



NOTICE OF RACE

Incorporating Amendments Nos. 1-5

1. MANAGEMENT

- 1.1 The Organizing Authority ("OA") of the 2016 Newport Bermuda Race ("the race") is the Bermuda Race Organizing Committee ("BROC") of The Royal Bermuda Yacht Club ("RBYC") and The Cruising Club of America ("CCA"). The OA will appoint a separate race committee, which may be assisted by the New York Yacht Club ("NYYC") in Newport and RBYC in Bermuda.
- 1.2 The OA will have the authority to interpret the conditions governing the event and assign yachts to divisions and classes. The OA reserves the right to accept or reject the entry of any "yacht," which term shall be interchangeable with "boat."

2. RULES

The race will be governed by the following:

- 2.1 The rules, as defined in *The Racing Rules of Sailing for 2013-2016* ("RRS"), including the US Sailing prescriptions thereto, except as modified by the Sailing Instructions;
- 2.2 The current Offshore Racing Rule ("ORR");
- 2.3 The current Newport Bermuda Race Safety Requirements ("Safety Requirements" or "NBRSR"), a copy of which is available on the race website;
- 2.4 This Notice of Race ("NoR");
- 2.5 Addendum A hereto (which applies to the Spirit of Tradition Division only); and
- 2.6 The Sailing Instructions, including any changes to the rules that appear therein, including but not limited to the following:
 - a. Between the times of local sunset and sunrise, RRS Part 2 (WHEN BOATS MEET) will be replaced with Part B (Steering and Sailing Rules) of the *International Regulations for Preventing Collisions at Sea* ("IRPCAS");
 - b. RRS 41, OUTSIDE HELP, will be changed to add (permit): "(e) Help in the form of information freely available to all boats even if that information is only accessible at a cost. However, such 'at a cost' help shall not include private forecast or tactical

advice or information customized for a particular boat or group of boats and/or her/their situation. The use of PredictWind's Weather Routing tool is permitted.";

- c. RRS 44, PENALTIES AT THE TIME OF AN INCIDENT, will be changed to read as follows: "If a boat causes injury or serious damage, or gains a significant advantage in the race by her breach of a rule, her penalty shall be to retire. The jury may impose suitable penalties other than disqualification, including time penalties, for breaches of a rule." This also changes 64.1(a); and
 - d. RRS 51 and/or RRS 52 will be modified for certain divisions specified below.
- 2.7 The race's International Jury, which mandated NoR 2.6(a), states the following:
- Whenever a boat meets a Spirit of Tradition Division boat, competitors are reminded that "room" to keep clear means "the space a boat needs in the existing conditions, including space to comply with her obligations under rules of Part 2 (When Boats Meet) and rule 31, while maneuvering promptly in a seamanlike way" - as defined in the Racing Rules of Sailing. Also, IRPCAS, Part B, Rule 8(d) refers to boats "passing at a safe distance." In protests for breaches of the rules in these situations, i.e., (1) when a boat meets a Spirit of Tradition Division boat, and/or (2) when the IRPCAS apply, the jury may determine that "room" and "safe distance" are a minimum of two boat lengths of the longer boat.
- 2.8 Succeeding rules in the foregoing list shall take precedence where there is a conflict. (For example, the Sailing Instructions prevail over the NoR where there is a conflict, if any.) This changes RRS 63.7.
- 2.9 Rules documents will be posted or linked on www.bermudarace.com ("the race website").
- 2.10 The Official Notice Board will be located at Race Headquarters (NoR 20) and on the race website. The notice board at Race Headquarters will govern if and where they conflict.
- 2.11 All fees are payable in USD via major credit card.
- 2.12 The official time-zone for the race is North American EDT.
- 2.13 The "current" version of any rule listed herein shall be as of June 16, 2016.

3. ADVERTISING

Yachts shall provide a brief description of any advertising to be displayed during the race upon entry. The OA will reject any advertising not compliant with World Sailing (formerly known as ISAF) Regulation 20.2.3. See RRS 80 and World Sailing Regulation 20.

4. ELIGIBILITY

4.1 Yacht Eligibility

- a. Except as otherwise provided herein, yachts eligible for entry must be monohull sailing vessels that have:
 - i. applied for a Full Measurement ORR certificate;
 - ii. an ORR "L" of at least 27.5 feet;
 - iii. specifications, equipment, and crew that comply with the Safety Requirements to the satisfaction of the Chief Inspector; and
 - iv. a minimum complement of four (4) persons, including a captain and crew who have shown competency in recent offshore yacht races or passages to the satisfaction of the OA.
- b. The OA may, at its discretion, waive the minimum ORR "L" of 27.5 feet for yachts that have previously participated in the Newport Bermuda Race, and the maximum LOA herein specified for the Open Division.

