



THE 2017
BERMUDA ONE-TWO

40 YEARS
THE OFFSHORE COMMITTEE
NEWPORT YACHT CLUB

110 LONG WHARF, NEWPORT, RHODE ISLAND 02840 • USA

NOTICE OF RACE

Organizing Authority (OA): Newport Yacht Club

The Bermuda One-Two is open to eligible yachts whose Skippers have been invited to participate by the Bermuda One-Two OA.

1. OBJECTIVE OF THE 2017 BERMUDA ONE-TWO

1.1. The 2017 BERMUDA ONE-TWO is intended to be a **sporting event** encouraging seamanship, competition and fellowship among offshore sailors of all nationalities, in the tradition of shorthanded sailing and passage making. While recognizing the inherent danger in the sport, the BERMUDA ONE-TWO is organized so as to emphasize, to promote, and to encourage development of techniques, equipment and technology which will foster safe and seamanlike shorthanded sailing.

2. ORGANIZING AUTHORITY (OA)

2.1. The 2017 BERMUDA ONE-TWO is organized by the Newport (RI) Yacht Club, with support from the Rhode Island State Events Commission, the City of Newport, RI and the Town of St. George's, Bermuda. St. George's Dinghy & Sports Club is the host club in Bermuda.

2.2. The OA reserves the right to make changes to this Notice of Race, including the list of Required Safety Equipment (see Appendix A), at any time, accept or reject entries, and assign yachts to classes. All applicants accepted (Invited Entrants) will be notified immediately in writing (or email) of any such changes.

3. RULES

3.1. The 2017 BERMUDA ONE-TWO will be governed by the *Racing Rules of Sailing (RRS)* for 2017-2020, as amended, the US SAILING's prescriptions thereto; the International Rules of the Road (refer to USCG booklet 1690); Inland or International (as appropriate) Regulations (COLREGS) for preventing collisions at sea; this Notice of Race, the Sailing Instructions; and any amendments to any of the aforementioned items.

4. COURSE AND DATES

4.1. The race will consist of two legs. The first leg will be sailed singlehanded from Newport, Rhode Island to the finish line off St. George's, Bermuda, by any course. The second leg will be sailed doublehanded from St. George's to the finish line off Newport, by any course.

4.2. The start of the singlehanded leg will be on Friday, June 2. The start of the doublehanded leg will be on Thursday, June 15.

5. SPONSORSHIP AND ADVERTISING

5.1. The 2017 BERMUDA ONE-TWO is classified as a Category C event, in accordance with the World Sailing Regulation 20, ADVERTISING CODE.

- 5.2. Entrants may be sponsored or subsidized by commercial interests, but such sponsorship or subsidy may not alter the spirit or objective of the race.
- 5.3. The BERMUDA ONE-TWO Event OA reserves the right to reject any name or logo which it finds distasteful, offensive or confusing in layout. The Event Chairman will give advanced rulings to submitted requests for clarification.

6. ELIGIBILITY

- 6.1. Yachts must be seaworthy, self-righting monohulls with an enclosed cabin and a watertight, self-bailing cockpit. The yacht's length-on-deck (LOD) shall not exceed 60 feet or be less than 28 feet. All yachts must be fitted with an auxiliary motor. The engine or motor must be capable of propelling the yacht through the water at a speed of not less than five (5) knots.
 - 6.1.1. There will be a separate class(s) for the Mini 6.5s. Boats entered in this class must have approval by the USA Mini 6.5 Class that they meet the Mini Class rules at the date of the issuance of the class hull number. The Mini shall meet or exceed the 90 degree stability requirement of the Mini Class. The Mini 6.5 boats shall meet all the requirements as stated in this document as well as additional requirements identified for the Mini 6.5s.
- 6.2. Each entering yacht will be checked for compliance with APPENDIX A REQUIRED SAFETY EQUIPMENT, included with this Notice of Race. The Recommendations for US SAILING Equipment Requirements (US SER) 2017 Governing Offshore Racing for Monohulls & Multihulls booklet, governing minimum equipment and accommodation standards for the Ocean Category, should be used as a guide in the preparation of each vessel. The US SER regulation regarding scantlings of yachts will not be required in this race. It is strongly recommended that entrants acquire a copy of and become familiar with this booklet, which includes a self safety check sheet for preparation for offshore passage-making. The US SER booklet may be obtained for a fee by contacting US Sailing, Publications Dept. at (401) 683-0800, or by fax at (401) 683-0840, or by writing US Sailing, PO Box 1260, Portsmouth, RI 02871-6015 USA, or purchased through their website www.ussailing.org.
- 6.3. The BERMUDA ONE-TWO Event OA 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 and/or safe passage of the Skipper and Crew.
- 6.4. The yacht entered need not be owned by the Skipper; however, the Skipper is required to complete a qualifying passage with the yacht, as described in paragraphs 8.2 and 8.3 of this Notice of Race.
- 6.5. The singlehanded Skipper need not sail the doublehanded leg, but the doublehanded Skipper must submit all required evidence of qualification (see paragraphs 8.2 and 8.3) to the BERMUDA ONE-TWO Event OA.
- 6.6. Any past entrant to the BERMUDA ONE-TWO who plans to enter the race with a yacht other than the one in which he/she has previously competed in the event must complete a qualifying passage (see paragraphs 8.2 and 8.3) with the new yacht.
- 6.7. The singlehanded Skipper and at least one of the doublehanded crew must be 21 years of age or older. However, Skippers under 21 years of age may petition BERMUDA ONE-TWO Event OA to rule for a variation of this eligibility requirement. Documentation of Skipper's competency must be submitted in writing to the Event Chairman for review.
- 6.8. The Skipper and/or Crew for the doublehanded leg can be substituted at any time before 0900 hours on May 25, but this in no way alters any of the qualification requirements.

