

NEWPORT BERMUDA RACE® SPECIAL REQUIREMENTS

From Notice of Race, Appendix A

In addition to ISAF Offshore Special Regulations with US SAILING Prescriptions for a Category 1 Race, yachts shall comply with Newport Bermuda Race Special Requirements as follows:

1. A minimum of 5 US gallons (19 liters) of fresh water shall be carried for each person aboard. The water may be carried in one or more permanently-installed tanks. This modifies ISAF Offshore Special Regulation [OSR] 3.21.1 a) ii.
2. Lifelines shall be made of single stainless steel wire and follow the minimum dimensions as per OSR 3.14.6; Table 8. This modifies OSR 3.14.6 on the use of Dyneema® rope as a lifeline material.
3. Yachts shall comply with the US SAILING Offshore Special Recommendations (OSR) for a Preventer or Boom Restraining Device. **The boom restraining device shall be installed and demonstrated at the time of the yacht's mandatory courtesy inspection.** A process and plan for its use shall be part of the crew's training and practice. A simple method of installing a boom restraining device that may be suitable for some yachts may be obtained from the CCA Fleet Surgeon by emailing egfischer46@verizon.net.
4. Yachts shall carry an operable properly mounted automatic position-reporting transponder of a type specified by the BROCC.
5. Yachts shall carry and maintain a charged handheld VHF transceiver designated watertight or with a waterproof cover as per OSR 3.29.1, together with a permanently installed 25 watt Marine VHF transceiver. **All installed DSC capable VHF radios must be connected to a GPS source.** All yachts should review the emergency features of DSC, including the response to a DSC Distress Call. Both VHF transceivers shall be operable in "international" channel mode.
6. Yachts shall carry a satellite telephone, powered by or re-chargeable from the vessel's electrical system, and operable below decks using a mounted external antenna. **The number of the phone shall be provided to the BROCC prior to the start. The unit shall remain "on" and be ready to receive incoming calls between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (EDT) each day until the vessel arrives at a port.**
7. Yachts shall carry a shortwave receiver able to receive upper sideband transmissions on the frequencies listed for SSB transceivers.
8. The requirement of a satellite telephone and shortwave receiver may be waived if the vessel has a properly installed marine Single Sideband transceiver capable of operating on upper sideband on the frequencies (kilohertz) listed below. The transceiver shall remain on, tuned to 4125 kilohertz, and be ready to receive transmissions between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (all EDT) each day until the vessel arrives at a port

SSB Frequencies

Use	Channel	Ship Tx	Ship Rx	Type
Emergency		2182.0	2182.0	Simplex
Bermuda Radio		2049.0	2582.0	Duplex
USCG Working		2670.0	2670.0	Simplex
Watchkeeping	450	4125.0	4125.0	Simplex
Intership	452	4149.0	4149.0	Simplex
Offshore Weather	424	4134.0	4426.0	Duplex
Offshore Weather	601	6200.0	6501.0	Duplex
Watchkeeping	650	6215.0	6215.0	Simplex
Intership	652	6227.0	6227.0	Simplex
Watchkeeping	850	8291.0	8291.0	Simplex
Offshore Weather	816	8240.0	8764.0	Duplex
Offshore Weather	1205	12242.0	13089.0	Duplex
Watchkeeping	1250	12290.0	12290.0	Simplex
Offshore Weather	1625	16432.0	17314.0	Duplex
Working & Distress	1650	16420.0	16420.0	Simplex

9. Sufficient fuel to provide a cruising range under power of at least 100 miles shall be on board after finishing.
10. The captain and not less than 80% of the crew of each yacht shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the life raft, life jackets, safety harnesses and main boom preventer, communications equipment, pyrotechnics, EPIRBs, fire prevention, fire fighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. Participating crew shall sign the On Board Training Certificate printed from the online source.
11. Sails other than those allowed to be used while racing may be aboard. However, to avoid inadvertent use, they shall be separately stowed and clearly marked “**not for racing.**”
12. Yachts shall carry an abandon-ship grab bag or bags to accompany each life raft. Yachts should be guided by the US SAILING Offshore Special Recommendations (OSR) and the Newport Bermuda Race[®] Recommendations in determining the contents of the grab bag.
13. An Automatic Identification System Transponder (AIS) is **not required** for the 2010 Newport Bermuda Race[®] (as per OSR 3.29 n). It is recommended that an AIS unit conforming to the ISAF Regulations be installed and used during the race and for the return trip.
14. **Any yacht withdrawing from the race shall immediately notify the Race Committee (RC) by Sat Phone, SSB and or VHF of its retirement and continue doing so every 4 hours until a response is received from the RC.** The US Sailing Withdrawal Form shall be filed

with the Race Committee as soon as possible after arriving in port, failure to do so will jeopardize the Captain's participation in future Newport Bermuda Races®. A copy of the US Sailing Withdrawal Form can be located at <http://www.ussailing.org/safety/withdrawal.asp> or on the official Newport Bermuda Race® 2010 Web Page at www.BermudaRace.com.

15. Each Owner/Captain/Skipper is required to read the Newport Bermuda® 2010 Race Recommendations and will verify such by initialing the appropriate box within the inspection documentation.