its Appendix A, and the Inspection Checklist in their entirety and certify compliance at Newport Check-In (NOR 14.2).

9.2 **Sails.** Except as otherwise provided herein or in the Sailing Instructions, all yachts shall adhere to the sail restrictions outlined in ORR 10.02.1 *and* (if she is entered in IRC) by IRC 21. Sails other than those permitted by these rules may be aboard provided they are stowed separately and clearly marked “not for racing.”

9.3 **Communications.** Communications procedures and specifics will be outlined in the Sailing Instructions and supplements distributed at the Captains’ Meeting. In addition:

a) **Position Reporting.** Each yacht shall have installed a tracking transponder as specified and supplied by the OA, upon payment of a security deposit. The transponder shall remain on while the yacht is racing, and should be employed aboard yachts leaving Bermuda after racing. The Sailing Instructions shall require yachts to make at least daily position reports in the event of a transponder failure.

- b) **Outside Help.** During the race, competitors may not receive weather, current or navigational information except from a publicized source available at no cost to all competitors. 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. The OA authorizes the general use of the internet and publicly available websites to obtain weather and Gulf Stream information, including all National Weather Service data. Yachts may not receive routing data developed specifically for the race while racing. Such routing includes, but is not limited to, weather, ocean currents and tactics. Protests alleging infringement of this paragraph may be initiated by the OA only. This changes RRS 60.1.

9.4 **Misconduct Afloat or Ashore.** In the event of a serious breach of conduct by a competitor while in Newport, Bermuda or *in between*, the pertinent yacht may be subject to protest by the OA and penalties or disqualification.

9.5 **Environment of the Sea.** Every competitor should adopt and promote the “leave-no-trace” approach outlined in “Dealing With Trash During the Bermuda Race,” which is available on the race website. Serious breaches of this policy may come within NOR 9.4.

## 10 THE START

10.1 The race will start in the vicinity of Castle Hill in Newport, RI.

10.2 The first warning is scheduled for 1250, Friday, June 15, 2012.

## 11 THE COURSE

11.1 The course will be from the *Start* to the finish off St. David’s Lighthouse, Bermuda leaving the Islands of Bermuda to starboard, and as defined in the Sailing Instructions.

11.2 The course length is approximately 635 nautical miles.

## 12 SAILING INSTRUCTIONS

Sailing Instructions will be available at the Captains’ Meeting and may be available sooner online at bermudarace.com.

## 13 PENALTY SYSTEM

13.1 An International Jury will be constituted in accordance with RRS 70.5 and Appendix N.

13.2 Decisions of the jury will be final in accordance with RRS 70.5.

13.3 The jury may impose suitable penalties, which may include time penalties, for breaches of a rule.

## 14 REGISTRATION

14.1 The OA will not score yachts failing to comply with this section albeit relevant ashore.

14.2 **Newport Check-In.** Each Captain, or his agent bearing the Captain’s express written authorization, shall report to Race Headquarters in Newport for Check-In after Noon, Sunday, June 10, 2012, but no later than **1600, Wednesday, June 13, 2012**. The following tasks shall be completed at Newport Check-In:

- Submit all outstanding documents and fees;
- Attest to having read this NOR, its Appendix A, and the Inspection Checklist in their entirety;
- Receive two tickets to the Captains’ Meeting; and



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## 16 SCHEDULE

- 16.1 The OA will maintain an official race and social schedule at bermudarace.com, including:
- 1700, April 15 .....Application for Entry Deadline (requesting an invitation to enter)
  - 1700, May 15 .....**Entry Deadline** (Forms, Fees, Documents and Waivers)
  - 1700, June 1 .....Latest Pre-Inspection Documentation Deadline (including Ratings)
  - 1700, June 1 ..... **Crew Deadline** (Crew Information & Waiver Forms)
  - 1700, June 5 .....**Measurements Deadline** (Inspections)
  - 1700, June 8 .....Classification Protest Time Limit
  - June 10-13 ..... Newport Headquarters Open for Check-In
  - 1700, June 14 .....Captains' Meeting
  - 1250, June 15 ..... First Warning
  - June 17-23 .....Bermuda Headquarters Open for Check-In
  - June 23..... Prize Giving

## 17 SCORING

- 17.1 The Newport Bermuda Race® will be scored using the Offshore Racing Rule (ORR). Certain divisions may also be scored with IRC as provided herein.
- 17.2 Scoring will be in accordance with RRS APPENDIX A.
- 17.3 Corrected Times for all ORR yachts will be calculated using Performance Curve Scoring (PCS) for Ocean Course.
- 17.4 Time allowances for IRC yachts will be calculated using the yacht's TCC on a Time On Time (TOT) basis.
- 17.5 The course distance for scoring all Divisions will be 635 nautical miles.

