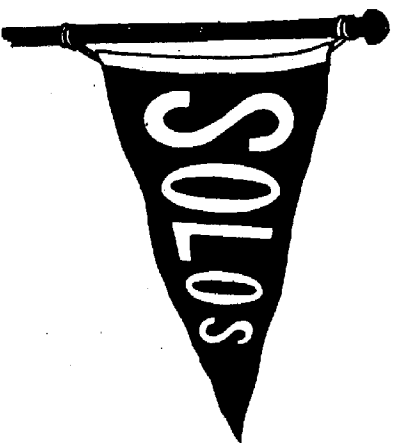


Society Of Lone Offshore Sailors



**PRESENTS THE THIRD RUNNING
OF THE**

BERMUDA ONE - TWO

A

SINGLEHANDED RACE

FROM

**NEWPORT, RI, TO ST. GEORGES', BERMUDA
STARTING JUNE 6, 1981
AND A RETURN**

DOUBLEHANDED RACE

FROM

**ST. GEORGES' TO NEWPORT
STARTING JUNE 20, 1981**

RULES AND CONDITIONS OF ENTRY

1. THE RACE AND COURSE:

1.1 The Race will consist of two legs. The first leg will be sailed singlehanded from Newport, RI, to the finish line off St. George's, Bermuda, leaving Nantucket Light Vessel to Port.

1.2 The second leg will be sailed doublehanded from St. George's to the finish line off Newport leaving Nantucket Light Ship to Starboard.

1.3 Although competitors are encouraged to enter both events, each leg will constitute a separate race.

2. OBJECT OF RACE:

The Race is intended to be a sporting event encouraging good seamanship and good fellowship among small boat sailors of all nationalities. Although it is a competitive event, the major long term emphasis will be toward ongoing development and appraisal of offshore rigs, sailplans, gear, boat design and handling techniques for single and short-handed passagemakers.

3. ORGANIZATION:

3.1 The races will be sailed under the auspices of the Rhode Island State Yachting Advisory Committee, the Bermuda Offshore Cruising Association, the St. George's Dinghy and Sport Club, the City of Newport, and the Goat Island Yacht Club.

3.2 The Race will be organized and managed by the Goat Island Yacht Club, the St. George's Dinghy and Sport Club, and SOLOS --the Society of Lone Offshore Sailors.

4. DATES:

The Singlehanded Start will be from Newport on 6 June, 1981. The Doublehanded Start will be from St. George's on 20 June, 1981.

5. TIME LIMITS:

5.1 Any yacht arriving in St. George's after midnight local time 18 June will be entered in the record as an unofficial finisher but will not be excluded from any functions or future ceremonies.

5.2 Any yacht arriving in Newport after midnight local time 2 July will be similarly entered.

6. ENTRY FEE AND ENTRY FORM:

The fee for either race will be \$50.00, and \$75.00 for both races. Entries must be signed and witnessed and will only be accepted on official BERMUDA 1-2 entry forms.

7. CLOSING DATE FOR ENTRIES:

Entries must be received by April 15, 1981. Late entries will be considered for mitigating circumstances. No entry fee will be returned after this date.

8. CLASSES:

8.1 There will be four classes limited to monohulls. Class I will have a maximum length on Deck of 45' excluding bowsprits, bumpkins, or self-steering gear. Rudders will not be included in the IWL measurement unless considered by the Rules Committee to be a feature designed to add to the effective sailing length of the hull.

8.2 Class II yachts may have a maximum LOD not over 40' excluding extensions as above.

8.3 Class III yachts may have a maximum LOD not over 35' excluding extensions as above.

8.4 Class IV LOD measurements not to exceed 30', excluding extensions as above.

8.5 The lower limit is 25' LOD although the Rules Committee will give special consideration upon written request to well qualified crews sailing well proven but slightly smaller vessels.

8.6 The Rules Committee reserves the right to exclude yachts of extreme design if they appear to be unseaworthy.

9. WINNERS:

9.1 The winners will be the first yacht in each class to cross the finish line having fulfilled all the Race Conditions. No handicapping system will be used.

10. AWARDS:

10.1 Trophies and other prizes will be awarded to all classes at the award presentation ceremonies after the finish of each race.

10.2 Awards will be given to the winning boat in each class.

10.3 A brass bulkhead plaque will be presented to each finisher.

10.4 An award will be presented to the entry in the Singlehanded leg deemed by the Race Committee to be most contributive to the advancement of offshore sailing techniques.

