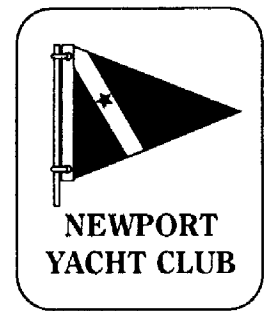




1993 Bermuda One-Two

PO Box 488

Newport, Rhode Island 02840



*Organizing
Yacht Clubs:
Goat Island YC
Newport YC*

*Bermuda
Host Club:
St. George's
Dinghy and
Sport Club*

Dear Shorthanded Sailor;

This is an invitation to apply to participate in the 1993 BERMUDA ONE-TWO, a unique venture in offshore sailing. Sailed biennially since 1977, the BERMUDA ONE-TWO features a singlehanded leg from Newport to Bermuda starting June 12, 1993, and a doublehanded return to Newport starting in Bermuda July 24. The avowed purpose of the event is not just participation in two competitive offshore races but an opportunity to test one's seamanship and navigation in company with fellow sailors in an event traditionally marked by cooperation and camaradiere.

As in the past, every effort is being made to make the BERMUDA ONE-TWO a thoroughly challenging and enjoyable venture for qualified participants. While safety is a foremost concern, there is a full schedule of social events both in Newport and Bermuda, starting with the hands-on safety demonstration followed by a reception and buffet dinner January 30 to which all prospective BERMUDA ONE-TWO participants are cordially invited.

Entries in the 1993 BERMUDA ONE-TWO are limited to 50 boats. Deadline for applications is May 1, 1993. We will make every effort to assist first-time, as well as veteran participants, not only in understanding the conditions and in meeting deadlines but in welcoming them in Newport prior to the start and after the finish and in Bermuda between legs.

Read through the enclosed Notice of Race. If you have any questions, please feel free to drop me a note at the address above or give me a phone call at 401-846-1016 any evening. Note that listed deadlines have been set as late as practical for the convenience of both the organizers and participants. In the meantime, join us on January 30, a superb chance to ask questions, feel the fellowship, and sense the excitement the BERMUDA ONE-TWO invariably generates among those who accept its challenge.

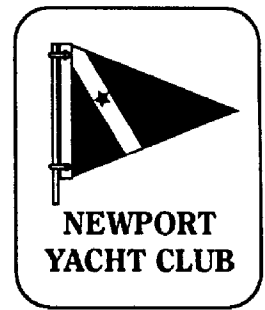
Best wishes,

Jeff Spranger, BERMUDA ONE-TWO Chairman
December 1, 1992

PS. If you know of a shorthanded sailor who might be interested in getting the Notice of Race for the BERMUDA ONE-TWO, please drop me a note with a name and address. We'll get a copy off by return mail.



1993 Bermuda One-Two
PO Box 488
Newport, Rhode Island 02840



**THE 1993 BERMUDA ONE-TWO
NOTICE OF RACE**

*Organizing
Yacht Clubs:*
**Goat Island YC
Newport YC**

*Bermuda
Host Club:*
**St. George's
Dinghy and
Sport Club**

1 OBJECTIVE OF THE BERMUDA ONE-TWO

The BERMUDA ONE-TWO is intended to be a sporting event encouraging seamanship and fellowship among offshore sailors of all nationalities. Although it is a competitive event, the major emphasis is the on-going development and appraisal of offshore rigs, sailplans, gear, boat design and handling techniques for shorthanded passagemakers.

2 ORGANIZING AUTHORITY

2.1 The BERMUDA ONE-TWO is organized by the Goat Island Yacht Club, Ltd. and Newport Yacht Club with support from the Rhode Island State Yachting Committee and the City of Newport.

2.2 The St. George's Dinghy and Sport Club is the host yacht club in Bermuda.

2.3 The Goat Island Yacht Club Ltd. and Newport Yacht Club reserve the right to change this Notice of Race including the required equipment list at any time. Entrants will be notified in writing of any such changes immediately.