4.2 Crew Eligibility

- a. The terms "crew," "sailor," and "competitor," as used in this NoR and other race documents, mean any person who will be aboard an entered yacht during the race, including the Captain.
- b. The term "Captain," as used in this NoR and other race documents, means the Person in Charge (a.k.a. "PIC"). See RRS 46.
- c. The Newport Bermuda Race is not a race for novices. All competitors should have experience sailing a yacht offshore and be prepared to encounter heavy weather. The OA may require Captains, Navigators and/or Watch Captains to disclose recent offshore sailing experience as a condition of the yacht's invitation to enter.
- d. All competitors shall maintain a valid World Sailing Sailor Classification in accordance with World Sailing Regulation 22. See NoR 5.3 and 8.

5. ENTRY & FEES

5.1 Entry in the race is by invitation and is conditioned on the yacht's timely Eligibility, Measurement, Inspection, and Crew List. See NoR 5.4. The OA will limit the total number of entries accepted to 200 yachts. Unless otherwise specified, all steps in the entry process shall be made using the online entry system, which may be accessed via the race website beginning on January 12, 2016.

5.2 To Enter:

Step 1 Request an invitation by completing an Application for Entry ("AFE") and paying a non-refundable \$50.00 fee before **1700, April 1, 2016 ("AFE Deadline")**. The OA may consider late AFEs accompanied by a late fee (NoR 5.4). If the Captain and Navigator did not compete in the 2012 or 2014 Newport Bermuda

Race in their respective capacities, the AFE must include disclosure of the Captain's, Navigator's, and Watch Captains' offshore sailing experience on a form furnished by the Qualifications Committee via email.

Step 2 After receiving an email invitation from the OA, complete the online entry forms, including arrangement for payment of the entry fee (\$1,250.00 plus \$70.00 per crew member) and late fees, if any, by **1700, May 16, 2016 ("Entry Deadline")**.

Step 3 Complete the yacht's Crew List (NoR 5.3); obtain an ORR certificate (NoR 6.1); and undergo an inspection (NoR 6.2) by the deadlines defined below.

5.3 Crew List

- a. Invited Captains shall invite their crew to register using the SailGate Crew Management System. A link to this system will be available on the race website on and after January 12, 2016. All invited crew shall register by **1700, June 3, 2016 ("Crew Deadline")**. A complete registration includes emergency contact information, a valid World Sailing Sailor ID (expiration not before June 25, 2016), and an electronic waiver of liability.
- b. Some information collected in this process will be used to determine the eligibility of each yacht for certain divisions/trophies and populate Crew Lists for publication.
- c. Crew List amendments may be made after the Crew Deadline upon a showing of exceptional circumstances (e.g., death, illness, injury, bona fide business interruption, family obligations, immigration status, etc.). The OA may require a written request or personal appearance for this purpose, and may waive NoR 5.4, depending upon the circumstances.
- d. The OA will publish Crew Lists with each sailor's name, hometown, and World Sailing Sailor Classification group for vetting.

5.4 A yacht will withdraw her entry and waive the refund of any fees paid by failing to meet any deadline defined herein. The entry may be restored, however, upon the yacht's payment of a late fee equal in dollars and cents to five times the yacht's LOA (in feet, rounded to two decimal places) for each 24 hour period, or any part thereof, for which the yacht failed to meet each deadline specified herein, subject to entry availability under NoR 5.1. This late fee shall also apply to late AFEs and amendments made after a deadline, but not protests. But see NoR 6.1(f)-(h).

6. MEASUREMENTS

6.1 Ratings

- a. Yachts shall request ORR measurement, if necessary, by email addressed to an approved measurer and **Offshore@ussailing.org** before **1700, May 4, 2016**. Such email shall indicate when the yacht will be ready for measurement and request an acknowledgement email from the measurer for this purpose.