10.5 Special awards may be awarded at the discretion of the Race Committee.

10.6 An award will be presented to the oldest singlehanded competitor and to the doublehanded crew with the greatest combined age.

11. ENTRIES:

11.1 The sailing yacht entered need not be owned by the skipper and will be entered under the nationality of each skipper in each leg.

11.2 A new skipper can be substituted at the start of the Doublehanded leg but must be a capable offshore sailor and submit such evidence.

11.3 The skipper of each leg must be 18 years of age or older.

11.4 Entries may be sponsored or subsidized by commercial or national interests but such sponsorship will in no way infringe upon the sportsmanship aspects of the race.

11.5 No slogans or messages may be carried on the hull, deck or sails of an entry. The Rules Committee may reject any name or emblem they consider offensive or unacceptable. The Committee will give an advance ruling upon request. The name of the yacht may be carried on the hull sides and/or the stern but must not measure more than 10" vertically or contain more than 20 letters.

11.6 Yachts and crews shall be qualified by 15 May, 1981, and it is strongly urged that the qualification requirements be met as early as possible.

11.7 Yacht and skippers can be changed or substituted at any time before May 15, but such changes in no way alter the qualification requirements.

11.8 An applicant whose entry has not been accepted by the Rules Committee will be notified in writing as early as possible and the entry fee returned.

11.9 An applicant whose application is approved by the Rules Committee will be accepted as a provisional entry.

11.10 Each provisional entry and yacht entered in the Singlehanded leg must be ready for inspection in Newport by 0900 hours on Wednesday, June 3, 1981.

11.11 Any entry which hasn't met the inspection requirements by 1200 hours on Friday, June 5, will be subject to a time penalty or a delayed start.

11.12 Entries returning on the Doublehanded leg will retain aboard all equipment and safety gear required on the first leg and will be reproviosioned to meet Rule 16 e. Any damage or loss incurred during the first leg which might disqualify or make any entry unsafe must be replaced or repaired in Bermuda before commencing the second leg. It is the responsibility of each skipper to report any such loss or damage to a Race Official upon arrival in Bermuda. Failure to do so will result in disqualification.

12. QUALIFICATION:

12.1 To be accepted as an entrant in the Singlehanded leg, an applicant must have completed a Singlehanded passage to a point at least 50 miles from the nearest land aboard the boat he or she will be sailing in the Race. Such passages should not be undertaken in congested waters or where an entrant's vessel might constitute a navigational hazard. Potential applicants are also strongly encour-

aged to get as much singlehanded and crewed experience aboard their respective yachts as possible.

12.2 Great Lakes sailors may qualify on one of the Lakes but should avoid shipping lanes as much as possible and attempt to duplicate an offshore passage. A 150 mile passage broken by one 24 hour stopover is allowable.

12.3 For the Doublehanded leg, any new skipper who didn't compete in the Singlehanded leg must submit a statement of his offshore experience and navigational ability.

INSPECTION:

13. 13.1 At least one Race Committee member will inspect the condition of each yacht entered in regard to design, construction, equipment, and safety gear as listed in Rule 16, which has a direct bearing on the safety of the crew. Should the offshore integrity of the boat be questioned, a second inspection will be made by at least two other Committee members if requested by the skipper. In the event of a negative response, the applicant will be immediately informed so as to enable him to try to rectify the shortcomings before the Race starts.

13.2 Yachts close to the upper IOD dimensions in their respective classes will be subject to measurement by the Committee. The decision rendered will be final.

RESPONSIBILITY:

14. 14.1 This is an important consideration and it cannot be overemphasized that the nature of this Race is to encourage good seamanship offshore techniques, preparation, and design. In accordance with this precept, any entry must ultimately depend solely upon himself or herself for proper preparation of the yacht and equipment; for carrying aboard suitable tools and materials for any necessary repairs enroute; and for the necessity of properly preparing oneself and ones yacht to cope with any nautical or navigational hazards

which might be encountered. Entrants should request outside assistance only in genuine emergencies.

14.2 Full responsibility for any accident or mishap will rest with the owner and crew under ordinary processes of law and no liability or responsibility is accepted by the organizers or sponsors toward the entrants, nor toward third parties with whom the entrants may become involved.

NUMBERING THE VESSEL:

15. 15.1 The entries will be issued a number which must be sewn to the upper one-third of their mainsail on each side. This number must also be conspicuously painted or taped on each side of the hull, amidships. It must also be painted on, or displayed clearly on the deck whenever the mainsail is down.

15.2 If an entrant has a preference for a particular number of not more than two digits that has not been previously requested he or she may reserve this number by written request.

