



THE 2023 BERMUDA ONE-TWO

THE OFFSHORE COMMITTEE
NEWPORT YACHT CLUB

110 LONG WHARF, NEWPORT, RHODE ISLAND 02840 • USA

JUNE 2, 2023—SINGLEHANDED LEG, NEWPORT, RI TO ST. GEORGE'S, BERMUDA
JUNE 15, 2023—DOUBLEHANDED LEG, ST. GEORGE'S, BERMUDA TO NEWPORT, RI
(DH Leg Sailing Instructions to be provided separately)

SAILING INSTRUCTIONS

1. Rules

1.1. Both legs of this race will be governed by the *Racing Rules of Sailing* (RRS) for 2021-2024, 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 4: SINGLEHANDED (SH) LEG START (EDT)

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

Thursday, June 17: DOUBLEHANDED (DH) LEG START (ADT)

1150 Hours	Warning signal for CLASS 1
1200	Start of CLASS 1; Warning signal for CLASS 2
1210	Start of CLASS 2; Warning signal for CLASS 3
1220	Start of CLASS 3; Warning signal for CLASS 4
1230	Start of CLASS 4; Warning signal for CLASS 5
1240	Start of CLASS 5; 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 and DH Legs Schedule of Races may be made. Any changes to the starting schedule will be given to entrants at the skippers meeting Thursday, June 3.

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 as well as a virtual line between them shall be passed on the proper hand (yachts shall stay to seaward of

these marks and line between them) in Bermuda; North Rock, North East Breaker, and Kitchen Shoal and after the finish the Mills Breaker (Note Mills Breaker Buoy is missing, so observe it's normal position at 32-23.9°N, 064-36.9°W). Bermuda Radio will be monitoring for boats going inside the line between the buoys.

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 Bermuda One-Two website www.bermuda-1-2.org, 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 provided separately and reviewed 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, West of Goat Island and between Fort Adams and Rose Island. 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 with Rolling Starts (Start of one class is the Warning for the next class)*:

<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 and event during each class starting sequence via radio, **Channel 72**. It is highly recommended that you have VHF in your cockpit.

6.5. Any yacht unable to start with its class must notify the Race Committee (VHF Channel 72 or cell phone) prior to the start of the next class. With permission of the Race Committee a yacht may start after

the Race Committee is no longer on station and within 24 hours of the start of its class and be scored for participation in that leg. In the absence of a committee boat on station in Newport the start must be between the beacon on the end of the Ft. Adams pier (Fl R sec) and the bell at Dumplings (G 11) and the Race Committee notified within 30 minutes of that start. Any yacht starting after her Start Signal will be considered to have started at the official starting time for her class. If you are unable to start with your class let the Race Committee know that and when you plan to start.

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. A yacht finishes when Kitchen Shoal Buoy bears 270° magnetic and is within 1/4 nm (thus keeping Kitchen Shoal Buoy to starboard). 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 or via the Duty Desk phone 441-297-1612 or Roy Guay's cell phone 401-862-7125. In the event the Race Committee does not respond, finishes should be reported to Bermuda 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 30 minutes before their ETA at the finish line. After finishing and cleaning up, contact the Bermuda Duty Desk via VHF Channel 72 or via the Duty Desk phone 441-297-1612 or Roy Guay's cell phone 401-862-7125 to announce you have finished and the finish time. NOTE: The same reporting schedule will follow for the double handed return leg.

8.3. All yachts are reminded they must contact Bermuda Radio when making their approach to Bermuda. If they don't hear from you they will try to contact you. At night or in the event of reduced visibility, yachts may receive navigational assistance from Bermuda Radio without penalty, but such assistance should be recorded in the running log. Also note that during the night Bermuda Radio will direct you to anchorage until Customs opens in the morning.

8.4. After finishing, cleared Customs and docked at the Dinghy Club it is expected that skippers will help following skippers dock at Customs and the Dinghy Club.