- b. Yachts shall submit to US Sailing a completed application, renewal, or amendment, including all measurements for a "Full Measurement" ORR certificate (which reflects the use of spinnakers) before **1700, May 26, 2016 ("Measurements Deadline")**. Yachts need not submit a copy of their rating certificate to the OA or race committee unless requested to do so.
- c. Yachts with design features not permitted by ORR may apply to the OA for the use of an Experimental ORR certificate. If the OA determines that the yacht's design features can be fairly rated, the OA may petition the Offshore Racing Association to consider approval of an experimental rating certificate, and recommend the approval of same to US Sailing. Such certificates will be issued for entry in the Open Division of this race only.
- d. Measurer Verified sail measurements may be declared to US Sailing and submitted in advance of building and measuring the sails. Once built, but not later than **1700, June 3, 2016**, the measurer must acknowledge to US Sailing receipt of sail certificates confirming that no sail exceeds the declared measurements.
- e. Except as otherwise provided herein, yachts shall comply with the sail restrictions specified in ORR 10.02.1. Sails other than those permitted by ORR 10.02.1 may be aboard provided they are stowed separately and marked clearly: "Not for Racing." Note that ORR now permits yachts to be measured with both centerline asymmetrical spinnakers and a whisker pole for sheeting jibs. ORR does not, however, permit a whisker pole declared for this purpose to be used to tack or sheet a spinnaker.
- f. US Sailing will inform the OA if a yacht fails to meet any of the measurement deadlines herein. See NoR 5.4. US Sailing will also identify those yachts that, despite timely scheduling and presenting the yacht for measurement at the appointed time, failed to meet the deadline because of: (1) foul weather preventing measurement, or (2) measurer unavailability. Under those circumstances, NoR 5.4 will not apply.
- g. The OA may grant provisional extensions of the Measurements Deadline at its discretion and for an additional fee. The terms of such extensions, if any, will be posted on the Official Notice Board.
- h. The OA may waive NoR 5.4 for any yacht that suffers "Catastrophic Gear Failure" requiring measurement or inspection after the deadlines specified in NoR 6, provided the yacht would have been able to comply in all respects with the deadlines defined herein but for the Catastrophic Gear Failure. "Catastrophic Gear Failure" means damage to the hull which results in a loss of its watertight integrity; loss or damage to the keel or rudder which renders it either ineffective or inoperable; and/or loss of or damage to mast(s), boom(s), and/or standing rigging; any of which require repair or replacement to maintain a yacht's seaworthiness. Damage to sails or running rigging are not considered Catastrophic Gear Failures. The new ORR certificate, if any, must be requested before 1700, June 14, 2016.

6.2 Inspections

- a. Yachts are subject to inspections both before and after the race, including immediately after finishing. Any uncorrected deficiency may result in the invalidation of the yacht's entry before her start or protest after her finish.
- b. A yacht's entry is conditioned on her having been inspected to the satisfaction of the Chief Inspector before **1700, June 3, 2016 ("Inspections Deadline")**. See NoR 5.4. Pre-race inspections should take place as soon as possible after the yacht's entry fee is paid.
- c. It remains the Captain's responsibility to comply with the rules and arrange with a race inspector a mutually acceptable time and place for the pre-race inspection.
- d. Yachts shall keep a paper copy of their completed Inspection Checklist, On Board Training Certificate, and Deferred Inspection Checklist, if any, aboard while racing and until 48 hours after finishing.

7. DIVISIONS

7.1 The OA will use the following division descriptions as guidelines to assign yachts to appropriate divisions and ensure even competition. The OA shall have complete authority to determine the suitability of any yacht for entry into any division, and may divide any division into classes at its discretion. Division and class assignments by the OA are not subject to protest or redress.

7.2 St. David's Lighthouse Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 400 seconds per mile;
 - ii. LOA not greater than 100 feet (30.48 meters); and
 - iii. Crew List within limits set by NoR 8.2(a) (Classification).
- b. RRS 51 (movable ballast) and RRS 52 (manual power) will apply without exception.

7.3 Gibbs Hill Lighthouse Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 340 seconds per mile, nor greater than (slower than) 550 seconds per mile;
 - ii. LOA not greater than 100 feet (30.48 meters); and
 - iii. Performance Screen equal to or greater than 0.45. The Performance Screen is calculated by taking the ratio of two performance parameters: the Sail Area/Displacement Ratio divided by the Displacement/Length Ratio. The Performance Screen is calculated using the upwind sail area first, then the downwind area. The average of those two screens is taken as the Performance Screen. The values for sail area, displacement, and length are taken from the

ORR certificate. A Performance Screen of 0.445 or greater, but less than 0.45, will round to 0.45. Performance Screens may be obtained from US Sailing.