7. ENTRY INFORMATION AND FEES

- 7.1. The Bermuda One-Two Race is an invitational event. The OA reserves the right to accept, reject, or invalidate the entry of any yacht, Skipper or Crew, and limit the total number of entries accepted. Entry is conditioned on the yacht's satisfactory and timely safety check, and Crew assignment with time being of the essence in all respects.

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- 7.2. **Step 1.** A Skipper desiring to enter a yacht may, after January 1, 2017, request an invitation by completing an Application for Entry (“AFE”) and paying the Entrance Fee of \$600 on the race website. If the AFE is submitted before April 1 the Entrance Fee is reduced to \$500.
- 7.3. The OA will evaluate the AFE and may require the Skipper, and/or Crew to submit additional Offshore Experience. Upon determining Eligibility of the yacht, Skipper and Crew, the OA may invite the Skipper to enter the race. The Skipper/Yacht will then be considered Invited. The OA reserves the right to reject any entry.
 - 7.3.1. Skippers not invited will have their Entrance Fee returned. Skippers withdrawing before 1 May will have all but \$100 returned of the Entrance Fee. Skippers withdrawing after 15 May will forfeit their Entrance Fee.
- 7.4. **Step 2.** The Invited Skippers may enter the race by filing the following supporting documentation with the OA not later than 2400, May 15, via email to chairman@bermuda1-2.org or mailed to the 2017 BERMUDA ONE-TWO, c/o The Offshore Committee, Newport Yacht Club, 110 Long Wharf, Newport, RI 02840:
 - 7.4.1. Skipper’s/Crew’s Waiver
 - 7.4.2. Skipper/Crew Emergency Information
 - 7.4.3. Boat Emergency Information
- 7.5. The OA will use information collected on these forms to determine the eligibility of the Skipper’s yacht for certain classes/trophies, and populate Crew Lists for publication.

8. ENTRANCE QUALIFICATIONS

- 8.1. With the 2017 BERMUDA ONE-TWO Online Entry Form, each Skipper and Crew member must submit a brief but concise resume of his/her offshore and general boat handling experience - including direct experience with the yacht being entered in the series (included in application) - by 2400 hours on May 1. Exceptions: a. new AFE submissions after 1 May will be reviewed on a case by case basis and may or may not be accepted and b. submission of a resume and entry qualifications for a doublehanded leg Skipper and or Crew member may, with notification and the permission of the BERMUDA ONE-TWO Event OA be postponed until 0900 hours on Monday, May 29.
- 8.2. Entrants qualifying as Skippers on both or either leg are required to complete a singlehanded passage in **open ocean** water (for example heading south from the entrance of Narragansett Bay for at least half the minimum distance and half the minimum number of hours) - under sail and by wind power only - of not less than 100 miles in length **and** in duration of not less than 30 hours aboard the yacht they will enter into the BERMUDA ONE-TWO. Participation in a singlehanded race of at least 100 offshore miles in length and 30 hours and using the boat to be entered in the series may be acceptable upon review by the Event OA as a qualifying passage.
 - 8.2.1. To qualify, Mini 6.5s entrants are required to have a qualifier in **open ocean** water of not less than 200 miles in length and in duration of not less than 48 hours plus an additional 300 miles on the boat are required.
- 8.3. As evidence of satisfactory completion of the qualifying passage, entrants qualifying as Skippers must submit readable copies of a comprehensive log which conforms to good nautical practice and which shows progress and positions - logged at 4-hour intervals - throughout the passage and a marine chart/printout (e.g. from an electronic charting program, Google Earth, etc.) showing the course. The Event OA must receive the aforementioned documentation no later than 2400 hours on Monday, May 22.
- 8.4. Crews for the doublehanded leg need not have sailed a qualifying passage together, but the designated Skipper must have fulfilled all requirements as described in paragraphs 8.2 and 8.3, and the Crewmember must provide the Event OA with documented offshore experience.
- 8.5. Upon the successful completion of payment of all fees due, receipt of all required qualification materials, completion of the required safety equipment check, and fulfillment of all the entry requirements detailed in this Notice of Race and its attachments, an Invited Entrant will become an Official Entrant. Should an

