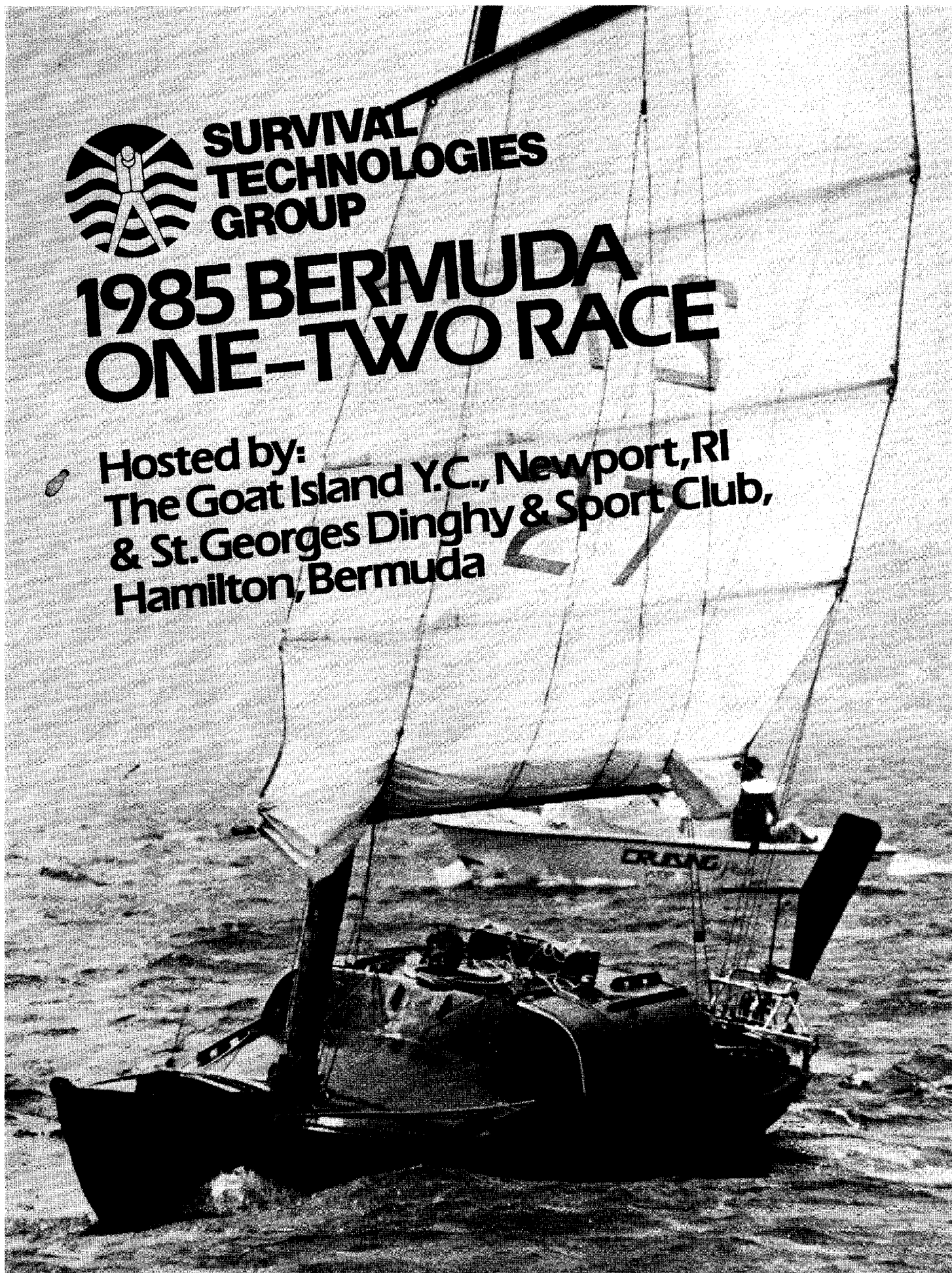


**SURVIVAL
TECHNOLOGIES
GROUP**

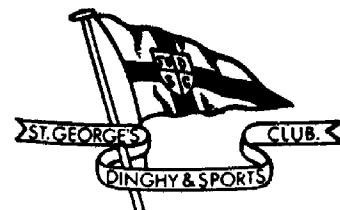
1985 BERMUDA ONE-TWO RACE

Hosted by:
The Goat Island Y.C., Newport, RI
& St. Georges Dinghy & Sport Club,
Hamilton, Bermuda





GOAT ISLAND YACHT CLUB, LTD.