## 18 PRIZES

- 18.1 The OA will present class and overall prizes at Prize Giving on Saturday, June 23, 2012. Attendance at Prize Giving is by invitation only. The OA will provide two invitations (both plus guest) to each yacht at Bermuda Check-In. The OA will endeavor to provide limited additional invitations to winning yachts.
- 18.2 **Corrected Time Class Prizes.** The OA will present class prizes and medallions for up to the first four places on corrected time in each ORR class, depending upon the number of yachts in that class. The OA will present first place class medallions in the St. David's Lighthouse and Gibbs Hill Lighthouse Divisions for yachts submitting valid Endorsed IRC certificates.
- 18.3 **Corrected Time Division Prizes.** The OA will present the following prizes for First Place in each Division on corrected time under the scoring system in parentheses:
- St. David's Lighthouse Division ..... St. David's Lighthouse Trophy (ORR)

- Gibbs Hill Lighthouse Division ..... Gibbs Hill Lighthouse Trophy (ORR)
- St. David’s & Gibbs Hill Div.’s combined ..... North Rock Beacon Trophy (IRC)
- Cruiser Division .....Carleton Mitchell *Finisterre* Trophy (ORR)
- Double-Handed Division .....Phillip S. Weld and *Moxie* Prizes (ORR)
- Open Division .....Royal Mail Cup (ORR)

- 18.4 **Elapsed Time Prizes.** The OA will present prizes to the first yacht to finish in these divisions:
- St. David’s and Gibbs Hill Light. Div.’s combined..... The Corporation of Hamilton Trophy
  - Cruiser Division ..... The Herbert L. Stone Memorial Trophy
  - Open Division ..... First to Finish Prize

18.5 The OA will present the Bermuda Ocean Cruising Yacht Trophy to the Captain in the Cruiser Division with the best combined performance, as specified by the OA, in the 2011 Marion Bermuda Race and the 2012 Newport Bermuda Race®.

18.6 The OA will present the Olin J. Stephens Ocean Racing Trophy to the Captain in the St. David’s Lighthouse or Gibbs Hill Lighthouse Division with the best combined performance, as specified by the OA, in the 2011 Marblehead to Halifax Ocean Race and the 2012 Newport Bermuda Race®.

18.7 Other prizes and trophies may be awarded as specified in the Sailing Instructions, or at the discretion of the OA.

**19 FOR MORE INFORMATION**

**Bermuda Race Organizing Committee**

[www.bermudarace.com](http://www.bermudarace.com)

**Entry Documents Filing:** [documents@bermudarace.com](mailto:documents@bermudarace.com) or fax: (401) 537-9155

**Race Chairman:** John Osmond ..... [chairman@bermudarace.com](mailto:chairman@bermudarace.com)

**Participation:** Fred Deichmann ..... [participation@bermudarace.com](mailto:participation@bermudarace.com)

**Qualifications:** Hank Halsted & Joe Harris ..... [qualifications@bermudarace.com](mailto:qualifications@bermudarace.com)

**Safety-at-Sea:** Ron Trossbach ..... [safety@bermudarace.com](mailto:safety@bermudarace.com)

**Chief Inspector:** Ian McCurdy ..... [inspections@bermudarace.com](mailto:inspections@bermudarace.com)

**Media:** John Rousmaniere ..... [media@bermudarace.com](mailto:media@bermudarace.com)

**Webmaster:** Rush Hambleton ..... [webmaster@bermudarace.com](mailto:webmaster@bermudarace.com)

**Race Headquarters – Newport**  
June 10-15 (receiving mail April 2)  
 Bermuda Race Organizing Committee  
 c/o New York Yacht Club  
 Sailing Center, Harbour Court  
 5 Halidon Avenue  
 Newport, RI 02840-3815  
 (508) 648-5393 Telephone  
 (401) 537-9155 Fax

