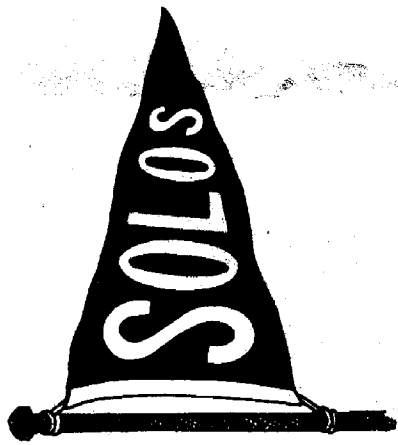


FEB 23 77

Society Of Lone Offshore Sailors



PRESENTS THE INAUGURAL RUNNING
OF THE

BERMUDA ONE - TWO

A

SINGLEHANDED RACE

FROM

NEWPORT, RI, TO ST. GEORGES', BERMUDA
STARTING JUNE 18, 1977
AND A RETURN

DOUBLEHANDED RACE

FROM

ST. GEORGES' TO NEWPORT
STARTING JULY 2, 1977

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, R.I., 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 it is hoped that competitors will 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 on-going development and appraisal of offshore rigs, sailplans, gear, boat design and handling techniques for single and shorthanded 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 and the City of Newport.

3.2 The Race will be organized and managed by SOLOS --the Society of Lone Offshore Sailors.

4. DATES

The Singlehanded Start will be from Newport on 18 June, 1977. The Doublehanded Start will be from St. George's on 2 July, 1977.

5. TIME LIMITS

5.1 Any yacht arriving in St. George's after midnight local time 30 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 14 June will be similarly entered.

6. ENTRY FEE AND ENTRY FORM

The fee for either race will be \$25.00, and \$40.00 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 May 18, 1977. Late entries will only be considered under mitigating circumstances. No entry fee will be returned after May 18, 1977.

8. CLASSES

8.1 There will be two classes limited to monohulls. Class I will have a maximum length on deck of 44' excluding bowsprits, bumpkins, or self-steering gear. Maximum LWL will be 36'. This latter measurement will be made during inspections before the Races. Measurement can be made less crew, ordinary provisions and water, but with full equipment inventory and safety gear aboard. Rudders will not be included in the LWL measurement unless it is 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 of 38' excluding extensions as above and may have a maximum LWL of 28', rudders considered as above.

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

8.4 The Rules Committee reserves the right to exclude yachts of extreme design if they appear to be unseaworthy in the judgement of the Committee. The skippers of such yachts should contact the committee at an early stage for an advance assessment.

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.

9.2 Because of the limited time and problems involved in correctly measuring the competing yachts, it is felt that the possibility of inequitable handicapping is too high to warrant a handicapping system for such a race.

10. AWARDS

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

10.2 Awards will be given to the first three finishers in each Class.

10.3 An award will be presented to the entry in each race deemed by the Race Committee to be most contributive to the advancement of offshore sailing techniques.

10.4 In lieu of a handicap prize, an award or awards will be given for exceptional passages.

10.5 A good seamanship award will be bestowed on a deserving entry or entries, if warranted.

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

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 The skipper can be changed at the start of the Doublehanded leg but one member of the new crew must be a capable offshore sailor and submit such evidence.

11.3 The skipper on 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 be allowed to infringe on the sportsmanship aspects of the Race.

11.5 No logos, emblems, or messages may be carried on the hull, deck or sails of an entry. The Rules Committee may reject any name which they consider offensive or unacceptable and will give an advance ruling upon request. The name of the yacht may be carried on both sides of the hull and on the stern but must not measure more than 6" vertically or 6' horizontally and may not contain more than 20 letters.

11.6 Yachts and crews shall be qualified by 18 May, 1977, and it is strongly urged that the qualification requirements be met as early as possible.

11.7 Yachts and skippers can be changed or substituted at any time before May 18, 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 15, 1977.

11.11 The Committee will begin inspecting entries on Tuesday, June 14, for those who desire it.

11.12 Any entry which hasn't met the inspection requirements by 1200 hours on Friday, June 17, will be subject to a time penalty or a delayed start.

11.13 Entries returning on the Doublehanded leg will retain aboard all equipment and safety gear required on the first leg and will re-provision 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 at least a 100 mile offshore non-stop passage singlehanded 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 encouraged 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 coastal cruise won't suffice.

12.3 An applicant should also include a record of his sailing experience on a separate sheet along with a statement indicating his navigational proficiency.

12.4 For the Doublehanded leg, any new skipper must submit a statement of his offshore experience and navigational proficiency.

13. INSPECTION

13.1 At least two Race Committee members will inspect the condition of the 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. In situations where the offshore integrity of the boat is in question, a second inspection will be made by at least three experienced shore sailors, if requested. In the event of a negative response, the applicant will be immediately informed so as to enable him to try and rectify the shortcomings before the Race starts.

13.2 If the yacht appears to be close to the upper LOD or LWL dimensions in his Class or to the minimum size restriction, it will be measured by the Committee. The decision rendered will be final.

14. RESPONSIBILITY

14.1 This is an important consideration and it cannot be overemphasized that the nature of this race is to encourage good seamanlike offshore techniques, preparation, and design. In accordance with this precept, any entry must ultimately depend solely upon himself for proper preparation of the yacht and equipment; carrying aboard of suitable tools and materials for any repairs which may prove necessary enroute; and the necessity of properly preparing oneself and the yacht to cope with any nautical or navigational hazards enroute. If a yacht is dismantled, for instance, or if the main steering or self-steering is lost, or the electronics fail, it is the responsibility of the skipper and crew to have prepared for these and other possibilities and to make every attempt to jury-rig the disable vessel and make for the nearest port. No entrant should require outside help except in a genuine emergency.