SAFETY EQUIPMENT:

16. 16.1 The following shall be mandatory a) A self-inflating liferaft stowed in an accessible location which has been inspected and certified within the previous year. A kit containing the following items must either be incorporated in the raft package or carried as a separate watertight package: a sea anchor or drogue for the raft, a pump or bellows to top up the raft, one signalling mirror, 3 red hand flares, 1 baler, 1 repair kit, 1 reflector space blanket, a medical kit, a knife, 2 paddles or oars, a fishing kit. In addition, one or two sealed containers carrying at least four gallons of water shall be carried separately. Both the kit and the water must be immediately accessible in an emergency. As an alternative to purchasing an expensive liferaft, if an entrant can demonstrate to the Committee that he or she can carry an inflated rubber dinghy on deck which will serve as a safe substitute, this method will be approved.

- b) The following visual distress signals not over one year old stowed in a watertight container: 3 Red Parachute Flares (although 12 is recommended), 4 Red Hand Held Flares, 4 Orange Smoke Signals for daytime use.
- c) One Radio Survival Beacon (EPIRB) in good order transmitting on 121.5/243 mhz, with recently dated batteries, located so as to be instantly accessible.
- d) One foghorn; one permanently mounted radar reflector (one foot in diameter or more); a safety harness for each crew and a jackline (wire or rope) running the length of each side deck; a USCG approved lifejacket for each crewmember with light and whistle and one USCG approved pole and flag for the Double-handed leg; two USCG regulation fire extinguishers; sufficient tools and materials for emergency repairs; one ship's bell; one ship's medical kit; adequate lifelines and pulpit.
- e) A minimum total of 15 gallons of fresh water per crewmember and an adequate food supply.
- f) Charts, tables, publications, and instruments necessary (including a sextant) for offshore navigation. A list of recommended charts will be passed on.
- g) A radio receiver capable of receiving local marine weather forecasts and MWV.
- h) One compensated main steering compass and one back-up compass. It is recommended that a handbearing compass also be aboard.
- i) It is also recommended that a reliable RDF unit be carried and a depth sounder. A leadline will be mandatory.
- j) Two anchors of suitable size must be carried along with two anchor rode of sufficient length.
- k) Correct navigation lights to meet the International Regulations.
- l) Two manual bilge pumps will be required, one operable from the cockpit with all hatches and cockpit seats secured.
- m) Two flashlights are required with spare batteries and bulbs. One must be watertight with a powerful beam.

- n) Skippers must be prepared to jury-rig an alternate method of steering in case of damage to the rudder or main steering system.
- o) Cockpit companionways that extend below main deck level must be capable of being effectively blocked off to main deck level.
- p) Storm shutters or covers may be required to be carried on vessels with large portlights.
- q) A suit of storm sails. These can consist of a storm jib, and a trysail or a mainsail capable of being well reefed.
- r) Some method of cutting or releasing the rigging if dismantled.
- 16.2 It is recommended that the Offshore Rating Council Minimum Equipment and Accommodation Standards as pertaining to Category 1 races be read as a guide for preparation of an offshore vessel. The Inspection Committee will use these standards as a guide.

17. USE OF ENGINE:

- 17.1 Only the wind or manpower (oar, sweep, scull) may be used to propel a yacht.
- 17.2 The ship's engine may only be used in emergencies or to generate electricity for ship's batteries. If used in an emergency the skipper should log the time and circumstances and report the incident immediately upon arrival to a Race Official. Where it is impractical to seal the engine or remove the prop, the skipper may carry only enough fuel for battery charging and sign a declaration at the finish that the engine was not used as a means of propulsion.

18. SELF-STEERING:

- 18.1 Entrants may use any type of self-steering equipment, including sheet-to-tiller arrangements, but the skipper must be prepared to demonstrate that the arrangement is capable of steering the yacht on all points of sailing.
- 18.2 If an automatic pilot is used, some sort of back-up system is required in case of electrical failure. The power generated for the automatic pilot may come from the wind,

water flow, sun's rays, or ship's batteries. Additional battery capacity may also be carried and an auxilliary generator.

18.3 Working and storm sails are required but there is no restriction on sail inventory or types of sails and it is hoped that the Race will encourage seamanlike experimentation in the development of offshore sailplans, handling techniques, and self-steering methods.

19. PENALTIES, POSTPONEMENTS, REFUSALS:

19.1 The Rules Committee reserves the right to impose a time penalty or a delayed start for any infringement of the letter or spirit of the Rules.

19.2 The Committee reserves the right to refuse or reject an entry at any time. If this should occur, the entry fee will be refunded.

