



Goat Island Yacht Club Ltd.

P.O. Box 3422—Broadway Station

Newport, Rhode Island 02840

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1991 BERMUDA ONE-TWO RACE RULES

1.0 OBJECTIVE OF THE 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 on-going development and appraisal of offshore rigs, sailplans, gear, boat design and handling techniques for single and shorthanded passagemakers.

2.0 ORGANIZING AUTHORITY

- 2.1 The Race is organized by the Goat Island Yacht Club, Ltd. with support from the Rhode Island State Yachting Committee and the City of Newport and Freedom Yacht Ltd.
- 2.2 The St. George's Dinghy and Sport Club is the host yacht club in Bermuda.
- 2.3 These Race Rules are published by the Goat Island Yacht Club, Ltd., which reserves the right to change them at any time. Such changes will immediately be forwarded to all entrants in writing.

3.0 COURSE AND DATES

- 3.1 The Race will consist of two legs. The first leg will be sailed singlehanded from Newport, R.I. to the finish line off St. George's, Bermuda by any course leaving Nantucket Light buoy "N" to port.
- 3.2 The return leg will be sailed doublehanded from St. George's, Bermuda to the finish line off Newport by any course leaving Nantucket Light buoy "N" to starboard.
- 3.3 The Newport start will be on Saturday, June 15, 1991 and the start of the return leg from Bermuda will be at 1300 on Monday, June 24, 1991.
- 3.4 Additional detailed information about each start will be provided in 1991 Bermuda One-Two Sailing Instructions made available at the Skipper's Meeting held on Friday, June 14, 1991 on Goat Island, Newport, R.I.

- 3.5 A yacht must cross the finish line off St. George's by 2400 June 23, 1991 (local time) to be entered in the record as an official finisher in the solo leg.
- 3.6 Any yacht starting on the doublehanded return leg from Bermuda after the June 24 restart date will be considered to have started at the official restart time.
- 3.7 A doublehanded yacht must cross the return-leg finish line in Newport by 2400 July 2, 1991 (local time), to be entered in the record as an official finisher in the doublehanded leg.

4.0 ELIGIBILITY

- 4.1 Yachts must be seaworthy self-righting monohulls with enclosed cabin and watertight, self-bailing cockpit. The maximum length on deck of the vessel is 60 feet. The lower limit of yacht length is 25 feet LOD. The Race Committee will give special consideration, upon written request, to well-qualified crews sailing well proven but slightly smaller vessels.
- 4.2 The January 1990 Offshore Racing Council Special Regulations governing minimum equipment and accomodation standards for a Category 1 Race should be used as a guide in the preparation of the vessel. The Inspection Committee will use these standards as a guide. This booklet may be obtained by contacting the United States Yacht Racing Union, Publications Department at (800)327-0303 or (401)849-5200 or by writing USYRU, P.O. Box 209, Newport, R.I. 02840. The price is \$7.00 for non-members; \$4.00 for members.
- 4.3 The Goat Island Yacht Club Race Committee reserves the right to exclude any yacht from the race due to inadequacies in design or preparation which could impair the seaworthiness of the vessel.
- 4.4 The skipper and crew must have demonstrated competence in offshore sailing and must furnish a detailed summary of their sailing experience with the entry application. The skipper must be knowledgeable in the practice of celestial navigation.
- 4.5 The yacht entered need not be owned by the skipper.

- 4.6 The skipper of each leg must be 21 years of age or older. Experience rather than minimum age and experience will be used to judge the suitability of the crew.
- 4.7 Entries may be sponsored or subsidized by commercial interests but such sponsorship or subsidy may not alter the spirit or objective of the race.
- 4.8 The Race Committee reserves the right to reject any name or logo which it finds distasteful, offensive or confusing in layout. The Committee will give advance rulings to submitted requests.
- 4.9 Skippers can be substituted at any time before June 8, 1991 but this in no way alters the qualification requirements.

5.0 ENTRIES AND FEES

- 5.1 Entries will be limited to 50 yachts. Skippers who have sailed in previous Bermuda One-Two Races will be given first preference within a reasonable time limit. All other entries will be taken in the order of the date of the postmark of the completed entry.
- 5.2 An applicant whose application is approved by the Race Committee will be accepted as a **provisional entry**.
- 5.3 Each provisional entry must be ready and available for inspection in Newport by 0900 on Wednesday, June 12, 1991.
- 5.4 On successful completion of the inspection requirement and all other race requirements as stated in the Race Rules, a provisional entry will become an **official entrant** of the 1991 Bermuda One-Two Race.
- 5.5 Any provisional entry which has not met the inspection requirement by 1500 on Friday, June 14, 1991 may be subject to a 24-hour time penalty.
- 5.6 Applications for entry must be fully completed, including all fees and requested attachments, and returned to the Goat Island Yacht Club by May 1, 1991. Applications will only be accepted on the attached official 1991 Bermuda One-Two Entry Form.
- 5.7 The fee for the Race is \$125 for unsponsored yachts and \$250 for sponsored yachts. These fees are non-refundable unless the Race Committee decides the provisional entry is not acceptable.

