



THE 2025 BERMUDA ONE-TWO

THE OFFSHORE COMMITTEE
NEWPORT YACHT CLUB

110 LONG WHARF, NEWPORT, RHODE ISLAND 02840 • USA

JUNE 6, 2025—SINGLEHANDED LEG, NEWPORT, RI TO ST. GEORGE'S, BERMUDA
JUNE 19, 2025—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 2025-2028, 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.

1.2. The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

2. Schedule of Races

2.1. The Schedule of Races shall be as follows:

Friday, June 6: 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 19: 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 boats going inside the line between the buoys.

3.2. Attention is drawn to the U.S. Coast Guard 1st District Local Notice to Mariners (LNM) for safe navigation. For example, the LNM includes a supplement concerning offshore wind farm construction near the rhumb-line. <https://navcen.uscg.gov/local-notice-to-mariners?district=1+0&subdistrict=n>

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.bermuda1-2.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, as modified by below, 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.

6.6. Trackers: This race will be using YB Tracking system. The following links are available:

Public Tracking Link: <https://yb.tl/onetwo2025>

Low Bandwidth Links: <https://yb.tl/Links/onetwo2025>

Expedition <http://yb.tl/onetwo2025-expedition.txt>

<http://yb.tl/onetwo2025-boatids.txt>

Recent versions of Expedition have a YB Tracking option which requires this code: **onetwo2025**

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 not local Bermuda time**, and attempt to report this information per paragraph 8.3 below.

8.2. [NP] In the event that the Race Committee does not hear (VHF 72, text, email, etc) a boat's finish time or the boat fails to hail the Race Committee with their finish time, the Race Committee may try to hail the boat on VHF 72 for the finish time.

8.3. [NP] Upon a yacht's approach of the finish in Bermuda, the skipper will attempt to contact the St. George's Dinghy & Sports Club 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. In the event the Race Committee does not respond, finishes should be reported to Bermuda Radio Control, VHF Channel 16.

8.4. [NP] 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.

8.5. [NP] 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.

8.6. **RETURN OF TRACKERS:** The trackers must be returned to the Newport Yacht Club by 1600 28 June for return to ybTracking or be subject to the replacement cost. You may return them if you return to NYC after the race or at the Awards Saturday or schedule some other means with the Race Committee.

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 60.2*.

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 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 2025 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 handheld 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.

13.7. **AIS.** Boats shall use their best effort to enable the transmitting mode of their AIS and monitor AIS for AIS-SART, MOB and similar distress signals at all times. A boat's AIS shall transmit the name of the vessel as she is entered in the race. If this is not possible, the boat shall inform the Race Committee of the name she will transmit on AIS by email to roy@royguay.net.

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, second and third 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. However, if any class has only three boats registered, only first and second prizes will be awarded. 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 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. However, if any class has only three boats registered, only first and second prizes will be awarded. 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

[NP] 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.

17. Sailing Collisions with Marine Life and Other Hazards at Sea

[NP] Should you have the unfortunate experience of hitting Marine Life or other Hazards at sea would you please fill out a [survey](#) from the [Marine Mammal Advisory Group](#) (MMAG).

Survey:

<https://forms.office.com/Pages/ResponsePage.aspx?id=7SeE3CsvpKkYL2XaqSyCWqd8WVrDD9ZOuPvT8bP1poxURENNU00yNko2TEITS0Y1U1hXUlg1NEIUUC4u>

MMAG:

<https://mmag.world/>

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