Officers

Commodore	Ray Shore
1st Vice-Commodore	A. Christopher Varone
2nd Vice-Commodore	Bill Downes
3rd Vice-Commodore	George W. Pike
Treasurer	Walter Anapol
Recording Secretary	Lorraine Vermillion
Corresponding Secretary	Muffin Dubuc

Race Committee

George W. Pike - Race Director
Robert G. Bills
Joseph F. Carney, Jr.
John Dana
Richard Downing
Peter J. Dunning - Race Coordinator
Valorie Jan Hatch
Gordon L. Murphy
Mary Beth Pike
Dorrie Richardson
Herb Schultz
Peggy Wood - Awards
A. Christopher Varone
Gordon B. Younce

Board of Directors

Peggy Amman
Mary Beth Pike
John Dana

Mayor - City of Newport
The Honorable Patrick G. Kirby

Rhode Island State Yacht Committee
The Honorable Fred R. Alofsin

St. George's Dinghy and Sport Club

Officers

Commodore	William Davis
Vice-Commodore	June Bleeker
Treasurer	Margaret Brown
Secretary	Anthony Payne
Race Committee	Skippy Lewis

SPONSORED BY SURVIVAL TECH GROUP

NOTICE OF RACE

1985 Survival Tech Group Bermuda 1-2 Race

Start - Saturday, 8 June 1985

Organized by
Goat Island Yacht Club, Ltd.

Course: Newport, R.I. to St. George's, Bermuda
St. George's, Bermuda to Newport, R.I.

Classes:	Class I	Maximum LOD 45'
	Class II	Maximum LOD 40'
	Class III	Maximum LOD 35'
	Class IV	Maximum LOD 30'

The upper limits of each class are defined solely by length overall (LOD) where LOD = length of hull excluding bowsprit, buntin, self-steering gear or externally hung rudder. The lower limit is 25' LOD although the Rules Committee will give special consideration upon written request to well qualified crews sailing well proven but slightly smaller vessels.

Rules: The Race will be sailed under Special Rules for the BERMUDA ONE-TWO as promulgated by Goat Island Yacht Club.

Entries: Entries will be limited to fifty (50) competitors. 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 order of date of postmark. (Note: To ensure entries, it might be advisable to send via registered mail.) Entry fee shall be non-refundable unless it is decided by the Race Committee for any reason that the entry not be accepted.*

Closing Date: Qualifying cruises must be completed by 25 May 1985 and details thereof must reach the G.I.Y.C. not later than 3 June 1985. No entry will be accepted after 15 April 1985.

Qualifying Cruises

and Crew Qualifications: Entrants must enclose with their entry form details of their, and their crew's experience in Ocean Racing and/or Offshore Cruising. Skippers must show that they have sailed at least 100 miles as skipper, single-handed. Not in company with any other yacht.

* ENTRY FEE: \$75.00 (Both Legs); \$50.00 (One Leg)
FACTORY SPONSORED: \$100.00 \$75.00

311
2/5/85
7400

Each yacht must have completed a race or cruise of not less than 100 miles with the prospective skipper in charge, sailed without anchoring or putting into port and with only the prospective competitor on board. The 100 miles must be measured in straight lines doing not more than four "fixes", and this part of the qualifying cruise should be planned to avoid shipping lanes.

RULES AND CONDITIONS OF ENTRY

1.0 OBJECT OF RACE:

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

2.0 ORGANIZATION:

- 2.1 The Races will be sailed under the auspices of the Rhode Island State Yachting Advisory Committee, the Bermuda Offshore Cruising Association, the City of Newport, the Goat Island Yacht Club and Survival Tech Group.
- 2.2 The Race will be organized and managed by the Goat Island Yacht Club and sponsored by Survival Tech Group.
- 2.3 The St. George's Dinghy and Sport Club will be the host yacht club.

3.0 THE RACE AND COURSE:

- 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, leaving Nantucket Light Vessel to Port.
- 3.2 The second leg will be sailed doublehanded from St. George's, Bermuda to the finish line off Newport, leaving Nantucket Light Vessel to Starboard.
- 3.3 Although competitors are encouraged to enter both events, each leg will constitute a separate race.