**Race Headquarters – Bermuda**  
After June 15  
 Bermuda Race Organizing Committee  
 c/o Royal Bermuda Yacht Club  
 15 Point Pleasant Road  
 Hamilton HM DX, Bermuda  
 (441) 294-6706 Telephone  
 (441) 295-6361 Fax

**APPENDIX A:****NEWPORT BERMUDA RACE® SPECIAL PRESCRIPTIONS to the OSR**

As per NOR 2.6, the Newport Bermuda Race® is governed in part by the 2012-2013 International Sailing Federation (ISAF) Offshore Special Regulations (OSR), Category 1, including the US SAILING prescriptions, except as modified by this Appendix A. The BROC prescriptions appear below with the citation and headings for the relevant OSR, and supercede both the OSR and US SAILING prescriptions where there is a conflict.

Note: Requirements are in *bold italicized* text and include the word “shall.” Recommendations follow.

### **REQUIREMENTS**

<b>3.14.6(a)</b>	<b>Lifeline Minimum Diameters, Required Materials, Specifications</b>
	<i>BROC prescribes that lifelines <u>shall</u> be made of stranded stainless steel wire and follow the minimum dimensions as per OSR 3.14.6 Table 8. That is, the use of Dyneema rope lifelines is prohibited.</i>
<b>3.21.2</b>	<b>Drinking Water</b>
	<i>BROC prescribes that a minimum of five (5) US gallons (19 liters) of fresh water <u>shall</u> be carried for each person aboard.</i>
<b>3.28.3(b)</b>	<b>Fuel Systems</b>
	<i>BROC prescribes that sufficient fuel <u>shall</u> be carried to provide a cruising range under power of at least 100 nautical miles after finishing.</i>
<b>3.29</b>	<b>Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS</b>
<b>3.29.1(b)</b>	<i>BROC prescribes that all installed DSC-capable VHF radios <u>shall</u> be connected to a EPFS source (e.g. GPS). All yachts should review the emergency features of DSC, including the response to a DSC Distress Call.</i>
	<i>BROC prescribes that both VHF transceivers <u>shall</u> be operable in “international” channel mode.</i>
	<i>BROC prescribes that all yachts <u>shall</u> carry a satellite telephone that:</i> <ul style="list-style-type: none"> <li><i>(a) is programmed to operate with a satellite communications provider of continuous, uninterrupted signals for two-way voice communications on the western North Atlantic Ocean;</i></li> <li><i>(b) is powered by, or re-chargeable from, the vessel’s electrical system;</i></li> <li><i>(c) is operable below decks using a mounted external antenna;</i></li> <li><i>(d) <u>shall</u> remain “on” and ready to accept incoming voice calls, except when making necessary intermittent data connections, commencing on <u>the day before the start</u> until the vessel arrives at a port; and</i></li> <li><i>(e) has a telephone number filed with the BROC before the close of Newport Check-in.</i></li> </ul>
<b>3.29.1(f)</b>	<i>BROC prescribes that all yachts <u>shall</u> carry a shortwave receiver able to receive upper sideband transmissions on the frequencies listed below in the table entitled “SSB Frequencies.”</i>