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entrant be found to have submitted false or deliberately misleading information about his/her sailing experience or about his/her qualifying passage, the entrant will be disqualified and the entry fee automatically forfeited.

9. REQUIRED SAFETY EQUIPMENT

- 9.1. Refer to APPENDIX A - REQUIRED SAFETY EQUIPMENT of this Notice of Race, and to those guideline references made in paragraph 6.2 of this Notice of Race.
- 9.2. All boats are required to mount on an outside surface, **visible to the sky**, an event-provided satellite tracking device. The **Skipper is responsible for unreturned units at £650.**

10. REQUIRED SAFETY EQUIPMENT CHECK

- 10.1. Each first-time (or returnee with a different boat) Invited entrant must have his/her boat available in Newport, RI for a required safety equipment check by the Safety Committee by 0900 hours on Monday, May 29. Each returning Invited entrant must have his/her boat available in Newport for a required safety equipment check by 0900 hours on Wednesday, May 31, (if the safety check for the returning Skipper/boat had not been completed earlier). Each Skipper will be solely responsible for scheduling an appointment for his/her yacht's safety equipment check with the Safety Committee Chairman.
- 10.2. With prior knowledge and consent of the BERMUDA ONE TWO Event Safety Coordinator any returning Invited entrant who is competing with a vessel previously sailed **by them** in a previous BERMUDA ONE-TWO event may arrange to have the required safety equipment check performed on their boat **by an authorized checker**.
- 10.3. At least one member of the BERMUDA ONE-TWO Safety Committee or delegated representative will board and examine the condition of each Invited yacht with regard to suitability, equipment and safety gear, as itemized in APPENDIX A - REQUIRED SAFETY EQUIPMENT of this Notice of Race, using said APPENDIX A as the basis for the required safety equipment check.
- 10.4. The Skipper is required to be present at the safety equipment check.
- 10.5. Entrants will be required to demonstrate that their auxiliary propulsion works during the safety check.
- 10.6. Any vessel not passing her required safety equipment check by 1200 hours on Wednesday, May 31 shall be penalized time on the singlehanded leg (14.2). If an applicant has any questions regarding the suitability of his/her vessel, then he/she is urged to contact the BERMUDA ONE-TWO Event Chairman in sufficient time to permit an advisory opinion or ruling by both the Safety Committee and Event OA.

11. RACE NUMBERS

- 11.1. Upon receipt of his/her application, each Invited Entrant will be assigned a race number for the entering yacht (chosen by Skipper). Entrants from the previous BERMUDA ONE-TWO, as itemized below, have reserved Race Numbers and may request the reserved Race Number when submitting their entry applications. Any other entrant may request any other Race Number and the Race Number will be assigned on a "first come, first assigned" basis. A Skipper may request first refusal on these reserved Race Numbers. If the reserved Race Numbers are not assigned by 1 April, these reserved Race Numbers will be assigned on a "first come, first assigned" basis to requesting Skippers.

11.2. RESERVED RACE NUMBERS

Boat Name	Race Number	Boat Name	Race Number
Resolute	2	Perseverance	5
Dianthus	8	Shandygaff	11
Nimros	15	Bluebird	17
Tyche	22	Meridian	25
Flying Turtle	27	Flight Risk	30

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Robin	32	Panacea	35
Kontradiction	36	Mirari	43
Windswept	50	Trifion	71
Strummer	92	Island Girl	95
Eagles Dare	111	Aggressive	117
Carina	125	Cordelia	156
Pogo Loco	175	Samba	301
Frogger	702	806	806
Team Wichard	837	Halcyon	1223
Scallywag II	50896		

11.3. The yacht's race number must be displayed in block letter-type digits of least 18 inches in height, be of a contrasting color to the hull, and be mounted on both sides of the hull forward of amidships. Alternately, the race number may be displayed on weather cloths rigidly attached between deck and top lifeline abaft of amidships. Each yacht is also required to display its race number in block letter-type digits of least 18 inches in height laid horizontally on a section of the forward deck or cabin roof. The digits must be in a contrasting color to the deck, and must be clearly visible from the air above the boat.

