



THE 2009 BERMUDA ONE-TWO

THE OFFSHORE COMMITTEE
GOAT ISLAND YACHT CLUB, LTD. • NEWPORT YACHT CLUB
110 LONG WHARF, NEWPORT, RHODE ISLAND 02840 • USA

JUNE 5, 2009—SINGLEHANDED LEG, NEWPORT, RI TO ST. GEORGE'S, BERMUDA
JUNE 18, 2009—DOUBLEHANDED LEG, ST. GEORGE'S, BERMUDA TO NEWPORT, RI

SAILING INSTRUCTIONS

1. Rules

1.1. Both legs of this race will be governed by the *Racing Rules of Sailing* (RRS) for 2009-2012, 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 for preventing collisions at sea; the Notice of Race; these Sailing Instructions; and/or any changes, corrections or amendments to any of the aforementioned.

2. Schedule of Races

2.1. The Schedule of Races shall be as follows:

Saturday, June 5, 2009: SINGLEHANDED (SH) LEG START (EDT)

1050 Hours	Warning signal for CLASS 5
1100 Hours	Start of CLASS 5; Warning signal for CLASS 1
1110 Hours	Start of CLASS 1; Warning signal for CLASS 2
1120 Hours	Start of CLASS 2; Warning signal for CLASS 3
1130 Hours	Start of CLASS 3; Warning signal for CLASS 4
1140	Start of CLASS 4; Warning signal for CLASS 6
1150	Start of CLASS 6

Thursday, June 18, 2009 DOUBLEHANDED (DH) LEG START (ADT)

1150	Warning signal for CLASS 5
1200	Start of CLASS 5; Warning signal for CLASS 1
1210	Start of CLASS 1; Warning signal for CLASS 2
1220	Start of CLASS 2; Warning signal for CLASS 3
1230	Start of CLASS 3; Warning signal for CLASS 4
1240	Start of CLASS 4; Warning signal for CLASS 6
1250	Start of CLASS 6

(Refer to Paragraph 4.2 of these Sailing Instructions)

2.2. Modifications to the SH Leg Schedule of Races may be made to accommodate a special class start. Any changes to the starting schedule will be given to entrants at the skippers meeting Thursday, June 4, 2009.

3. Government Aids to Navigation

3.1. Government aids to navigation are not required to be passed on the proper hand leaving and entering the United States. It is the skipper's responsibility to sail safely. The following navigational marks shall be passed on the proper hand (yachts shall stay to seaward of these marks) in Bermuda; North Rock, North East Breaker, Kitchen Shoal and Mills Breaker.

4. Notices to Competitors/ Changes In and Amendments to Sailing Instructions

4.1. Notices to competitors including any changes, corrections and amendments to the sailing instructions will be posted on the official Race Event Notice Board at Newport Yacht Club Race Headquarters, and on the official Race Event Notice Board at the St. George's Dinghy & Sports Club in Bermuda.

4.2. Amendments to the Sailing Instructions for the DH leg will be made available at the skippers meeting at the St. George's Dinghy & Sports Club in Bermuda prior to the start of that leg, at a time and date to be announced.

5. Racing Area/ SH Leg, Newport

5.1. The racing area will be as shown in Addendum A, attached. As per the request of the US Coast Guard, any yacht awaiting her start shall be required to stay to the west of the channel (towards the Conanicut shore) or east of Rose Island to avoid traffic in the shipping channel. All competitors are required to stay clear of the starting area until after the **warning signal** for their class start.

5.2. Skippers are requested to attempt to sail across the stern of the race committee boat and verbally check in with the Race Committee **before the first warning signal**. Alternately, verbal check-in may be made to the Race Committee via **VHF radio Channel 72 in Newport and Channel 72 in Bermuda**; the Race Committee will attempt to confirm these acknowledgements *as the situation permits* **between** events in the starting sequences.

6. The Start/ SH Leg, Newport

6.1. The starting line in Newport will be between an orange flag on the committee boat and a marker buoy set in an area south of Rose Island and west of Goat Island in Narragansett Bay (refer to Addendum A, attached.)

6.2. The starting signals will be in accordance with *Racing Rules of Sailing (RRS) Racing Rule 26*:

<i>Signal</i>	<i>Flag & Sound</i>	<i>Minutes Before Starting Signal</i>
Warning	Class Flag; 1 sound	10
Preparatory	P flag; 1 sound	4
One Minute	Preparatory flag removed; 1 long sound	1
Start	Class Flag down and next Class Flag up, 1 sound	0

6.3. The Start of one class will be the Warning for the next Class.

6.4. The Race Committee will endeavor to announce the time during each class starting sequence via radio, **Channel 72**.

6.5. Any yacht starting after her Start Signal will be considered to have started at the official starting time for her class.

7. Individual and General Recalls

7.1. In accordance with *Racing Rules of Sailing*, individual recalls will be signaled by International Code Flag X and one sound signal for yachts starting prematurely. The Race Committee will attempt to notify each yacht recalled via loud hailer or by radio. However, it is ultimately each yacht's responsibility to start correctly (refer to paragraph 10.3 regarding time penalties.)

7.2. In accordance with *Racing Rules of Sailing*, General Recall will be signaled by International Code Flag First Repeater, accompanied by two sound signals, and indicates that the class affected is recalled for a new start. One minute after the lowering of the First Repeater (accompanied by one sound signal), the Warning Signal will be made. The starting sequence for the recalled class *and all subsequent classes* will then continue as scheduled before being interrupted by the General Recall.