3 RULES

3.1 The 1993 BERMUDA ONE-TWO will be governed by the International Yacht Racing Union (IYRU) rules; the prescriptions of the US Sailing Association; the International Rules of the Road (refer to USCG booklet 1690); Inland or International (as appropriate) Regulations for preventing collisions at sea; this Notice of Race; and the Sailing Instructions.

4 COURSE AND DATES

4.1 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.

4.2 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.

4.3 The Newport start will be on Saturday, June 12, 1993 and the start of the return leg from Bermuda will be on Thursday, June 24, 1993.

4.4 Detailed information about each start will be provided in 1993 BERMUDA ONE-TWO Sailing Instructions to be made available to all official entrants by June 10, 1993.

4.5 A yacht must cross the finish line off St. George's by 2400 June 20 (local time) to be entered in the record as an official finisher of the solo leg.

4.6 Any yacht starting on the doublehanded return leg from Bermuda after the June 24 starting time will be considered to have started at the official starting time for her class.

4.7 A doublehanded yacht must cross the return-leg finish line in Newport by 1200 July 2 (local time) to be entered in the record as an official finisher in the doublehanded leg.

5 ELIGIBILITY

5.1 Yachts must be seaworthy self-righting monohulls with enclosed cabin and watertight, self-bailing cockpit. The length on deck shall not exceed 60 feet or be less than 28 feet.

5.2 The January 1988 Offshore Racing Council (ORC) Special Regulations governing minimum equipment and accommodation standards for a Category 1 Race should be used as a guide in the preparation of the vessel. Each entering yacht will be inspected for seaworthiness based on the Special Regulations and for the minimum equipment as specified in SECTION 9 REQUIRED EQUIPMENT in this Notice of Race. The booklet on the Special Regulations may be obtained by contacting the United States Sailing Association, Publications Department 1-800-US-SAIL-1 or 401-849-5200 or by writing US SAILING, P.O. Box 209, Newport, R.I. 02840. The price is \$7.00 for non-members of US Sailing, \$2.00 for members.

5.3 The BERMUDA ONE-TWO 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.

5.4 The skipper and crew must have demonstrated competence in offshore sailing and must furnish detailed summaries of sailing experience with the entry application. This competence must include offshore experience determining position by celestial navigation.

5.5 The yacht entered need not be owned by the skipper.

5.6 The singlehanded entry need not race the doublehanded leg but the doublehanded skipper must submit appropriate evidence of qualifications to the BERMUDA ONE-TWO Committee.

5.7 The singlehanded entry and at least one of the doublehanded crew must be 21 years of age or older.

5.8 Entries may be sponsored or subsidized by commercial interests but such sponsorship or subsidy may not alter the spirit or objective of the race. The BERMUDA ONE-TWO is classified as a Category B event, in accordance with IYRU Rule 26, Event Classification; Advertising and Appendix 14.3

5.9 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 for clarification.

5.10 The skipper and/or crew member for the doublehanded leg can be substituted at any time before 0900 June 7, but this in no way alters the qualification requirements.

6 ENTRIES AND FEES

6.1 Entries will be limited to 50 yachts. Crews 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 application.

6.2 An applicant whose application is approved by the Race Committee will be accepted as a provisional entrant.

6.3 Each provisional entrant must have his boat ready for inspection in Newport by 0900 on Sunday, June 7.

6.4 On successful completion of the inspection requirement and all other race requirements as stated in this Notice of Race, a provisional entrant will become an official entrant of the 1993 BERMUDA ONE-TWO.

6.5 Any provisional entrant which has not met the inspection requirement by 1200 on Thursday, June 10 will be subject to a 24-hour time penalty.

6.6 Applications for entry must be fully completed, including all fees and requested attachments, and returned to the Bermuda One-Two committee by 2400 May 1, 1993. Applications will only be accepted on the official 1993 BERMUDA ONE-TWO Entry Form.