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 2023 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. Always monitor these channels.

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.

13.6. Each yacht shall provide a periodic report of her position by means of an automatic transponder (supplied by the OA) until arriving at a port.

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 (limited by the number of registered boats 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, second and third in each class (limited by the number of registered boats in each class) for best combined corrected time for both legs; to the skipper of the yacht with the best overall 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 (mentioned above), second and third in each class (limited by the number of registered boats 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 (limited by the number of registered boats 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 yacht's class warning signal before the start, until it finishes, except when crew members are below decks.

Revised 5/25/2023



2023 BERMUDA ONE-TWO

AMENDMENTS TO SAILING INSTRUCTIONS

DOUBLEHANDED LEG

2. Schedule of Races

2.1 The schedule of races shall be as follows (subject to change at the Skipper's Meeting):

Thursday, June 20: DOUBLEHANDED (DH) LEG START (ADT)

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

3. Government Aids to Navigation

3.1. Government aids to navigation are not required to be passed on the proper hand entering the United States. It is the skipper's responsibility to sail safely. Leaving Bermuda, the Sea Buoy shall be kept to starboard and the following navigational marks as well as a virtual line between them shall be passed on the proper hand (yachts shall stay to seaward of these marks and virtual lines); North Rock, North East Breaker, Kitchen Shoal and Mills Breaker (Note Mills Breaker Buoy is missing, so observe it's normal position at 32-23.9'N, 064-36.9'W). Bermuda Radio will be monitoring the race for boats going inside the line between the buoys. .

5. Racing Area – this section is deleted for this leg of the race.

6. The Start/DH Leg, Bermuda

6.1 The Starting line will be in the Western end of the St. George's Harbour between the RC (Race Committee) Flag on the Committee Boat near the Northern shore and the large mooring buoy located near the Southern shore or a buoy placed by the Race Committee.

6.2 In the event conditions prevent a safe and competitive egress from St. George's Harbour through the Government Cut, yachts may be advised that they can use auxiliary power from the point where they cross a line between SG9 and the light on Hen Island until Spit Buoy bears 180°, and at a speed not to exceed 3 knots. Announcement of the use of auxiliary power will be broadcast on **VHF Channel 72** at the Warning Signal and the Starting Signal of each class OR at any time thereafter until all boats have passed Spit Buoy. *NOTE: In the absence of any announcement, yachts may use auxiliary power only in compliance with the RRS for emergencies and Notice of Race paragraph 12.3 (subparagraph of Other Requirements, Restrictions, Limitations and Responsibilities).*

6.3 Be aware that commercial ferries come and go through the Town Cut. The ferries have the right of way and you must not interfere with their travel.

8. The Finish/DH Leg, Newport

8.1 The finishing line will be at R”2” QA R WHIS (at the entrance to Narragansett Bay), at a distance not to exceed 1/2 mile. Each yacht is required to take the time of her own finish when R2 bears 060° magnetic (keep R2 to starboard) and enter that time (EDT) into the vessel's Race Log. Each skipper should then attempt to report this information to the Bermuda ONE-TWO Race Committee at Newport Yacht Club on **VFH Channel 72** or call the Race Duty Desk 401-619-4936.

15. Logs and Acknowledgement of Compliance

15.1 The running log and Acknowledgement of Compliance – signed by both skipper and crew – is required to be surrendered at Event Headquarters at Newport Yacht Club by the next 1000 (EDT) after finishing or within three (3) hours of clearing Customs whichever is later. A picture may be taken, and the running log and Acknowledge of Compliance may be emailed to roy@royguay.net or text to 401-862-7125.

17. Customs

On arrival into the US from Bermuda 2 hours in advance of arrival, use the Custom App CBP ROAM (highly recommended) then call US Customs Area Security Center (CASC) - 207-532-2131 X255. This number is open 24 hours. They will set up an appointment with local Customs personnel at arrival location (usually Newport Yacht Club) or release you should they deem no need to board you.