7.3. In accordance with *Racing Rules of Sailing*, postponement will be indicated by International Code Flag AP (Answering Pennant) accompanied by two sound signals. Postponements will be for an indefinite period. One minute after the lowering of International Code Flag AP (that will be accompanied by one sound signal), the Warning Signal will be made.

8. The Finish/ SH Leg, Bermuda

8.1. The finish line in Bermuda will be a line extending 1/4 nm on a bearing of 90° magnetic from Mills Breaker Buoy (Mills (Fl)). A yacht finishes when Mills Breaker Buoy bears 270° magnetic and is within 1/4 nm. Each skipper shall take the time (in days, hours and minutes) of his/her own finish, enter that time (EDT) in the running log, and attempt to report this information to the St. George's Dinghy & Sports Club Race Committee on VHF Channel 72. In the event the Race Committee does not respond, finishes should be reported to Bermuda Harbour Radio Control, VHF Channel 16.

8.2. Upon a yacht's approach of the finish in Bermuda, the skipper will attempt to contact SGD&SC Race Committee on VHF Channel 72 approximately two hours before their ETA at the finish line, and will attempt to report to the Race Committee approximately every hour after that until the vessel has crossed the finish line. NOTE: The same reporting schedule will follow for the double handed return leg.

8.3. All yachts are reminded they must contact Bermuda Harbour Radio when making their approach to Bermuda. At night or in the event of reduced visibility, yachts may receive navigational assistance from Bermuda Harbour Radio without penalty, but such assistance should be recorded in the running log.

9. Time Limit/Both SH and DH Legs

9.1. There will be no time limit for either leg of this race.

10. Protests and Time Penalties/ Both SH and DH Legs

10.1. SH leg protests will be submitted in writing to a Race Official at SGD&SC Race Headquarters, and must be received within 12 hours of the protesting yacht's finish in Bermuda, or within 48 hours of her arrival in a U.S. port should she not proceed to Bermuda.

10.2. DH leg protests will be submitted in writing to a Race Official at NYC Race Headquarters, and must be received within 12 hours of the protesting yacht's finish in Newport, or within 48 hours of her arrival in a U.S. port should she not proceed to Newport.

10.3. A yacht starting early and not restarting will have three hours added to her elapsed time, plus the amount of time between when she started and her proper starting signal.

10.4. In the case of a sustained protest not involving significant damage to another yacht, the Race Committee may, at its discretion, apply a penalty of from one to six hours added to the elapsed time in lieu of disqualification.

10.5. Radio transmission, or the verifiable attempt of radio transmission, is an acceptable method by which to attempt to inform a yacht of a protest as required by *Racing Rules of Sailing Rule 61.1*.

11. Withdrawals

11.1. 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. Scoring/ Both SH and DH Legs

12.1. Corrected times will be computed using **TIME-ON-TIME** with 2009 PHRF-NB spinnaker ratings (elapsed time is used vice distance however the distance is 635.0 nm).

13. Radio Communication

13.1. A VHF radio with channels 13, 16, and 72 is required.

13.2. **VHF Channel 72** will be used as the Race Committee reporting channel for both the SH leg start and DH leg finish in Newport, and for the Inter-Yacht Communications Chat Hour.

13.3. **VHF Channel 72** will be used as the Race Committee reporting channel for both the SH leg finish and DH leg start in St. George's.

13.4. All yachts will monitor VHF channel 72 leaving Newport and channel 72 leaving Bermuda, from the cockpit with either a hand held VHF or on deck speaker, until past the coordinates of "R-2" out of Newport and Kitchen Shoals out from Bermuda.

13.5. Refer to Addendum B attached as to the Inter-Yacht Communications Chat Hour schedule. All communications should be documented in the running log. All times entered shall be with respect to EDT.

14. Prizes/ Both SH and DH Legs

14.1. For PHRF classes prizes will be awarded as follows: to skippers of yachts placing first, second and third in each class on corrected time for the SH leg, and likewise to both skippers and crews for the DH leg; to skippers of yachts placing first in each class on elapsed time for the SH leg, and likewise to both skippers and crews for the DH leg; to skippers of yachts placing first, second and third in each class for best combined corrected time for both legs; to the skipper of the yacht with the best overall

2009 BERMUDA ONE-TWO • SAILING INSTRUCTIONS — PAGE 4

combined corrected time finish in fleet on both legs; and other special awards as determined by the Event Organizers. To be eligible for combined corrected time prizes, a yacht must have the same skipper for both legs of the race.

For One Design classes (if any) prizes will be awarded as follows: to skippers of yachts placing first, second and third in each class on elapsed time for the SH leg and likewise to both skippers and crews for the DH leg; and to skippers of yachts placing first, second and third in each class for best combined elapsed time for both legs. To be eligible for combined elapsed time prizes, a yacht must have the same skipper for both legs of the race.

14.2. SH leg prizes are to be awarded in Bermuda; DH leg, combined time, and overall prizes are to be awarded in Newport.

15. Running Log and Acknowledgement of Compliance

15.1. Each skipper completing the SH leg is required to surrender his/her completed running log with the signed Acknowledgement of Compliance to a race official at the Duty Desk at the St. George's Dinghy & Sports Club by the next 1000 (ADT) after finishing or within three (3) hours of clearing Customs whichever is later. Failure to comply could result in assessed time penalties and/or result in a non-scoring finish (DNF) for the SH leg.

15.2. All times entered in the Running Logs shall be with respect to EDT.

16. Safety

A safety harness must be worn and attached to the yacht from the time the yacht leaves the dock or mooring before the start, until it is secured after finishing, except when crew members are below decks.

Revised 5/30/2009