19.3 The Committee reserves the right to temporarily postpone the Race should weather conditions or other factors warrant it.

20. OUTSIDE ASSISTENCE

20.1 No stores or gear may be received from other vessels at sea nor from aircraft during the Race. Visual or auditory communications can be passed on, however, including a request for position, and the yacht's position and condition reported.

20.2 An entrant can put into any harbor or anchor or moor for any purpose during the race. The yacht may be towed for a distance not to exceed two miles when entering or departing such a refuge. The engine may be used for the same distances and noted in the log. Such maneuvering must not advance the yacht toward the finish line. Yachts must sail the whole course independently.

21. RADIO TRANSMISSION AND RECEPTION

21.1 The use of Weather Facsimile Receivers is prohibited. A yacht fitted with Radar or Hyperbolic Aids may have the gear sealed off or accept a 5% elapsed time penalty for its use. RDF equipment is permitted.

21.2 Prearranged communications or transmissions of any sort for the securing of

weather or current knowledge or for the advantage of individual entrants is expressly prohibited.

22. DECLARATION:

22.1 Upon finishing either leg each crew must inform the Race Committee with a written explanation if any Rule has been broken, and the circumstances involved.

22.2 The Committee may request to review the Ship's Log of any competitor and a list of the yacht's daily positions. This information may be used freely by the organizers.

23. AUTHORITY:

These Rules are published by the Society of Lone Offshore Sailors which reserves the right to amend or add to them at any time. Such changes will be immediately forwarded to all entrants in writing. Additional sailing instructions and information will be passed on to all entrants before the start of the Races.

24. SOLOS

Any entrant who has paid his entry fee automatically becomes a member of SOLOS with full rights and privileges.

EVIDENCE OF QUALIFICATION

To give evidence of qualification, an entrant must submit a log and chart (or Xerox copy) of his qualifying cruise showing dates, course, positions, progress, and navigational methods used.

When submitting an entry form and fee, an applicant should also include a record of his sailing experience on a separate sheet along with a statement indicating his navigational proficiency.

Should an entrant be found to have made a false statement, his entry will be refused and his fee made forfeit.



SOLOS

1981 BERMUDA ONE-TWO RACE

Entry Form

Please accept my yacht as an entry in the 1981 BERMUDA 1-2 Race. I have read and agree to comply with the rules of the Race. I enclose \$75.00 as entry fee (\$50.00 if only one leg is entered), made payable to the Sailing Secretary, SOLOS. I am entering the Single-handed leg ____; Double-handed leg ____; Both ____.

If entering the Single-handed leg, I understand the log and chart of my 100 mile non-stop qualifying passage should be submitted no later than 15 May, 1981, except under special pre-arranged circumstances.

Yacht's Name and Nat'l.: _____

LOD _____ IWL _____ RIG _____ BEAM _____ DRAFT _____

SAIL NO. _____ SAIL AREA _____ DISP. _____
(main and 100% fore) (lbs or long tons)

Skipper's Signature, Address and Nationality:

_____ Telephone # _____
(please write legibly)

Crew's Name, Address, Nat'l.: _____

Owner of Yacht and Address if different than Skipper: _____

(con't on other side)

I, (Skipper of yacht --please print) Date: _____

Declare that I am over the age of 18 and that I wish to enter the forenamed yacht in the BERMUDA 1-2 Race. I am fully aware of and understand the hazards inherent in a race of this type and agree that the sponsors and organizers of the Race shall have no liability whatsoever either to me or to my estate, my crew, to another participant, or to any third party, for any accident, mishap, or loss to me or anyone else arising as a result of me, or my crew, participating in either or both legs of this Race.

I agree to have my yacht, equipment, and safety gear inspected in Newport and Bermuda, but realize that the establishment of a set of race rules or an in-water examination can only be general in scope and that it is the complete and absolute responsibility of the skipper of an entered vessel to insure his entry and crew are well found, prepared, seaworthy, and capable of facing any weather or conditions that may be encountered in either leg of this Race.

Signed: _____ Age: _____
(Skipper of entered vessel)

Witnessed: _____ Date _____
(Address)

As a crewmember I likewise release the sponsors and organizers of the Race of any liability, loss, or responsibility which might conceivably arise consequent to my entering and participating in the 1981 BERMUDA 1-2 Race, whether such liability or loss shall be incurred to myself, the yacht, third parties, or other entrants, or in any other respect.

Signed: _____ Age _____
(crewmember)

(Parent or Guardian if under 18 yrs)