12. OTHER REQUIREMENTS, RESTRICTIONS, LIMITATIONS AND RESPONSIBILITIES

- 12.1. All tanks for transferable ballast and storage of transferable stores must be within the interior of the hull and below main-deck level. A maximum of 10 degrees static heel is permitted. All movable items used as ballast shall be securable. This replaces the first sentence of *RRS 51 Movable Ballast*.
- 12.2. For each leg, entrants will be required to keep a running log - documented in 6-hour intervals, times indicated in EDST - using materials, which will be supplied along with the Sailing Instructions to all competitors by the BERMUDA ONE-TWO Race OA. The Skippers' Log Books - which will include all required reporting forms and race information for the event - will be made available to both Invited and Official Entrants beginning at 1200 hours on Wednesday, May 31 at Event Headquarters.
- 12.3. Only the wind 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 of use in EDST, duration of run-time and reason must be recorded in the vessel's running log.
- 12.4. Entries returning on the doublehanded leg must retain on board all equipment and safety gear required for the singlehanded leg and be provisioned to meet requirements for Crew safety as detailed in APPENDIX A - REQUIRED SAFETY EQUIPMENT. Any damage or loss of required equipment, which may occur during the singlehanded leg, must be repaired or replaced before starting the doublehanded leg. It is the responsibility of each Skipper to report such loss or damage to the Race Committee upon arrival in Bermuda. Any loss or damage should also be noted in the vessel's running log.
- 12.5. No stores or gear may be received from other vessels or aircraft after the start of either leg or before either leg's finish.
- 12.6. Any entrant can put into any harbor and may power or be towed to and/or from such harbor for a distance not to exceed two (2) nautical miles. Neither such tow nor such use of auxiliary power may advance the position of the yacht towards the finish line, and any such tow or engine used must be duly reported in the vessel's running log.
- 12.7. It will be deemed a violation of The Racing Rules of Sailing Rule 2 (Fair Sailing) and Rule 41 (Outside Help) for any yacht to receive exclusive, private or subscribed interpreted information on weather, currents (including Gulf Stream reports), or favorable course routing after the preparatory signal for her class.
- 12.7.1. Examples of activities not allowed are;
- (a) Contact via email, satellite phone, blogs, etc. with routing information from friends, family, etc., and
 - (b) Various routing services via long distance communication.
- 12.7.2. Examples of allowed services are publicly accessible websites as well as subscription services like Oceans and Predict Wind where they just package the raw data but do not interpret it for you.

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- 12.7.3. However, communication on open radio channels with other competitors is strongly encouraged, and may consist of information such as current position and both weather and sea conditions. Also, it is requested that contestants attempt to report their positions(s) twice daily. Such communication should also be recorded in the vessel's running log.
- 12.8. Upon finishing each leg, each Skipper and Crew member will be required to sign a declaration of compliance, confirming that the yacht sailed the race in conformity with all its rules and conditions, and to submit said declaration, along with their Skipper's Log Book, to the Race Committee.
- 12.9. It will be the sole responsibility of each Skipper to decide if weather conditions are such that he/she feels capable of starting at the prescribed time with his/her class.
- 12.10. In the event a vessel withdraws from the race - for whatever reason - the Skipper must make all attempts to notify the Race Committee immediately. In the event that the Race Committee cannot be contacted directly, the Skipper must make all attempts to contact fellow competitors, so that withdrawal information may then be conveyed to the Race Committee during scheduled "chat hours." Upon making landfall, the Race Committee shall be notified at the Skipper's earliest opportunity to relay his/her status and point of entry ashore.
- 12.11. All Invited/Official Entrants will be required to attend the singlehanded leg Skippers' Meeting & Weather Briefing in Newport, to be held at 1400 hours on Thursday, June 1, and the doublehanded leg Skippers' Meeting & Weather Briefing in Bermuda at a date and time to be announced.
- 12.12. Non-biodegradable materials will not be thrown overboard at anytime in the water. Save these materials and throw them out in appropriate trash containers in Bermuda or Newport.

