



Organized by

GOAT ISLAND YACHT CLUB, LTD
NEWPORT, RHODE ISLAND

START SINGLE-HANDED LEG - SATURDAY, 13 JUNE 1987
NEWPORT, R. I. TO ST. GEORGE'S, BERMUDA

START DOUBLE-HANDED LEG - WEDNESDAY, 24 JUNE 1987
ST. GEORGE'S, BERMUDA TO NEWPORT, R. I.

HOST YACHT CLUB IN BERMUDA
THE ST. GEORGE'S DINGHY & SPORTS CLUB
ST. GEORGE'S, BERMUDA

GOAT ISLAND YACHT CLUB, LTD

OFFICERS

Commodore	George Pike
Vice Commodore	Bill Downes
Vice Commodore	Bill Dubuc
Vice Commodore	Peggy Wood
Treasurer	Walter Anapol
Recording Secretary	Muffin Dubuc
Corresponding Secretary	Mary Beth Pike
Past Commodore	Ray Shore

RACE COMMITTEE

George Pike - Race Director
Steve Black
Ron Dwelle
Rick Downing
Bill Dubuc
Peter Dunning
Gordon Murphy

BOARD OF DIRECTORS

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Peter Hegeman
Mel Lash

Mayor - City of Newport
The Honorable Patrick G. Kirby

Rhode Island State Yachting Committee
The Honorable Fred R. Alofsin

St. George's Dinghy and Sport Club

OFFICERS

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

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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 on safety and towards 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, Ltd., and Survival Tech Group.
- 2.2 The Race will be organized and managed by the Goat Island Yacht Club, Ltd. and sponsored by Survival Tech Group.
- 2.3 The St. George's Dinghy and Sport Club will be the host yacht club in Bermuda.

3.0 THE RACE AND COURSE

- 3.1 The Race will consist of two legs. The first leg will be sailed single-handed from Newport, R. I. to the finish line off St. George's, Bermuda, by any course, leaving Nantucket Light Vessel to Port.
- 3.2 The second leg will be sailed double-handed from St. George's, Bermuda to the finish line off Newport, by any course, leaving Nantucket Light Vessel to Starboard.
- 3.3 Although competitors are entered both events, each leg will constitute a separate race.

4.0 DATES

- 4.1 The Single-handed start will be from Newport on 13, June 1987.

- 4.2 The Double-handed start will be from St. George's on 25, June 1987.

5.0 TIME LIMITS

- 5.1 Any yacht arriving in St. George's after midnight local time 27 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 9 July will be similarly entered in the record.
- 5.3 Any competitor starting after restart date of 25 June will be considered to have started at the official restart time.

6.0 ENTRY FEE AND ENTRY FORM

- 6.1 The fee for the race will be \$125.00. Entries must be signed and witnessed and will only be accepted on official Bermuda One-Two entry forms. The fee for factory sponsorship will be \$200.00

7.0 CLOSING DATE FOR ENTRIES

- 7.1 Entries must be received by 1 May 1987. 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 five classes based on handicap. Boats will be assigned to classes after all entries have been received.

- 8.2 The lower limit is 25' LOD although the Race Committee will give special consideration upon written request to well qualified crews sailing well proven but slightly smaller vessels.
- 8.3 The Race 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 yacht in each class to cross the finish line having fulfilled all the Race Conditions in the least corrected time.

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 bulkhead plaque will be presented to each finisher.
- 10.4 Special awards may be awarded at the discretion of the Race Committee. An award will be presented to the entry in the single-handed leg deemed by the Race Committee to be most contributive to the advancement of offshore sailing techniques.
- 10.5 An award will be presented to the oldest single-handed competitor and to the doublehanded crew with the greatest combined age.
- 10.6 An award will be presented to the skipper who has the best prepared boat for an offshore passage.