- b. RRS 51 (movable ballast) and RRS 52 (manual power) will apply without exception.

7.4 Cruiser Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 400 seconds per mile;
 - ii. LOA not greater than 85.3 feet (26.000 meters);
 - iii. ORR certificate for “centerline asymmetric spinnakers”; and
 - iv. Crew List within the limits set by NoR 8.2(b) (Classification).
- b. Cruiser Division yachts may carry one nylon or polyester spinnaker for use while racing. The spinnaker’s tack shall be attached on the yacht’s centerline at the stem, end of a bowsprit, or end of a sprit that is permanently installed at the bow for the purpose of tacking an asymmetrical cruising spinnaker. Sail measurements and tack point must be declared in the ORR certificate application/amendment.
- c. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the Cruiser Division. This modifies RRS 52.
- d. Cruiser Division yachts shall not carry a light staysail as defined in ORR 10.02.1. Only one jib may be set on a given stay or forestay at a time. Luffs of jibs must be attached to a forestay, except that jibs set as inner forestaysails may be set on a bona fide fixed or removable stay attached on centerline within the foretriangle. A stay detached or lowered from the mast when not in use shall be capable of being reset without sending crew aloft, and shall not be incorporated into the luff of a jib. Luffs of all jibs shall be fully attached to the stay or forestay on which they are set.

Note: See the 2016 ORR Rulebook for rules permitting whisker poles on jibs and NoR 6.1(e).

7.5 Double-Handed Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 520 seconds per mile;
 - ii. LOA not greater than 65.6 feet (20.00 meters); and
 - iii. total crew of two persons, compliant with NoR 8.3 (Classification).
- b. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the Double-Handed Division. This modifies RRS 52. Yachts shall comply with RRS 51, except RRS 51 and 52 will be modified to allow the moving of declared water ballast only, including by non-manual power means.

7.6 Open Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not greater than (slower than) 475 seconds per mile, unless waived by the OA for a yacht rated with movable ballast; and
 - ii. LOA not greater than 100 feet (30.48 meters), unless waived under NoR 4.1(b).
- b. Power-driven winches and furlers will be permitted. This modifies RRS 52. The use of power-driven winches and/or furlers shall be declared at the time of entry, and will result in a rating adjustment to be determined by the OA and applied to the yacht’s ORR rating.
- c. Open Division yachts shall comply with RRS 51, except that RRS 51 and 52 will be modified to allow the moving of declared water ballast and cant keels only, including by non-manual power means.
- d. Yachts with an ORR GPH of 475 or less in the St. David’s Lighthouse Division or the Gibbs Hill Lighthouse Division may elect to enter the Open Division in addition to a Lighthouse division. Such yachts shall be subject to the rules of both divisions in which they are entered, with the rules of the St. David’s Lighthouse and Gibbs Hill Lighthouse divisions taking precedence for yachts also entered in those divisions.

7.7 Spirit of Tradition Division

- a. Eligible yachts shall have the following:
 - i. an invitation to enter this division specifically; and
 - ii. LWL not less than 45 feet (13.72 meters).
- b. The Spirit of Tradition Division will be scored using ISYR. See NoR Addendum A, which shall apply to this division. NoR 4.1(a)(i) shall not apply to this division.

8. CLASSIFICATION

8.1 The World Sailing Sailor Classification Code (World Sailing Regulation 22) applies to all Captains and crew in all divisions. See RRS 79. Both the OA and the World Sailing Classification Commission strongly caution sailors to understand the specific implications herein concerning classification, especially with respect to Group 3 (professional) sailors, as defined in the World Sailing Sailor Classification Code. ORR Rule 4.03 entitled “Crew Limitations on Professionals” shall not apply.

8.2 Crews in the St. David’s Lighthouse and Cruiser divisions shall comply with NoR 5.3 and may include Group 3 sailors within the following limits:

- a. St. David’s Lighthouse Division yacht crews:

<u>Total Crew:</u>	4-5	6-9	10-13	14-17	18-21	22-25	26-29	30+
<u>Limit:</u>	1	2	3	4	5	6	7	9

b. Cruiser Division yacht crews:

<u>Total Crew:</u>	4-7	8-12	13-17	18-22	23-27	28-32	33+
<u>Limit:</u>	1	2	3	4	5	6	7