4.0 DATES:

- 4.1 The Singlehanded Start will be from Newport on 8 June 1985.
- 4.2 The Doublehanded Start will be from St. George's on 19 June 1985.

5.0 TIME LIMITS:

- 5.1 Any yacht arriving in St. George's after midnight local time 18 June will be entered in the record as an unofficial finisher, but will not be excluded from any functions or future ceremonies.
- 5.2 Any yacht arriving in Newport after midnight local time 29 June will be similarly entered.
- 5.3 Any competitor starting after restart date of 19 June will be considered to have started at the official restart time.

6.0 ENTRY FEE AND ENTRY FORM:

- 6.1 The fee for either race will be \$50.00, and \$75.00 for both races. Entries must be signed and witnessed and will only be accepted on official BERMUDA 1-2 entry forms. Factory sponsored \$75.00 and \$100.00.

7.0 CLOSING DATE FOR ENTRIES:

- 7.1 Entries must be received by 15 April 1985. Late entries will be considered for mitigating circumstances.

- 7.2 Entries will be limited to fifty (50); 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. (NOTE: To ensure entries, it might be advisable to send via registered mail.)

8.0 CLASSES:

- 8.1 There will be four classes limited to monohulls. CLASS I will have a maximum Length on Deck of 45' excluding bowsprits, bumpkins, or self-steering gear. Rudders will not be included in the LWL measurements unless considered by the Rules Committee to be a feature designed to add to the effective sailing length of the hull.
- 8.2 CLASS II yachts may have a maximum LOD not over 40' excluding extensions as above.
- 8.3 CLASS III yachts may have a maximum LOD not over 35' excluding extensions as above.
- 8.4 CLASS IV LOD measurements not to exceed 30' excluding extensions as above.
- 8.5 The lower limit is 25' LOD although the Rules Committee will give special consideration upon written request to well qualified crews sailing well proven but slightly smaller vessels.
- 8.6 The Rules Committee reserves the right to exclude yachts of extreme design if they appear to be unseaworthy.

9.0 WINNERS:

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

10.0 AWARDS:

- 10.1 Trophies and other prizes will be awarded to all classes at the award presentation ceremonies after the finish of each race.
- 10.2 Awards will be given to the winning boat in each class.
- 10.3 A brass bulkhead plaque will be presented to each finisher.
- 10.4 An award will be presented to the entry in the Singlehanded leg deemed by the Race Committee to be most contributive to the advancement of offshore sailing techniques.
- 10.5 Special awards may be awarded at the discretion of the Race Committee.
- 10.6 An award will be presented to the oldest singlehanded competitor and to the doublehanded crew with the greatest combined age.

11.0 ENTRIES:

- 11.1 The sailing yacht entered need not be owned by the skipper and will be entered under the nationality of each skipper in each leg.
- 11.2 A new skipper can be substituted at the start of the Doublehanded leg but must be a capable offshore sailor and submit such evidence.

- 11.3 The skipper of each leg must be 21 years of age or elder.
- 11.4 Entries may be sponsored or subsidized by commercial or national interests but such sponsorship will in no way infringe upon the sportsmanship aspects of the race.
- 11.5 No slogans or messages may be carried on the hull, deck or sails of an entry. The Rules Committee may reject any name or emblem they consider offensive or unacceptable. The Committee will give an advance ruling upon request. The name of the yacht may be carried on the hull sides and/or the stern but must not measure more than 10" vertically or contain more than 20 letters.
- 11.6 Yachts and crews shall be qualified by 25 May 1985, and it is strongly urged that the qualification requirements be met as early as possible.
- 11.7 Yacht and skippers can be changed or substituted at any time before 25 May, but such changes in no way alter the qualification requirements.
- 11.8 Entry fee shall be non-refundable unless it is decided by the Race Committee for any reason that the entry not be accepted.
- 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 Single-handed leg must be ready for inspection in Newport by 0900 hours on Tuesday, 4 June through 6 June 1985.
- 11.11 Any entry which has not met the inspection requirement by 1200 hours on Friday, 7 June will be subject to a time penalty or a delayed start.
- 11.12 Entries returning on the Doublehanded leg will retain aboard all equipment and safety gear required on the first leg and will be reprovisioned to meet Rule 16.1e. 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.
- 12.0 QUALIFICATION:
- 12.1 To be accepted as an entrant in the Singlehanded leg, an applicant must have completed a Singlehanded passage under sail, i.e., wind power only, to a point at least 50 miles from the nearest land aboard the boat he or she will be sailing in the Race, and must furnish celestial navigation fixes. 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 150 miles passage broken by one 24-hour stopover is allowable.
- 12.3 For the Doublehanded leg, any new skipper onboard who did not compete in the Singlehanded leg must submit a navigational log with plotting sheets of his offshore experience and navigational ability, including the use of a sextant.