13. HANDICAPPING, TIME ALLOWANCES, CLASSES AND SCRATCH SHEETS

- 13.1. The 2017 BERMUDA ONE-TWO will be sailed using PHRF **spinnaker** ratings, as determined by 2017 Performance Handicap Racing Fleet of Narragansett Bay (PHRF-NB) guidelines. The 2017 PHRF-NB application form and instructions will be available for downloading from the PHRF-NB website www.phrf-nb.org early March. Contact information for Kathy Rotsky at PHRF-NB will be posted on the PHRF-NB website www.phrf-nb.org. Entrants are strongly advised to submit their PHRF-NB Rating Certificate applications to PHRF-NB by no later than March 25 so as to allow adequate time for processing.
- 13.1.1. Classes racing one design will not be required to obtain PHRF certificates. They will be treated as a one design class(s).
- 13.2. A copy of a valid 2017 PHRF-NB certificate must be submitted to BERMUDA ONE-TWO Race OA before an Invited Entrant can be declared an Official Entrant, and must be received by no later than 2000 hours on Thursday, May 25. Entrants are advised that the conditions, specifications and limitations on the yacht's PHRF rating certificate carry the full force of the rules, and violation can result in disqualification.
- 13.3. There will be no time limit set for finishing either leg of the BERMUDA ONE-TWO.
- 13.4. Any yacht starting either leg AFTER her class starting time will be considered to have started at the official starting time for her class.
- 13.5. Scratch sheets detailing the composition fleet classes will be distributed at the Skippers' Meeting on Thursday, June 1 at Event Headquarters.

14. PENALTIES AND REFUSALS

- 14.1. The BERMUDA ONE-TWO Race OA reserve the right to impose - after a hearing - a time penalty, a delayed start, or a disqualification for any infraction which they deem to be an infringement of the letter or the spirit of the rules or conditions of the BERMUDA ONE-TWO.
- 14.2. The race committee may protest any yacht that has failed to meet any deadline specified in this Notice of Race (unless exempted specifically by the OA); 4 (Eligibility), 7.4 (Entry Information and Fees), 8.3 (Entrance Qualifications), 12 (Other Requirements, Restrictions, Limitations and Responsibilities), 10 (Required Safety Equipment Check), 13 (Handicapping, Time Allowances, Classes and Scratch Sheets)

and/or the Sailing Instructions (log submittal after each leg). Such protests shall be subject to the following penalties:

14.2.1. The penalty for each breach shall be the addition of at least 1 hour to the yacht's elapsed time for each 24-hour period or any part thereof for which the yacht failed to meet each deadline; and

14.2.2. Penalties shall be calculated such that each late document or act is an independent breach subject to its own penalty.

14.3. The BERMUDA ONE-TWO Race OA reserves the right to refuse or reject any entrant at any time before or during the event for any infraction which they deem to be an infringement of the letter or the spirit of the rules or conditions of the BERMUDA ONE-TWO.

15. PRIZE AWARDS

15.1. Prizes will be awarded to winning Skippers and Crew members in all classes and categories in Award Presentation Ceremonies in St. George's on Tuesday, 13 June (at a time to be announced), and in Newport on Saturday, June 24 at 1600-1800 hours.

Prizes for each leg will be given to the first Skipper in each class to finish on elapsed time; up to the first three (3) Skippers in each class on corrected time for each leg (except for one design classes); and up to first three (3) Skippers in each class with the best combined corrected time for both legs (except for one design classes). For classes with results not subject to corrected times, prizes will be awarded for up to the first three finishes in each leg and for up to the top three combined finishes. To be eligible for a prize in the combined corrected (or elapsed) time category, a yacht must have been sailed by the same Skipper on both legs. Awards for the doublehanded leg Crewmembers will also be given up to the first three (3) boats in each class. Each Skipper who qualifies as an Official Entrant will receive a participatory award.

15.2. Assorted perpetual and class finish trophies will also be awarded to Skippers for both legs, both in Newport and St. George's, based on the criteria required for each, as decided upon by the BERMUDA ONE-TWO Race OA, the Fleet, and the Race Committees. Additional special awards or prizes may be presented at the discretion of the Race OA.

15.3. The following is a list of some of the Bermuda One-Two Trophies:

- St. George's Dinghy & Sports Club Trophy – Awarded to the last boat to finish on combined corrected time
- Town of St. Georges Trophy – Awarded for the best SH leg corrected time finish in fleet
- Brian Oatley Trophy – Awarded for the best SH leg corrected time finish, by a first-time entrant
- Judith Lawson Trophy – Awarded for the best SH leg corrected time finish by a woman Skipper
- RI Governor's Trophy – Awarded to the best combined corrected time by a Skipper who is a RI resident
- City of Newport Cup – Awarded for the best overall combined corrected time finish in the fleet
- Newport Yacht Club Commodore's Tray – Awarded for the best DH leg elapsed time finish in fleet
- Chester & Lillian Munroe Cup – Awarded for the best DH leg corrected time finish in fleet
- Judson Crane Walton III Trophy – Awarded for the best DH leg corrected time finish, by a first-time entrant
- Linda E. Mitchell Memorial Trophy – Awarded for the best DH leg corrected time finish by a Crew that consists of immediate family members
- Murray A. Danforth, Jr. Trophy – Awarded for the best combined corrected time class finish in Class I
- RP Associates, Inc. Trophy – Awarded for the best combined corrected time finish in Class II
- Spirit of Bermuda – Awarded for the best combined corrected time finish in Class III
- John & Judith Rebello Trophy – Awarded for the best combined corrected time finish in Class IV
- The Founders Cup – Awarded for the best combined results in Class V
- The Rodney B. Cooper Trophy – Awarded for the best combined results in Class VI
- The Seamanship Trophy - Awarded to the skipper demonstrating outstanding seamanship, and awarded only as merited by Event Organizers
- Juan A. Perez Sportsmanship Award – Awarded to the individual who best exemplifies the true spirit of the Bermuda One-Two, as nominated by the fleet Skippers and selected by the Event Committee