6.7 The fee for the 1993 BERMUDA ONE-TWO 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.

6.8 The BERMUDA ONE-TWO Committee reserves the right to issue a limited number of invitations to compete in the BERMUDA ONE-TWO to well qualified individuals.

7 QUALIFICATIONS

7.1 With the BERMUDA ONE-TWO entry form all applicants must submit a concise resume of their offshore and general boathandling experience including direct experience with the boat they are entering. Submission of a resume for the doublehanded crew member may, with permission of the BERMUDA ONE-TWO Committee, be postponed until the May 1 deadline for entering the BERMUDA ONE-TWO.

7.2 To be accepted as an official entry in the 1993 BERMUDA ONE-TWO, an applicant for the singlehanded leg 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 that sailor will be sailing in the race, and not in company with any other vessel. Potential applicants are strongly encouraged to get as much singlehanded and crewed experience aboard their respective yachts as possible.

7.3 Participation in a singlehanded race of at least 100 miles using the boat entered in the 1993 BERMUDA ONE-TWO will be acceptable for qualification for the BERMUDA ONE-TWO.

7.4 Great Lakes sailors may qualify on one of the lakes but should attempt to duplicate an offshore passage. A 150 mile passage broken by one stopover of no more than 24 hours is allowable.

7.5 Entrants as skipper must submit a comprehensive log, conforming to good nautical practice, showing daily progress and positions throughout the qualifying voyage or race. This log, together with plotting sheets and charts, must show celestial navigation proficiency by recording and reducing sights and be received by the BERMUDA ONE-TWO Committee not later than 0900 June 7, 1993. In the event that weather precludes the use of celestial navigation during the qualifying voyage, the skipper may be required to complete a set of sight reduction problems.

7.6 Crews for the doublehanded leg need not have sailed a qualifying distance together, but at least one must have fulfilled the qualifications listed in 7.2, 7.3, or 7.4 and the other crew member must have offshore experience.

7.7 Qualifying passages must be completed by 2400 May 31, 1993, and evidence thereof must reach the BERMUDA ONE-TWO event headquarters no later than 0900 June 7.

7.8 Should an applicant be found to have submitted false or deliberately misleading information about his experience or qualifying race or voyage, his boat may be disqualified and his entry fee forfeited.

8 INSPECTION

8.1 At least one BERMUDA ONE-TWO Inspection Committee member will examine the condition of each provisionally entered yacht with regard to suitability, equipment and required safety gear as itemized in SECTION 9 in this Notice of Race. 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. Any boat not passing inspection by 1800 Thursday June 10 will be disqualified. If an applicant has any questions about the suitability of his vessel or qualification of her crew, he is urged to notify the BERMUDA ONE-TWO Committee in sufficient time to permit an advisory opinion or a ruling.

8.2 The 1993 BERMUDA ONE-TWO Equipment Inspection Checklist, based on SECTION 9 of this Notice of Race, will be used by the Inspection Committee.

8.3 Yachts close to the limits of allowable length-on-deck dimensions may be subject to measurement by the Inspection Committee whose decision will be final.

9 REQUIRED SAFETY EQUIPMENT

9.1 ABANDON SHIP EQUIPMENT

A) A self-inflating liferaft with a certificate of inspection date no earlier than July 10, 1992 and stowed in an accessible location.

B) A survival kit containing the following items must be either incorporated in the liferaft package or carried as a separate watertight package :

- i) sea anchor or drogue for the raft
- ii) pump of bellows to top up air pressure in the raft
- iii) signal mirror
- iv) three (3) hand-held flares
- v) three (3) orange smoke signals

- vi) bailer
- vii) raft repair kit
- viii) space blanket
- ix) medical kit
- x) knife
- xi) two (2) paddles
- xii) fishing kit

C) 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 readily 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 water kit requirement is reduced to two gallons.