<b>SSB Frequencies (kilohertz)</b>				
Use	Channel	Ship Tx	Ship Rx	Type
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
<b>4.21.2</b>	<b>Grab Bags to Accompany Life Rafts</b>			
	<i>BROC prescribes that all yachts <u>shall</u> carry an abandon-ship grab bag or bags to accompany each life raft. Yachts should be guided by OSR 4.21.3 in determining the contents of the grab bag(s).</i>			
<b>5.01</b>	<b>Lifejacket</b>			
	<i>BROC prescribes that the US SAILING prescription to this rule regarding personal flotation “while starting and finishing” <u>shall not</u> apply.</i>			
<b>5.02</b>	<i>BROC prescribes that safety harnesses and lifejackets <u>shall</u> be worn while on deck: (a) from sunset to sunrise; and/or (b) when the mainsail is reefed or being reefed.</i>			
<b>5.11</b>	<b>Preventer or Boom Restraining Device</b>			
	<i>BROC prescribes that the preventer or boom restraining device <u>shall</u> be installed and demonstrated at the time of the yacht’s Pre-Race Inspection. A process and plan for its use <u>shall</u> be part of the crew’s training and practice.</i>			
<b>6.01</b>	<b>TRAINING</b>			
	<i>BROC prescribes that: (1) the crew satisfying OSR 6.01 <u>shall</u> include the navigator or watch captain, and (2) training under OSR 6.03 is recommended but not required.</i>			
<b>6.04</b>	<b>Routine Training Onboard</b>			
<b>6.04.1</b>	<i>BROC prescribes that the Captain and not less than 80% of the crew of each yacht <u>shall</u>, 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, lifejackets, 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 <u>shall</u> sign the On Board Training Certificate printed from the online source.</i>			
<b>6.04.2</b>	<i>BROC prescribes that yachts <u>shall</u> be able to demonstrate the ability to return to a man-overboard in reasonable time, to the satisfaction of the BROC.</i>			

<b>6.04.3</b>	<p><i><b>BROC prescribes that the Captain and 100% of the crew shall attend a meeting aboard the yacht on the day of her start before her warning signal, during which meeting:</b></i></p> <ul style="list-style-type: none"> <li><i>(a) <b>The Captain or designee shall review safety topics he or she deems appropriate, including, at a minimum, a description of the yacht’s policy and applicable rules regarding the use of lifejackets, harnesses and tethers as required herein and by the OSR; and</b></i></li> <li><i>(b) <b>The entire yacht’s complement shall don lifejackets, harnesses, tethers and crotch straps; and then mark and stow the gear below decks where they will have individual access to it once underway.</b></i></li> </ul> <p><i><b>The Captain shall certify compliance with this prescription on the Certificate of Compliance to be submitted at Bermuda Check-In (NOR 14.4).</b></i></p>
<b>App. K</b>	<b>Movable and Variable Ballast</b>
	<p><i><b>BROC prescribes that yachts with movable ballast (water or cant keel) shall comply with Appendix K.</b></i></p>

**RECOMMENDATIONS & WAIVERS**

<b>1.02</b>	<b>Responsibility of Person in Charge</b>
	<p><i>BROC prescribes that Captains should conduct a pre-race, on-board, safety briefing of all crewmembers to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Captain should:</i></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <i>Summarize the lessons learned from the training drills required by NOR Appendix A (MOB, Abandon Ship, Dismasting, Loss of Rudder/Steering, and sailing with the Storm Trysail);</i></li> <li><input type="checkbox"/> <i>Review yacht stowage plan showing and touching all safety equipment;</i></li> <li><input type="checkbox"/> <i>Review boom preventer procedures to be used;</i></li> <li><input type="checkbox"/> <i>Assign a ship’s doctor in advance to allow preparation of medical supplies;</i></li> <li><input type="checkbox"/> <i>Review medical status of competitors taking medications, including seasickness remedies;</i></li> <li><input type="checkbox"/> <i>Review cooking stove, and other fire and explosion hazards;</i></li> <li><input type="checkbox"/> <i>Review procedures for preventing the sea from entering the yacht through companionways, hatches and ports;</i></li> <li><input type="checkbox"/> <i>Review flooding control procedures, including high-capacity bilge pumps and collision mats;</i></li> <li><input type="checkbox"/> <i>Review safety harness and safety line procedures to be used;</i></li> <li><input type="checkbox"/> <i>Review man aloft procedures including the use of a helmet and harness to prevent head injury while going aloft; and</i></li> <li><input type="checkbox"/> <i>Urge each competitor to constantly think about safety and the consequences of every action.</i></li> </ul>
<b>2.03.1</b>	<b>General Requirements.</b> All equipment required by Special Regulations shall:-
	<p><i>BROC prescribes that Safety equipment should be carefully inspected for wear and deterioration and replaced after seven to ten years of use. Manufacturer recommended shelf life on items like inflatable lifejackets 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.</i></p>