Roy H. Guay, Event Chairman

The 2017 Bermuda ONE-TWO Notice of Race, List of Required Safety Equipment,
and Tentative Calendar of 2017 Bermuda ONE-TWO Events
are also available on The BERMUDA ONE-TWO web site at
www.bermuda1-2.org

For more information, please write:
2017 BERMUDA ONE-TWO, c/o The Offshore Committee
Newport Yacht Club, 110 Long Wharf, Newport, RI 02840 USA
Or email at chairman@bermuda1-2.org

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2017 BERMUDA ONE-TWO

APPENDIX A — REQUIRED SAFETY EQUIPMENT

Refer to Sections 6, 9 and 10 of the Notice of Race

Every yacht entering the 2017 BERMUDA ONE-TWO is required to carry specific safety equipment as defined in this **Appendix A — Required Safety Equipment** and as referred to in paragraph 6.2 of the Notice Of Race. Compliance to these requirements will be verified by an on-board safety equipment check by members of the BERMUDA ONE-TWO Safety Committee. A yacht may be reinspected at any time until the awards ceremony for each leg.

Skippers must be on the boat during the Safety Check.

There are two columns on the left. One is for the Skipper in verifying equipment pre check; put a mark on each item verified. The other column will be marked by the checker during the check.

Passing the safety equipment check is mandatory in order to become an Official Entrant and a starter on the singlehanded leg. These signed and validated safety equipment sheets will be collected by the Safety Coordinator.

Skipper: _____ **Boat:** _____
(PLEASE PRINT)

ABANDON SHIP EQUIPMENT

___ (1) A self-inflating Offshore liferaft with canopy along with a certificate of inspection expiration date no earlier than June 30 of the year of the race and be stowed in an accessible location. The liferaft should have a means of making the floor insulated if the liferaft is of the single-floor type.

___ (2) Life raft certificate; at the safety equipment check, you must be able to provide the following information:

(3) Inspection date _____ (4) Capacity Limit _____
(Life rafts must meet the manufacturers inspection recommended date)

(5) Raft make _____ (6) Serial # _____

(7) Color _____ (8) Canopy color _____

___ (9) An abandon ship survival kit, containing the the following items must be either incorporated in the liferaft package or carried as a separate watertight package:

Sea anchor or drogue for the raft, pump or bellows to top off air pressure in the raft, raft repair kit, two (2) paddles, bailer, signal mirror, two (2) flashlights with spare batteries and bulbs, one of which should be a watertight, spotlight-type with a powerful beam, two (2) Cyalum sticks (not green), two (2) red parachute flares, three (3) red hand-held flares or one (1) hand-held electronic flare (insection performed per manufacturers inspection requirments), three (3) orange smoke signals, space blanket, medical kit, food rations, two (2) multi-tool, fishing kit, knife, drinking cup, and handheld waterproof VHF radio (this may be the same radio as in # 59).

- ___ (10) One or two sealed containers carrying at least a total of one and one half (1.5) gallons of water shall be carried separately from the vessel's water supply and marked "Emergency Water". Both the abandon ship survival 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 packet is carried, the water requirement for the survival kit is reduced to one-half gallon.
- ___ (11) Distress signals, stowed in a watertight container and with an expiration date no earlier than June 30 of the year of the race (this requirement for flares and signals is in addition (incremental) to the flares and signals required to be packed with your life raft):
 - Six (6) red parachute flares (SOLAS).
 - Four (4) red hand-held flares (SOLAS) or one (1) hand-held electronic flare (insection performed per manufacturers inspection requirments).
 - Two (2) orange smoke signals (SOLAS).
 - A watertight, high powered white spotlight (search light) with spare batteries and bulbs. This is in addition to the flash light requirements from other sections.
- ___ (12) A minimum of one registered 406 EPIRB with a battery expiration date not before June 30 of the year of the race. At the required safety equipment check, you must be able to provide the following information:
 - (13) Make/Serial # _____
 - (14) Battery Expiration Date _____
- ___ (15) Two (2) USCG-approved Class I lifejackets, each with a light and whistle.