D) The following distress signals stowed in a watertight container and with an expiration date no earlier than August 1, 1993:

- i) four (4) red parachute flares (SOLAS type) required. (Twelve (12) recommended)
- ii) four (4) red handheld flares, USCG approved
- iii) two (2) orange smoke signals, USCG approved
- iv) four (4) white hand flares, USCG approved

E) One class A or B emergency locating radio beacon (EPIRB) in working order operating on 121.5/243 MHz with batteries having an expiration date not before August 1, 1993 and located so as to be instantly accessible.

F) Two (2) USCG-approved Class I lifejackets, each with a light and whistle

9.2 DECK SAFETY EQUIPMENT

A) A safety harness meeting ORC specifications for each crew member and a jackline (wire, rope, or webbing) with sturdy attachment points and running unobstructed the length of each sidedeck

B) Adequate lifelines and pulpits

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

D) Self-steering system capable of steering the boat on any point of sail

E) Man-overboard pole and flag with horseshoe life ring. A certified MOM with an inspection date after July 10, 1992 is an acceptable alternative

F) An emergency tiller. Skippers must be prepared to jury-rig an alternative method of steering in case of rudder or steering system failure.

G) Two (2) anchors with suitable rodes

H) A second rigid-type throwable PFD

I) Heaving line

J) One foghorn and at least one spare cannister if so powered

K) Ship's bell

L) Two (2) flashlights with spare batteries and bulbs, one of which must be a watertight, spotlight type with a powerful beam

M) Stormsails must consist of a storm jib and a storm trysail and/or a mainsail capable of being reefed to at least 55% of its unreefed area.

N) Two (2) halyards per mast

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 for any portlight with an area exceeding two square feet.

Q) Two (2) strong buckets with attached lanyards

9.3 BELOWDECK SAFETY EQUIPMENT

- A) Two (2) manual bilge pumps required—one operable from the cockpit with all hatches and cockpit seats secured
- B) A minimum of ten (10) gallons of fresh water per crew in addition to that required in 9.1C plus an adequate food supply must be aboard.
- C) Fuel sufficient to permit 150 miles or 20 hours of engine use at normal cruising rpm
- D) Two (2) USCG-regulation fire extinguishers
- E) Wood plugs of a proper size located adjacent to all through-hull fittings
- F) Medical kit (in addition to the one specified in 9.1,B if packed in liferaft)
- G) Shut-off valves for all fuel tanks
- H) Sufficient tools and materials for emergency repairs to hull, ports, rigging, engine, and sails
- H) Some method of cutting or releasing the rigging if dismasted
- I) Heavy equipment such as batteries, anchors, stove, etc. secured so they would remain in place in event of capsizing
- J) A means of charging batteries

9.4 NAVIGATION EQUIPMENT

- A) One (1) adjusted main steering compass with deviation table and one (1) backup compass (A handbearing compass is recommended)
- B) Charts, tables, publications, and instruments necessary for ocean navigation. (As a minimum, charts 5161, 26343, 26341, 13223, 13218, 13205, and 12300 are recommended)
- C) Sextant, adjusted watch, and celestial navigation charts or electronic device such as Merlin
- D) One alternative method of navigation (RDF, Loran, SATNAV, GPS) All types of radio and electronic aids to navigation are permitted (Radar and/or radar detector is recommended but radar must not be used as a tactical aid)
- E) Navigation lights as required by International Navigation Rules (COLREGS) plus battery-powered emergency backup lights. A masthead tricolor light with is recommended and may serve as second lights if boat is equipped with deck-level running lights and either deck-level or masthead lights have separate circuitry and power source.
- F) Depth sounder
- H) Speedometer or distance log

9.5 COMMUNICATION

- A) VHF radio with spare emergency antenna and a handheld VHF for emergency use A single side band (SSB) is recommended
- B) Channel 72 on VHF radio A daily communication schedule will be established and failure to check in on that schedule will require submission of charts and logs following that leg of the race.