<b>3.08.3</b>	<b>Hatches &amp; Companionways.</b> A hatch shall be:
	<i>BROC prescribes 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.</i>
<b>3.21.1</b>	<b>Drinking Water Tanks</b>
	<i>BROC prescribes that OSR 3.21.1(a)ii shall not apply. Drinking water may be carried in one or more permanently-installed tanks.</i>
<b>3.28.4</b>	<b>Battery Systems</b>
	<i>BROC prescribes that the yacht's permanently installed batteries should be of the closed or gel cell or AGM type.</i>
<b>3.29</b>	<b>Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS</b>
<b>3.29.1(b)</b>	<i>BROC prescribes that yachts should carry a properly installed marine Single Sideband transceiver (SSB) capable of operating on upper sideband on the frequencies listed in the table entitled "SSB Frequencies" under the BROC prescription to 3.29.1(b). The transceiver should 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.</i>
<b>3.29.1(n)</b>	(an AIS Transponder) <i>BROC prescribes that OSR 3.29.1(n) shall not apply. An AIS Transponder is recommended and yachts should install and use an AIS Transponder conforming to the ISAF Regulations during the race and for the return trip.</i>
<b>4.02</b>	<b>Hull Marking (colour blaze)</b>
	<i>BROC prescribes that yachts should carry on deck a means of identifying the vessel to air/sea rescue personnel such as that recommended by the OSR or a removable placard.</i>
<b>4.16</b>	<b>Tools and Spare Parts</b>
	<i>BROC prescribes that 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.</i>
<b>4.21.2</b>	<b>Grab Bags to Accompany Life Rafts</b>
	<i>BROC prescribes that careful consideration should be given to the contents of the abandon ship grab bag required by this prescription. 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, plastic bags, water makers (desalinators), repair kits capable of working when the raft is wet, six emergency buoyancy tube leak stopping plugs, and other safety equipment recommended by the OSR.</i>  <i>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. 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.</i>

<b>4.26.4</b>	<b>Storm &amp; Heavy Weather Sails.</b> The following shall be provided:-
	<i>BROC prescribes that storm sails should have permanently-attached sheets.</i>
<b>4.27</b>	<b>Drogue, Sea Anchor</b>
	<i>BROC prescribes that an appropriately-sized heavy weather drogue or sea anchor should be aboard, stowed and ready for easy deployment.</i>
<b>4.29</b>	<b>Safety Manual</b>
	<i>BROC prescribes that all yachts should maintain and carry a printed yacht manual documenting all safety and sailing procedures.</i>
<b>5.01</b>	<b>Lifejacket</b>
<b>5.01.1</b>	<i>BROC prescribes that bulky lifejackets should be avoided in favor of inflatable types and vests that meet the requirements of the OSR and their prescriptions.</i>
<b>5.02</b>	<b>Safety Harness and Safety Lines (Tethers)</b>
	<i>BROC prescribes that crewmembers on deck should wear a safety harness, an inflatable lifejacket equipped with a whistle, white strobe light, along with crotch/thigh straps. BROC reminds sailors that the US SAILING Prescription OSR 5.02.4 requires safety harnesses and lifejackets to be worn on deck from sundown to sun up.</i>
	<i>BROC prescribes that 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.</i>
<b>6</b>	<b>Training</b>
	<i>BROC prescribes that all competitors should attend the CCA Safety-at-Sea Seminar and Pre-Race Briefing to be held in Newport on March 17, 2012 (on March 18 there is a Race Preparations Seminar, a First Aid and CPR Course, and a Hands On Training Course) or other sanctioned Safety-at-Sea Seminar.</i>
<b>6.05.2</b>	<b>Medical Training</b>
	<i>BROC prescribes that training under OSR 6.01 is recommended but not required of the crew members satisfying OSR 6.05.2.</i> <i>BROC prescribes that in addition to 6.05.2, competitors should be adequately prepared for offshore medical contingencies, with appropriate crew training and medical kits. 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.</i>
<b>App. E</b>	<b>Hypothermia</b>
	<i>BROC prescribes that crew on deck during rough, cold or otherwise inclement weather should wear clothing to protect them from hypothermia.</i>

Rev. 12Jan12/AJE