5.8 The Race Committee reserves the right to issue a limited number of invitations to compete under special or unusual circumstances.

6.0 QUALIFICATION

6.1 To be accepted as a provisional entry in the 1991 Bermuda One-Two Race, an applicant must have completed a singlehanded passage under sail, i.e. windpower only, to a point at least 50 miles from the nearest land aboard the yacht the skipper will be sailing in the Race, and not in company with any other vessel.

6.2 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 stopover of no more than 24 hours is allowable.

6.3 Entrants must submit a comprehensive log, conforming to good nautical practice, showing daily progress and positions throughout the qualifying voyage. This log, together with plotting sheets and charts must show the skipper's celestial navigation proficiency by recording and reducing sights and be received by the Race Committee not later than June 9, 1991. In the event that weather precludes the use of celestial navigation during the qualifying voyage, the skipper will be required to complete a set of sight reduction problems.

6.4 Qualifying passages must be completed by June 1, 1991 and evidence thereof must reach the Goat Island Yacht Club no later than June 9, 1991.

6.5 Should the applicant be found to have submitted false or deliberately misleading information about the qualification voyage, he/she will be disqualified and his/her entry fee forfeited.

7.0 INSPECTION

7.1 At least one Inspection Committee member will examine the condition of each provisionally entered yacht with regard to seaworthiness, design, suitability, construction, equipment and required safety gear as referenced in these Race Rules. Should the offshore suitability of the yacht be questioned, the skipper can request a second inspection, which will be made by at least two other committee members. In the event of negative findings by the Inspection Committee, the provisional entry will be immediately informed to permit correction of the shortcoming prior to the start of the Race.

7.2 The 1991 Bermuda One-Two Equipment Inspection Checklist (see attached) will be used by the Inspection Committee.

8.0 HANDICAPPING AND CLASSES

8.1 The 1991 Bermuda One-Two Race will be sailed under the Narragansett Bay PHRF Certificate. Yachts will be assigned ratings by the Handicap Committee, which will be derived by comparison to the IMS Data Base.

8.2 There will be five classes, based on the NB-PHRF, Spinnaker Rating. Yachts will be assigned to classes after all provisional entries have been received.

9.0 AWARDS

9.1 Trophies and other prizes will be awarded to all classes at the Award Presentation Ceremonies in Bermuda and in Newport after the finish of each leg of the Race.

9.2 The winners will be the yachts in each class to cross the finish line (s) having fulfilled all of the Race Rules in the least corrected time.

9.3 Awards will be given to the first three places in each class.

9.4 A bulkhead plaque will be given to each official entry.

9.5 An award will be presented to the skipper who, in the opinion of the Inspection Committee, has best prepared his/her yacht for the Race.

9.6 An award will be presented to the oldest competitor to complete both legs of the Race.

9.7 Additional Special Awards will be awarded at the discretion of the Race Committee.

10.0 SAFETY AND OTHER EQUIPMENT

10.1 The following is required equipment:

- a) A self-inflating life raft with a certificate of inspection dated no earlier than July 10, 1990 and stowed in an accessible location.

A kit containing the following items must either be incorporated in the raft package or carried as a separate watertight package:

- i) sea anchor or drogue for the raft
- ii) pump or bellows to top up the raft
- iii) signal mirror
- iv) 3 red hand flares
- v) 3 orange smoke signals
- vi) bailer
- vii) raft repair kit
- viii) space blanket
- ix) medical kit
- x) knife
- xi) 2 paddles
- xii) fishing kit

In addition, one or two sealed containers carrying at least four gallons of water shall be carried separately from the vessel's water supply. Both the kit and the water must be accessible in an emergency. USCG approved water packets are permitted in lieu of one or two sealed containers. If a water still is carried, the kit water requirement is reduced to two gallons.

- b) The following visual distress signals stowed in a watertight container with an expiration date no earlier than August 1, 1991:
- i) 4 red parachute flares (SOLAS type) required. (12 recommended)
 - ii) 4 red handheld flares (USCG approved)
 - iii) 2 orange smoke signals (USCG approved)
 - iv) 4 white hand flares (USCG approved)
- c) One Class A or B emergency position indicating radio beacon (EPIRB) in good working order, operating on 121.5/243 MHz with batteries having an expiration date not sooner than August 1, 1991, located so as to be instantly accessible.

