



NEWPORT BERMUDA RACE® 2010 RECOMMENDATIONS

While the below listed paragraphs are not requirements of the race, the Bermuda Race Organizing Committee strongly urges that Captains give serious consideration to complying with these recommendations.

1. In addition to the required training of ISAF Offshore Special Regulations 6.05.2. Each yacht should be adequately prepared for offshore medical contingencies, with appropriate crew training and medical kit. For reference, see the Fleet Surgeon's Memorandum, found on the Race Resources and Information section of the Official Materials tab on the race website, www.bermudarace.com.
2. Safety equipment should be carefully inspected for wear and deterioration and replaced after 7-10 years of use. Manufacturer recommended shelf life on items like inflatable PFD's and MOM's should be observed. Items susceptible to UV, weather and chafe damage especially safety harnesses, safety lines and jackstays should receive frequent checks when underway.
3. Crew members on deck should wear a safety harness, an inflatable PFD equipped with a whistle, white strobe light, along with crotch/thigh straps. **Sailors are reminded that the US SAILING Prescription to ISAF Offshore Special Regulation 5.02.05 requires safety harnesses and PFDs to be worn on deck from sundown to sun up.**
4. Safety lines (tethers) should have release-under-tension snaphooks at the body and be attached to non/low stretch jackstays or strong attachment points. Extra safety lines should be provided for stations where handholds are not within easy reach.
5. Crotch/thigh straps should be installed on harnesses so that people will not slip out of them when lifted or dragged by their safety line.
6. Bulky PFD's should be avoided in favor of inflatables and vests that meet the requirements of the ISAF Offshore Special Regulations and their prescriptions.
7. Crew on deck during rough weather should wear clothing to protect them from hypothermia.
8. Yacht's batteries should be of the closed or gel cell or AGM type.
9. Careful consideration should be given to the contents of the abandon ship grab bag required by paragraph 12 of Appendix A of this NOR. The contents should include at least the following: a spare sea anchor (larger than is packed in the raft), a VHF designated as waterproof by the manufacturer, a 406MHz EPIRB, a signaling whistle, sunburn cream, fishing tackle, extra sponges and plastic bags and other safety equipment recommended by the OSR. Water makers are recommended. Rafts should also be supplied with repair kits capable of working when the



raft is wet, and six emergency buoyancy tube leak stopping plugs. Pre-Race abandon ship drills should emphasize getting life rafts to the rail from stowage areas and procedures for not deploying them until the last minute, just before leaving the yacht. Personnel should be reminded to wear floatation, harnesses and safety lines when abandoning ship. Pre-Race training should include procedures for righting an overturned raft. Care shall be taken to ensure that the weight of the contents of any single grab bag does not exceed the inherent floatation capacity of the bag.

10. An appropriately-sized heavy weather drogue or sea anchor should be aboard, stowed and ready for easy deployment.
11. Storm sails should have permanently-attached sheets.
12. Yachts should carry adequate rig cutters and/or two hacksaws plus six new blades, as well as two drift punches capable of driving out all standing rigging clevis pins. A hydraulic cutter is recommended for yachts with rod rigging.
13. Attendance at the **CCA Safety-at-Sea Seminar and Pre-Race Briefing** to be held in **Newport on March 13** (on March 14 there is a Race Preparations Seminar, a First Aid and CPR Course, and a Hands On Training Course) or other sanctioned SAS seminar, is recommended for all crew members, not just those required to attend a sanctioned seminar by NOR 3.2.4. Hands on training will be a requirement for the 2012 Race. Description of course offerings can be found at <http://www1.ussailing.org/enrollment/selectregistrant.aspx?courseid=12967280>
14. A printed yacht manual should document all safety and sailing procedures.
15. Yachts should carry on deck a means of identifying the vessel to air sea rescue personnel.
16. It is strongly recommended that hatches of acrylic, polycarbonate, or other surfaces that are slippery when wet should be fitted with non-skid tape or other means of providing traction.
17. Captains are urged to conduct a pre-race, on-board, safety briefing of all crew members to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Captain should:
 - Summarize the lessons learned from the training drills required by NOR Appendix A, 9 (MOB, Abandon Ship, Dismasting, Loss of Rudder/Steering, and sailing with the Storm Trysail).
 - Review yacht stowage plan showing and touching all safety equipment.
 - Review boom preventer procedures to be used.
 - Assign a ship's doctor in advance to allow preparation of medical supplies. Review medical status of crew members taking medications, including seasickness remedies.
 - Review cooking stove, and other fire and explosion hazards.



- Review procedures for preventing the sea from entering the yacht through companionways, hatches and ports.
- Review flooding control procedures, including high-capacity bilge pumps and collision mats.
- Review safety harness and safety line procedures to be used.
- Review man aloft procedures including the use of a helmet and harness to prevent head injury while going aloft.
- ***Urge each crew member to constantly think about safety and the consequences of every action.***