13.0 INSPECTION:

- 13.1 At least one Race Committee member will inspect the condition of each yacht entered with regard to design, construction, equipment, and safety gear, as listed in Rule 16, which has a direct bearing on the safety of the crew. Should the offshore integrity of the boat be questioned, a second inspection will be made by at least two other Committee Members if requested by the skipper. In the event of a negative response, the applicant will be immediately informed so as to enable him to try to rectify the shortcomings before the Race starts.
- 13.2 Yachts close to the upper LOD dimensions in their respective classes will be subject to measurement by the Committee. The decision rendered will be final.

14.0 RESPONSIBILITY:

- 14.1 This is an important consideration and it cannot be over-emphasized 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 or herself for proper preparations of the yacht and equipment; for carrying aboard suitable tools and materials for any necessary repairs enroute; and for the necessity of properly preparing oneself and one's yacht to cope with any nautical or navigational hazards which might be encountered. Entrants should request outside assistance only in genuine emergencies.
- 14.2 Full responsibility for any accident or mishap will rest with the owner and crew under ordinary processes of law and no liability or responsibility is accepted by the organizers or sponsors toward the entrants, nor toward third parties with whom the entrants may become involved.

15.0 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 or taped on each side of the hull, amidships. It must also be painted on or displayed clearly on the deck whenever the mainsail is down.
- 15.2 If an entrant has a preference for a particular number that has not been previously requested he or she may reserve this number by written request.

16.0 SAFETY EQUIPMENT:

- 16.1 The following shall be mandatory:
- a. A self-inflating life raft which has been inspected and certified within the previous year must be 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:

- (1) a sea anchor or drogue for the raft;
- (2) a pump or bellows to top up the raft;
- (3) one signaling mirror;
- (4) 3 red hand flares;
- (5) 1 bailer;
- (6) 1 repair kit;
- (7) 1 reflector space blanket;
- (8) a medical kit;
- (9) a knife;
- (10) 2 paddles or oars;
- (11) a fishing kit.

In addition, one or two sealed containers carrying at least four gallons of water shall be carried separately. Both the kit and the water must be immediately accessible in an emergency.

As an alternative to purchasing an expensive life raft, if an entrant can demonstrate to the Committee that he or she can carry an inflated rubber dinghy on deck which will serve as a safe substitute, this method may be approved.

- b. The following visual distress signals not over one year old, stowed in a watertight container:
 - (1) 3 Red Parachute Flares (although 12 are recommended);
 - (2) 4 Red Hand Held Flares;
 - (3) 4 Orange Smoke Signals for daytime use.
- c. One Radio Survival Beacon (EPIRB) in good order transmitting on 121.5/243 MHz, with recently dated batteries, located so as to be instantly accessible.
- d.
 - one foghorn;
 - one permanently mounted radar reflector (one foot in diameter or more);
 - a safety harness for each crewmember and a jackline (wire or rope) running the length of each side deck;
 - a USCG approved lifejacket for each crewmember with light and whistle, and one USCG approved pole and flag for the Doublehanded leg;
 - two USCG regulation fire extinguishers;
 - sufficient tools and materials for emergency repairs;
 - one ship's bell;
 - one ship's medical kit;
 - adequate lifelines and pulpits.
- e. A minimum total of 15 gallons of fresh water per crewmember and an adequate food supply.
- f. Charts, tables, publications, and instruments necessary (including a sextant) for offshore navigation. A list of recommended charts will be passed on.
- g. A radio receiver capable of receiving local marine weather forecasts and WWV.
- h. One compensated main steering compass and one back-up compass. It is recommended that a handbearing compass be onboard also.