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 Double-handed 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 older.
- 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 Race 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.
- 11.6 Yachts and crews shall be qualified by 7 June 1987, 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 7 June, 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 Race 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, 9 June.
- 11.11 Any entry which has not met the inspection requirement by 1200 hours on Friday, 12 June will be subject to a 24 hour time penalty.
- 11.12 Entries returning on the double-handed 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 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 single-handed leg, an applicant must have completed a single-handed passage under sail, i.e., wind power only, to a point at least 50 miles from the nearest land aboard the boat the skipper will be sailing in the Race, and must furnish celestial navigation fixes. In the event, that the weather turns poor, use the site reduction problems on the form provided or use your own site sheets. Previously qualified competitors are encouraged to submit site reduction problems to the Race Committee.
- Qualifying 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 single-handed 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 mile passage broken by one stopover of no more than 24 hours is allowable.
- 12.3 For the double-handed leg, any new skipper on-board who did not compete in the single-handed 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 LOD dimensions may be subject to measurement by the committee. The decision

rendered will be final.

14.0 RESPONSIBILITY

14.1 The purpose of this Race is to encourage good seamanlike offshore techniques, preparation, and design. Accordingly, any entry must ultimately depend solely upon himself/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 of 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 assigned a number, a maximum of three digits, which must be attached to the upper one-third on their mainsail on each side. This number must be also 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 signalling mirror;
- (4) 3 red hand flares;
- (5) 3 orange smoke signals;
- (6) 1 bailer;
- (7) 1 repair kit;
- (8) 1 reflector space blanket;
- (9) a medical kit;
- (10) a knife;
- (11) 2 paddles or oars;
- (12) 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. U.S.C.G. Approved individual water packets are permitted in lieu of one or two sealed containers. If a water still is carried, the water requirement is reduced by one-half.

- b. The following visual distress signals not over one year old stowed in a watertight container: **Expiration Date, August 1, 1987**
 - (1) 4 red parachute flares (although 12 are recommended);
 - (2) 4 red hand held flares;
 - (3) 4 orange smoke signals for daytime use.

All Flares must be S.O.L.A.S. approved.
- c. One Radio Survival Beacon (EPIRB) in good order transmitting on 121.5/243 MHz, with batteries not to expire before August 1, 1987, located so as to be instantly accessible.
- d.
 - one foghorn, if air, at least one extra cannister.
 - one permanently mounted radar reflector , in accordance with ORC Regulations.
 - a safety harness, meeting ORC specifications, for each crew member and a jackline (wire or rope) running the length of each side deck;
 - a USCG approved lifejacket for each crewmember with light and whistle;
 - man overboard pole and flag, with horseshoe life ring; or MOMS VI;
 - a second rigid type horseshoe is required as a throwable device;
 - 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;
 - wood plugs for all through hull fittings;
 - emergency navigation lights;
 - heaving lines.
- e. A minimum total of 15 gallons of fresh water per crewmember and an adequate food supply
- f. Charts, tables, publications, and instruments necessary for offshore navigation.
- g. Radios capable of receiving local marine weather forecasts and WWV.
- h. One adjusted main steering compass and one back-up *compass. It is recommended that a handbearing compass be onboard also.
- *with deviation tables.
- 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 rodes 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 reef-

ed.

- r. Some method of cutting or releasing the rigging if dismasted.
- 16.2 It is recommended that the Offshore Rating Council Minimum Equipment and Accomodation 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 the engine is used, the skipper should log the time and circumstances. 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 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 auxilliary 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 TRANSFERABLE/BALLAST

- 19.1 All tanks for transferable ballast and storage for transferable stores, must be inside the skin of the boat and below decks.

20.0 PENALTIES, POSTPONEMENTS, REFUSALS

- 20.1 The Race Committee reserves the right to impose a time penalty or a delayed start for any infringement of the letter or spirit of the Rules.
- 20.2 The Committee reserves the right to refuse or reject an entry at any time. If this should occur, prior to June 7, the entry fee will be refunded.
- 20.3 The Committee reserves the right to temporarily postpone the Race should weather conditions or other factors warrant it.

21.0 OUTSIDE ASSISTANCE

- 21.1 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 requested.
- 21.2 An entrant can put into any harbor or anchor or moor and may be towed for a distance not to exceed two miles when entering or departing such a refuge. The engine may be used for the same distances and noted in the log. Such maneuvering must not advance the yacht toward the finish line. Yachts must sail the whole course independently.

22.0 RADIO TRANSMISSION AND RECEPTION

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

23.0 DECLARATION

- 23.1 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.
- 23.2 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.

24.0 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 immediately be forwarded to all entrants in writing. Additional sailing instructions and information will be passed on to all entrants before the start of the races.

25.0 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, including site reduction sheets .

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.