14.2 Full responsibility for any accident or mishap will rest with the owner or 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.

15. NUMBERING THE VESSEL

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 on each side of the hull and on the deck, or, painted or attached legibly on a large movable surface that is to be displayed clearly on the deck when the mainsail isn't set.

15.2 If an entrant has a preference for a number which falls within the total number of entries accepted, he or she may reserve this number by submitting a written request.

16. SAFETY EQUIPMENT

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 two years. 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 davie for the raft, a pump or bellows to top up the raft, one signalling light and one signalling mirror, 3 hand flares, 1 bales, 1 repair kit, 1 reserver space blanket, a medical kit, a knife, 2 paddles, 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 and must have a 15' connecting lanyard bent which can be quickly attached to the raft or raft anchor. As an alternative to purchasing an expensive liferaft, an entrant can demonstrate to the committee that he can carry an inflated rubber dingy on deck which will serve as a safe substitute, such a substitute will be approved.

b) The following visual distress signals not over one year old stowed in a waterproof container: 12 Red Parachute Flares, 4 Red Hand Flares, 4 White Hand Flares, 4 Orange Smoke Signals for daytime use.

c) One Radio Survival Beacon (157.5/243 mhz) with recently dated batteries, located so as to be instantly accessible.

d) One foghorn (with extra canisters if freon); one permanently mounted radar reflector (one foot in diameter or more); a safety harness for each crew member and a jackstay (wire or rope) running

the length of each side deck; a USCG approved life-jacket for each crewmember; one whistle; one USCG approved horseshoe type lifering with light and whistle for each crewmember; one lifering will also be equipped with a USCG approved pole and flag for the Doublehanded leg; two USCG regulation fire extinguishers; sufficient tools and materials for emergency repairs; one ship's medical kit.

e) A minimum of 15 gallons of fresh water per crew member and an adequate supply of food rations.

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. It is also recommended the receiver also be able to receive WWV.

h) One advertised main steering compass and one back-up compass. It is strongly recommended that a handbearing compass also be aboard.

i) It is also strongly 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 the anchor rode of sufficient length. The bower anchor should carry a minimum of 3 fathoms of chain on its lower end.

k) Correct navigation lights to meet the requirements of the International Regulations along with the necessary battery or fuel pumps to maintain them.

l) Two manual bilge pumps will be required. One of these must operate from the cockpit with all hatches and cockpit hatches secured.

m) Two flashlight beams are required with spare batteries and bulbs. One of these must be watertight with a power beam.

n) Skipper must be prepared to jury-rig an alternate method of steering in case of damage to the rudder or main steering system. The self-steering gear can be used, if adaptable, a long oar, kulo, or any other workable method. No offshore yacht should ever need outside assistance because of steering failure

o) Cockpit companionways that extend below main deck level must be capable of being effectively blocked off to main deck level.

p) Covers or covers may be required to be carried on vessels with large portslights.

q) A storm trysail. These may consist of a storm trysail or a mainsail capable of being used as a storm trysail.

r) A method of cutting or releasing the rigging is recommended.

16.2 It is recommended that the Offshore Rating Council Minimum Equipment and Accommodation Standards as pertaining to category 1 racers be read as a guide for preparation of an offshore vessel. It is not the intention of the Race Organizers to hinder the entrant with a long list of rules and requirements but good seamanship dictates that these recommendations be fairly closely adhered to and 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 the yacht.

17.2 The ship's engine may only be used in emergencies or to generate electricity for lighting or the radio. 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 with a permissible degree of control.

18.2 If an automatic pilot system is used, some sort of back-up system is required in case of electrica power failure. The power generated for the automatic pilot must come totally from the wind, water flow, or the sun's rays, and the ship's engine or a generator cannot be used to supply this power. The Inspection Committee may require that certain component be modified or sealed to ensure this.

18.3 It is hoped that the Race will encourage and help develop new methods and self-steering techniques for offshore yachts.

18.4 Working and storm sails are required but there is no restriction on sail inventory or types of sails and it is also hoped that the race will encourage seamanlike experimentation in the development of offshore sailplans and handling techniques.

19. PENALTIES, POSTPONEMENTS, AND REJECTION OF ENTRIES

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 shall be refunded.

19.3 The Committee reserves the right to temporarily postpone the Race should weather conditions warrant such postponement.

20. OUTSIDE ASSISTENCE

20.1 No contact can be made nor stores received from other vessels at sea nor from aircraft during the Race. Visual or auditory communications can be passed on however, 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 towards the finish line. Yachts must sail the whole course independently.

21. RADIO TRANSMISSION AND RECEPTION

21.1 The use of Radar, Hyperbolic navigation aids (RDF equipment is permitted), computers, and Weather Facsimile Receivers is prohibited. If such equipment is already fitted to an entrant's yacht it may be sealed off for the duration of the Race.

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 sign a declaration he has sailed the Race in accordance with all published Rules with a written explanation if any

Rule has been broken and the circumstances involved.
22.2 The declaration is to be accompanied by the Ship's Log (which will be returned) and a list of the yacht's daily position for each day of the Race. There will be a form provided for this. This information may be used freely by the organizers and the daily positions will be made available to each contestant, if desired.

23. AUTHORITY

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

24. SOLOS

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

EVIDENCE OF QUALIFICATION

To give evidence of qualification, an entrant must submit a log of his qualifying cruise showing dates, course, positions and progress together with supporting evidence of departure and arrival. Along with the log, which can be in notebook form as long as it was the ship's log kept during the passage, the chart used should also be sent. Navigational methods used during the passage should be evident on either the chart or in the log, or both. These items will be returned to the entrant in Newport.

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