DECK SAFETY EQUIPMENT

- ___ (16) Safety harnesses meeting ORC specifications for each Crew member and jacklines (wire or webbing) with sturdy attachment points and running unobstructed the length of each sidedeck along with a means of clipping on before going on deck from the cabin. Harnesses, tethers, and jacklines must be less than 10 years old.
- ___ (17) Adequate, taut lifelines and pulpits meeting US SER 2.4.
- ___ (18) One securely-mounted passive radar reflector, in place at all times at a minimum of 13 feet above the water..
- ___ (19) Self-steering system capable of steering the boat on any point of sail.
- ___ (20) An emergency tiller must be carried by any yacht with wheel-equipped steering.
- ___ (21) However, ALL Skippers must be able to jury-rig an alternative method of steering in case of rudder or steering system failure and be prepared to demonstrate same to the inspector.
- ___ (22) Man-overboard pole and flag with horseshoe life ring (mandatory for doublehanded leg). A certified Man Overboard Module (MOM) or Dan Buoy with inspection expiration date not prior to June 30 of the year of the race is an acceptable alternative.
- ___ (23) A second rigid-type throwable PFD or Lifesling (mandatory for doublehanded leg).
- ___ (24) Heaving line within easy reach of helmsman (mandatory for doublehanded leg) and cockpit knife.
- ___ (25) Two (2) anchors with suitable rodes ready for deployment and stowed in an accessable location aboard the vessel.
- ___ (26) One foghorn (not pump up horn), and at least one spare canister for compressed powered horns if a compressed powered horn is used.
- ___ (27) Navigation lights, as required by International Navigation Rules (COLREGS) and US ESR Regulations, plus reserve navigation lights as per US ESR 3.3.2. If the boat is perminately equipped with alternative running lights, both deck-level and masthead lights must have separate circuitry, power source and replacement bulbs need to be carried . The proper display of navigation lights, according to COLREGS, are required from dusk to

dawn. If displaying USCG Certified LED Navigation Lights, spare bulbs need not be carried aboard the vessel.

- ___ (28) Two (2) flashlights with spare batteries and bulbs, one of which must be a watertight, spotlight-type with a powerful beam.
- ___ (29) A means of reefing the mainsail so that it is capable of being reefed to at least 55% of its unreefed area.
- ___ (30) Two (2) halyards per mast.
- ___ (31) Cockpit companionways that extend below main-deck level must be capable of being effectively blocked off to main-deck level.
- ___ (32) Storm shutters or covers are required for any portlight with an area exceeding two (2) square feet.
- ___ (33) Two (2) strong buckets with attached lanyards.
- ___ (34) The yacht's race number displayed in accordance to NOR 11.3.

BELOWDECK SAFETY EQUIPMENT

- ___ (35) Two (2) permanently installed manual bilge pumps: handles are to be attached to the vessel — one pump operable from above deck and one from below decks with all hatches and cockpit seats secured and latched (bilge pumps must adhere to US SER 2.5.1).
- ___ (36) A minimum of ten (10) gallons of fresh water in two suitable containers in addition to that required for the “abandon ship” survival kit, plus an adequate food supply.
- ___ (37) Fuel sufficient to permit 150 miles or 20 hours of engine use at normal cruising rpm, in addition to the amount of fuel needed to charge batteries.
- ___ (38) Two (2) USCG-regulation fire extinguishers properly mounted.
- ___ (39) Soft wood plugs of a proper size, located adjacent to all through-hull fittings.
- ___ (40) First Aid Kit and First Aid Manual (in addition to the one specified in the abandon ship survival kit, if packed in liferaft). First Aid Manual shall be one of the books as specified in US SER 3.25.
- ___ (41) Shut-off valves for all fuel tanks.
- ___ (42) Sufficient tools and materials for emergency repairs to hull, ports, rigging, engine and sails.
- ___ (43) A method of severing or releasing standing rigging if dismasted, including a minimum of one (1) hacksaw and a minimum of five (5) new blades.
- ___ (44) Drift punches are required to remove any rigging clevis pins.
- ___ (45) Heavy equipment such as batteries, anchors, stove, tools, etc. are to be secured so they remain in place in the event of a capsiz.
- ___ (46) A means of charging batteries (with a fuel supply for ten (10) days plus 20 hours independent of cruising range as per number 37 above).
- ___ (47) Verify that the motor that drives the boat can start and run.
- ___ (48) A fire blanket adjacent to every cooking device with an open flame.
- ___ (49) A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure

NAVIGATIONAL EQUIPMENT

- ___ (50) One (1) adjusted primary steering compass with deviation table, and one (1) backup compass.
- ___ (51) Depth sounder.
- ___ (52) Speedometer, distance log or distance measuring device (ie. GPS or DGPS).
- ___ (53) Charts, tables, publications, and instruments necessary for ocean navigation.
(As a minimum paper charts 5161, 26343, 26341, 13223, 13218, and 12300 are required.)
- ___ (54) At least one method of navigation electronic (GPS, DGPS) along with a second

position-fixing device. All types of radio and electronic aids to navigation are permitted.