- c. Group 3 sailors shall not steer a yacht in the St. David's Lighthouse or Cruiser divisions while racing unless that sailor:
- i. has at least a one-third partner financial interest in ownership of the yacht; or
 - ii. is steering while giving all possible help to any person or vessel in danger, provided that such steering is documented in detail with the yacht's timely filed Certificate of Compliance. See NoR 14.3.
- 8.3 One Group 3 sailor per yacht is permitted in the Double-Handed Division. Both sailors may steer while racing.
- 8.4 There are no classification-related crew limits or steering restrictions in the Gibbs Hill Lighthouse, Open, or Spirit of Tradition divisions, except as required by NoR 7.6(d).
- 8.5 Yachts may be protested with respect to their crew's Sailor Classification(s) before **1700, Friday, June 10, 2016 ("Classification Protest Time Limit")**. Such protests will be posted on the Official Notice Board by approximately 0900, Saturday, June 11, 2016. The time limit for Classification Protests other than by yachts shall be 0900, June 25, 2016.
- 8.6 For purposes of World Sailing Regulation 22.5.6, the "commencement of the event" shall be the Crew Deadline. See NoR 5.3(a).
- 8.7 When the race committee believes that a yacht or her crew may have committed a breach of NoR 8, it shall protest such yacht.
- 8.8 Penalties for breaches of NoR 8 shall be determined by the International Jury and may well include disqualification and action under RRS 2 and/or RRS 69, but shall, in any event, be assessed in accordance with the following:
- a. The penalty for breach of NoR 8.2(a) or 8.2(b) following a classification protest may be disqualification, and such protested yacht, her Captain, and her Navigator shall be ineligible for any trophy, prize, or award;
 - b. The penalty for each breach of NoR 8.2(c) shall not be less than one hour of elapsed time or ten times the duration of each breach, whichever is greater;
 - c. The Captain's ignorance or mistake of a sailor's Sailor Classification status or group, as published by World Sailing and reflected on the yacht's entry forms at the time of starting, shall not be a defense to a protest under NoR 8;
 - d. The Captain shall be presumed to possess a general familiarity with his or her crew, including but not limited to personal details that may impact a sailor's Sailor Classification status or group, but such presumption shall be rebuttable.

9. START

The race will start in the vicinity of Castle Hill Lighthouse in Newport, Rhode Island. The first signal is scheduled for 1450, Friday, June 17, 2016.

10. COURSE

The course will be from the Start to the finish off St. David's Lighthouse, Bermuda, leaving the Islands of Bermuda to starboard, as defined more specifically in the Sailing Instructions.

11. SAILING INSTRUCTIONS

Sailing Instructions will be distributed before the Captains' Meeting.

12. COMMUNICATIONS

12.1 The Sailing Instructions will require yachts to do the following:

- a. mount an automatic transponder (supplied by the OA) properly, and make scheduled reports to the race committee upon notice of the transponder's failure;
- b. use their best efforts to monitor AIS for AIS-SART or similar distress signals at all times, and enable the transmitting mode of their AIS at certain times, including within 5 NM of the finish;
- c. call the race committee's voicemail via satellite before starting, and be capable of receiving voice calls via satellite telephone while racing; and
- d. monitor VHF Ch. 16 at all times and Ch. 72 near the start and finish.

12.2 The race committee may make announcements to the fleet via VHF Ch. 72 (near the start and finish), a low-bandwidth accessible website, plain text email, and/or a voicemail system.

12.3 Absent an emergency, a position received from an automatic transponder beyond 50 nautical miles from St. David's Lighthouse will not be disclosed until the position is at least four hours old.

13. PENALTY SYSTEM

13.1 An International Jury will be constituted in accordance with RRS Appendix N. See NoR 2.6(c).

13.2 Breaches of NoR 2.3 (Safety Requirements); NoR 14 (Registration); certain communications rules contained in the Sailing Instructions (e.g., transponders and AIS use); RRS 48.2, IRPCAS 10 (traffic separation); and RRS 55 (trash disposal) will not be grounds for protests by yachts.

14. REGISTRATION

14.1 Each Captain, or a crew member bearing the Captain's written authorization, shall report to Race Headquarters in Newport for Registration between 1200, Sunday, June 12,

2016 and 1600, **Wednesday, June 15, 2016 (“Registration Deadline”)**. At that time, Captains will be required to correct any entry deficiencies, pay any outstanding fees, receive a supplied transponder, and attest to reading, understanding, and accepting this NoR and the Inspection documents. Neither the OA nor the race committee shall register any yacht with an incomplete Entry or Inspection.