- i. It is also recommended that a reliable RDF unit and a depth sounder be carried. A leadline will be mandatory.
- j. Two anchors of suitable size must be carried along with two anchor rode of sufficient length.
- k. Correct navigation lights to meet the International Regulations.
- l. Two manual bilge pumps will be required, one operable from the cockpit with all hatches and cockpit seats secured.
- m. Two flashlights are required with spare batteries and bulbs. One must be watertight with a powerful beam.
- n. Skippers must be prepared to jury-rig an alternate method of steering in case of damage to the rudder or main steering system.
- o. Cockpit companionways that extend below main deck level must be capable of being effectively blocked off to main deck level and capable of being released from both inside and outside.
- p. Storm shutters or covers may be required to be carried on vessels with large portlights.
- q. A suit of stormsails. These can consist of a storm jib, and a trysail, or a mainsail capable of being well reefed.
- r. Some method of cutting or releasing the rigging if dismasted.

16.2 It is recommended that the Offshore Rating Council Minimum Equipment and Accommodation Standards as pertaining to Category 1 races be read as a guide for preparation of an offshore vessel. The Inspection Committee will use these standards as a guide.

17.0 USE OF ENGINE:

17.1 Only the wind or manpower (oar, sweep, scull) may be used to propel a yacht.

17.2 The ship's engine may only be used in emergencies or to generate electricity for ship's batteries. If used in an emergency the skipper should log the time and circumstances and report the incident immediately upon arrival to a Race Official. A declaration will be signed at the finish that the engine was not used as a means of propulsion. Full fuel tanks will be required.

18.0 SELF-STEERING:

18.1 Entrants may use any type of self-steering equipment, including sheet-to-tiller arrangements, but the skipper must be prepared to demonstrate that the arrangement is capable of steering the yacht on all points of sailing.

18.2 If an automatic pilot is used, some sort of back-up system is required in case of electrical failure. The power generated for the automatic pilot may come from the wind, water flow, sun's rays, or ship's batteries. Additional battery capacity and/or an auxiliary generator may also be carried.

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

19.0 PENALTIES, POSTPONEMENTS, REFUSALS:

- 19.1 The Rules Committee reserves the right to impose a time penalty or a delayed start for any infringement of the letter or spirit of the Rules.
- 19.2 The Committee reserves the right to refuse or reject an entry at any time. If this should occur, the entry fee will be refunded.
- 19.3 The Committee reserves the right to temporarily postpone the Race should weather conditions or other factors warrant it.

20.0 OUTSIDE ASSISTANCE:

- 20.1 No stores or gear may be received from other vessels at sea nor from aircraft during the Race. Visual or auditory communications can be passed on, however, including a request for position, and the yacht's position and condition reported.
- 20.2 An entrant can put into any harbor or anchor or moor for any purpose during the Race. The yacht may be towed for a distance not to exceed two miles when entering or departing such a refuge. The engine may be used for the same distances and noted in the log. Such maneuvering must not advance the yacht toward the finish line. Yachts must sail the whole course independently.

21.0 RADIO TRANSMISSION AND RECEPTION:

- 21.1 The use of all electronic aids is allowed.
- 21.2 A VHF Transceiver or Single-Sideband Transceiver is required.
- 21.3 It is strongly recommended that a portable VHF transceiver be carried and stowed so as to be instantly accessible.

22.0 DECLARATION:

- 22.1 Upon finishing either leg each crew must inform the Race Committee with a written explanation if any Rule has been broken, and the circumstances involved.
- 22.2 The Committee may request to review the Ship's Log of any competitor and a list of the yacht's daily positions. This information may be used freely by the organizers.

23.0 AUTHORITY:

These Rules are published by the Goat Island Yacht Club, Ltd. which reserves the right to amend or add to them at any time. Such changes will be immediately forwarded to all entrants in writing. Additional sailing instructions and information will be passed on to all entrants before the start of the Races.

24.0 EVIDENCE OF QUALIFICATION:

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

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

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

25.0 BERTHING:

The Goat Island Yacht Club, Ltd. has made arrangements for berths at Goat Island Marina commencing at noon on Monday, 3 June 1985 until the start of the Race. Contestants arriving from the Doublehanded leg will be accommodated for 48 hours after their arrival.