- ___ ___ (55) A Safety Equipment Location Chart in durable waterproof material shall be displayed and shall show as a minimum the location of the following: flares, life raft, thruhulls, medical kit, anchors, toolbox, fuel shutoff, lifejackets, emergency steering system, spare parts, fire fighting devices, bilge pump locations and any other items of safety.

Please indicate which devices apply to this vessel.

- (56) RADAR ___ ___ (57) GPS ___ ___ (58) OTHER _____

COMMUNICATION

- ___ ___ (59) A permanently installed 25 w VHF radio with masthead antenna and emergency antenna. A handheld waterproof VHF (as stated by the manufacturer) along with a means of charging the hand held radio shall be carried aboard.

- ___ ___ (60) The availability of Channels 13, 16, and 72 on the VHF radio(s).

- ___ ___ (61) A method of long distance two way offshore communication (for example a single sideband radio or satellite telephone or other long distance offshore two way communication device) is required.

Specify: -

- ___ ___ (61a) A satellite telephone is required for all Mini 6.5 boats.

At required safety equipment check, you are to indicate which devices apply:

- (62) Single Sideband Radio ___ ___

- (63) Handheld VHF Radio ___ ___

- (64) Ham Radio ___ ___ (Call Letters: VHF/SSB _____)

- (65) Satellite Telephone ___ ___ (Phone No.: _____)

- (66) Cellular Phone ___ ___ (Phone No.: _____)

- (67) OTHER (describe) _____

Skipper's Signature: _____

Checker's Signature: _____

NOTE: US SER Reference is to the US SAILING Equipment Requirements 2017 Governing Offshore Racing for Monohulls & Multihulls.

**2017 BERMUDA ONE-TWO
APPENDIX B — RECOMMENDED SAFETY
EQUIPMENT**

It is recommended that the following safety items be employed.

ABANDON SHIP EQUIPMENT

- ___ ___ (1) A Personal Locator Beacon (PLB) be used and attached to the harness.
- ___ ___ (2) AIS Transponder be installed and operational when desired.
- ___ ___ (3) A Safety At Sea seminar and Hands On training be taken.
- ___ ___ (4) If replacing batteries replace them with sealed type from which liquid electrolyte cannot escape.
- ___ ___ (5) A first aid course.
- ___ ___ (6) A masthead tricolor light is recommended and may serve as the emergency light.
- ___ ___ (7) A preventer or boom restraining device be rigged in such a manner that attachments can be easily and quickly made, with the boom fully extended (running) without leaving the deck or leaning overboard. A process and plan for its use should be part of the crew's training and practice.

2017 BERMUDA ONE-TWO

ONBOARD TRAINING CERTIFICATE

The Skipper of each yacht shall, prior to the start of the race, conduct actual training drills, including man overboard practice, and a talk-through of the procedures for fires, abandoning ship, dismasting and rudder/steering loss or failure. All of the race crew members must be aboard for these drills. Also prior to the start of the race all the race crew must participate in onboard training in the use of the life raft, life jackets, communications, pyrotechnics, EPIRBs and fire prevention and fire fighting. Participating crew shall sign the On Board Training Certificate supplied with the Notice of Race.

This certificate shall be turned in at the same time as the on board safety check is performed.

Yacht Name: _____ Sail No: _____

Skipper: _____

The following Bermuda One-Two crew of this yacht have completed on board drills for the topics listed:

- | | | |
|--|--|---|
| <input type="checkbox"/> Man Overboard | <input type="checkbox"/> Abandoning Ship | <input type="checkbox"/> Dismasting |
| <input type="checkbox"/> "Quick-Stop" | <input type="checkbox"/> Rudder/Steering Loss or Failure | <input type="checkbox"/> EPIRB |
| <input type="checkbox"/> Liferafts & Lifejackets | <input type="checkbox"/> Communications | <input type="checkbox"/> Fire Prevention/Fighting |
| <input type="checkbox"/> Pyrotechnics | <input type="checkbox"/> Preventer Rigging | |

Crew Name

Signature

Date