- d) One foghorn and at least one spare cannister, if so powered

One securely mounted radar reflector, in place at all times on both legs

A safety harness, meeting ORC specifications, for each crewmember, and a jackline (wire, line, or webbing) with sturdy attachment points, running the length of each side deck

2 USCG approved lifejackets, each with light and whistle

Man-overboard pole and flag, with horseshoe life ring; a certified MOM is an acceptable alternative, with a July 10, 1990 inspection date

A second rigid type throwable PFD

Two USCG regulation fire extinguishers

Ship's bell

Medical kit

Adequate lifelines and pulpits

Wood plugs located adjacent to all through-hull fittings

Heaving line

Sufficient tools and materials for emergency repair to hull, ports, rigging, sails

Either battery-powered emergency nav lights or a masthead tricolor with separate circuit and power source are required to backup the yacht's main navigation lights (see 10.1k); tricolor preferred for visibility

- e) A minimum of 10 gallons of fresh water per crew member must be aboard along with an adequate food supply. Ditchbag water requirements are separate (see 10.1a)
- f) Charts, tables, publications and instruments necessary for ocean navigation. Charts 5161, 26343, 26341, 13223, 13218, 13205 and 12300 are recommended.

- g) A VHF radio with channels 16, 13 and 71 is required. A handheld VHF radio is required for emergency use. A shortwave receiver for offshore weather broadcasts is recommended. Any electronic aids to navigation are permitted.
- h) One adjusted main steering compass with deviation table and one backup compass required; handbearing compass recommended
- i) Leadline required; depthsounder recommended
- j) Two anchors, with ropes, sized suitably
- k) Navigation lights required by International Navigation Rules; masthead tricolor strongly recommended
- l) Two manual bilge pumps required---one operable from the cockpit with all hatches and cockpit seats secured; a sturdy two-gallon bucket with lanyard is recommended.
- m) Two flashlights 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 steering gear.
- o) Cockpit companionways that extend below main deck level must be capable of being effectively blocked off to main deck level and capable of being secured and released from both inside and outside.
- p) Storm shutters or covers may be required to be carried on vessels with large portlights.
- q) Stormsails can consist of a storm jib and a storm trysail, or a mainsail capable of being well-reefed
- r) Some method for cutting or releasing the rigging if dismasted
- s) Heavy equipment such as batteries, anchors, stoves, etc. must be carefully secured against capsizing.

11.0 OTHER REQUIREMENTS AND LIMITATIONS

- 11.1 a) Entries will be assigned a number which must be displayed on both sides of the hull, near amidships. The number must also be clearly displayed on the deck at all times; minimum height of 18".

- b) If an entrant has a preference for a particular number that has not been previously requested, he/she may reserve same by written request.
- 11.2 All tanks for transferrable ballast and storage for transferrable stores must be within the interior of the hull and below the level of the deck. A maximum of ten degrees of static heel is permitted.
- 11.3 Only the wind or manpower (oar, sweep, scull) may be used to propel a yacht. The yacht's propulsion engine may only be used in emergencies or to charge batteries. When the engine is used, the time and reason should be logged. A declaration may be requested at the finish that the engine was not used to propel the vessel.
- 11.4 a) Yachts may use any type of self-steering equipment, but the skipper must be prepared to demonstrate the capability of self-steering on all points of sail.
- b) A back up system for the autopilot is strongly recommended.
- 11.5 Entries returning on the doublehanded leg will retain aboard all equipment and safety gear required for the solo leg and will be provisioned to meet rule 10.1e. Any damage or loss incurred during the solo leg, which might disqualify a yacht from participating in the return leg, must be repaired or replaced in Bermuda. It is the responsibility of each skipper to report any such loss or damage to the Race Committee upon arrival in Bermuda.
- 11.6 a) 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.
- b) An entrant can put into any harbor or anchor or moor and 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.
- c) Yachts must sail the whole course independently other than what may prove necessary in an emergency.

- 11.7 a) Immediately after finishing the Race, every crew must sign a declaration confirming that the yacht sailed that leg in accordance with the **1991 Bermuda One-Two Race Rules** and the **Sailing Instructions** for that leg.
- b) The Race Committee has the right to request the review of a yacht's log, including charted daily position data.

12.0 PENALTIES, REFUSALS, POSTPONEMENTS

- 12.1 The Race Committee reserves the right to impose a time penalty or a delayed start for any infringement of the letter or the spirit of the Race Rules.
- 12.2 The Race Committee reserves the right to refuse or reject an entry at any time.

13.0 RESPONSIBILITY

- a) One purpose of this race is to encourage good seamanlike offshore design, preparation and techniques. Accordingly, any entry must depend solely on himself/herself for proper preparation of the yacht, its equipment and the crew; for stowing aboard suitable tools and materials for any necessary enroute repairs; and for the necessity of properly preparing oneself and one's yacht to cope with any nautical or navigational hazard which might be encountered.
- b) Full responsibility of any accident or mishap will rest with the skipper and crew under ordinary process of law. 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.
- c) Participants are expected to be self sufficient and to be prepared to handle any emergencies that may occur without outside assistance.

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