10 OTHER REQUIREMENTS AND LIMITATIONS

- 10.1 Entries will be assigned a number which must be displayed in digits at least 18" high in block type of a contrasting color to the background on both sides of the hull abaft of amidships. Alternatively the number may be displayed on weather cloths rigidly attached between deck and top lifeline.
- 10.2 All tanks for transferrable ballast and storage of transferrable stores must be within the interior of the hull and below main-deck level. A maximum of 10 degrees of static heel is permitted.

10.3 Only the wind or manpower (eg. oar, sweep, or scull) may be used to propel the yacht. The yacht's propulsion engine may be used only in emergencies or to charge batteries. When the engine is used for whatever purpose, the time and reason must be properly logged.

10.4 Entries returning on the doublehanded leg must retain on board all equipment and safety gear required for the solo leg and be provisioned to meet 9.3B. Any damage or loss of required equipment during the solo leg must be repaired or replaced before starting the leg from Bermuda to Newport. It is the responsibility of each skipper to report such loss or damage to the Race Committee upon arrival in Bermuda.

10.5 No stores or gear may be received from other vessels or aircraft after the start of each leg and before the finish. Communication with other competitors is, however, encouraged and may consist of information such as position and weather and sea conditions.

10.6 Any entry can put into any harbor and may power or be towed to and/or from such a harbor for a distance not to exceed two (2) miles. Neither such tow nor such use of auxiliary power may advance the yacht toward the finish line and any such tow or engine use must be reported in the log.

10.6 Immediately after finishing each crew will be required to sign a declaration confirming that the yacht sailed the race in conformity with all rules and conditions and to submit a copy of the working log and charts to the Race Committee.

11 HANDICAPPING, TIME ALLOWANCES, AND CLASSES

11.1 The 1992 BERMUDA ONE-TWO will be sailed using PHRF ratings as determined by the Narragansett Bay Performance Rating Fleet (NB-PHRF). NB-PHRF ratings may be requested from Karen Fletcher at Narragansett Bay Yachting Association (NBYA), PO Box 108, North Kingstown, RI 02852 (401-294-6818). A valid 1993 NB-PHRF certificate must be submitted before an entry will be accepted as an official entry and no later than 1800 June 7. Note: Entrants are strongly advised to submit their applications for rating certificates by April 1 and indicate that the rating is for use in the BERMUDA ONE-TWO. Entrants are also advised that the conditions, specifications, and limitations on a yacht's PHRF certificate carry the force of rules and violation can result in disqualification.

11.2 Both legs of the BERMUDA ONE-TWO will be scored using NB-PHRF ratings applied to time-on-time.

11.3 All official entries will be assigned to classes and scratch sheets distributed after all entries are closed.

12 PENALTIES, REFUSALS, POSTPONEMENTS

12.1 The Race Committee reserves the right to impose, after a hearing, a time penalty, a delayed start, or disqualification for any infringement of the letter or the spirit of the rules or conditions of the BERMUDA ONE-TWO.

12.2 The Race Committee reserves the right to refuse or reject an entry at any time. If this should occur before June 7, the entry fee will be refunded.

13 AWARDS

13.1 Trophies and other prizes will be awarded to all classes at the Presentation Ceremonies in Bermuda and in Newport at the Awards Dinner Sunday, June 27.

13.2 Awards for each leg will be given to the first boat to finish on elapsed time, to the first three boats in each class on corrected time, and to the boat with the best combined corrected time for both the singlehanded and doublehanded legs.

13.3 A bulkhead plaque commemorating participation will be given to each yacht that becomes an official entry.

13.4 The Judith Lawson Trophy will be awarded to the first female singlehander and a prize will be awarded to the crew who, in the opinion of the Inspection Committee, has best prepared their yacht for the race.

13.5 An award will be presented to the oldest competitor to complete both legs of the race.

13.6 Additional special awards will be presented at the discretion of the Race Committee.