- 14.2 The **Captains’ Meeting** will be at **1700, Thursday, June 16, 2016** at Jane Pickens Theater in Newport. Tickets distributed to each yacht at Registration will be required for admission.
- 14.3 The Sailing Instructions will require Captains to appear at Race Headquarters at the Royal Bermuda Yacht Club after finishing to comply with Bermuda Customs and Immigration, file a Certificate of Compliance, and be inspected.

Note: Bermuda has separate agencies to handle immigration and customs, each with their own procedures. Captains and crew should pre-clear Bermuda Immigration at Race Headquarters in Newport to avoid delays doing so upon arrival in Bermuda. In any event, Captains must clear their yacht with H.M. Customs Bermuda, as required by law. H.M. Customs Bermuda officers will be available at Race Headquarters in Newport and Bermuda.

15. **RESPONSIBILITY, LIABILITY, AND MEDIA**

- 15.1 All Captains are solely responsible for the structural integrity of their yachts, and the yacht’s and crew’s fitness to undertake a safe ocean voyage. The rules do not address every precept of safe navigation, prudent seamanship, sportsmanship, and amateur/professional yachting, the importance of which cannot be understated even if a protest is not cognizable.
- 15.2 All Captains are under a continuing obligation to ensure their yacht and crew comply with the rules before the Start, during the race, in Bermuda, and after Prize Giving, including, but not limited to, correcting errors made during the Entry, Measurement, Inspection, or Registration processes, lest they jeopardize their entry, future invitations, or face protest.
- 15.3 Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The BROCC, CCA, RBYC, NYCC, race sponsors, affiliated companies, and their employees bear no responsibility for accidents, damage, or injuries to yachts or their crew arising from any cause during the race or related activities, including their negligence. The Captain’s responsibility is as set out herein, in the Safety Requirements, and on the entry forms, including the Captain’s Waiver.
- 15.4 **Media and Commercial Rights.** Competitors shall acknowledge during online registration (NoR 5.3) that the OA owns all media and commercial rights to the race. Competitors will further grant the OA the unrestricted and perpetual right to use and publish any biographical information, text, and images arising in connection with the race. The OA will exercise these rights in its sole discretion or as it may agree with the race’s sponsors. Newport Bermuda Race; The Cruising Club of America; Royal

Bermuda Yacht Club; club burgees; the lighthouse race logos; certain other logos and marks are trademarks or registered trademarks of RBYC and the CCA in the United States and other countries. All Rights Reserved. **Use of the foregoing and in particular the lighthouse race logo with crossed burgees is prohibited without written permission from the pertinent club.**

16. SCHEDULE

The OA will maintain a race and social schedule on the race website, including:

January 12	OA begins receiving Applications for Entry
1700, April 1	Deadline to submit an Application for Entry
1700, May 4	Deadline to request measurement (NoR 6.1(a))
1700, May 16	Entry Deadline (online forms, fees, and Captain’s Waiver)
1700, May 26	Measurements Deadline
1700, June 3	Crew Deadline (crew registration and waivers)
1700, June 3	Inspections Deadline
June 12-15	Newport Headquarters Open for Registration
1600 , June 15	Registration Deadline
1700, June 16	Captains’ Meeting
1450, June 17	First Signal (as scheduled)
June 19-24	Bermuda Headquarters Open for Check-In
1800, June 25	Prize Giving

17. SCORING

Corrected times will be calculated using ORR’s Performance Curve Scoring for the Bermuda Course with a distance of 635 nautical miles.

18. PRIZES

- 18.1 The interpretation of the terms of award for all trophies and prizes will be made by the OA, whose decision is final.
- 18.2 Prize Giving will be on Saturday, June 25, 2016. Attendance is by invitation only and subject to a “jacket and tie” dress code.
- 18.3 **Corrected Time Class Prizes.** The OA will present class prizes for up to the first four places on corrected time in each class depending upon the number of yachts entered in the class.
- 18.4 **Corrected Time Division Prizes.** The OA will present the following prizes for best corrected time in these divisions:
 - a. St. David’s Lighthouse DivisionSt. David’s Lighthouse Trophy
 - b. Gibbs Hill Lighthouse DivisionGibbs Hill Lighthouse Trophy

- c. Cruiser Division Carleton Mitchell *Finisterre* Trophy
- d. Double-Handed Division.....Phillip S. Weld and *Moxie* Prizes
- e. Open Division.....Royal Mail Cup

18.5 **Elapsed Time Prizes.** The OA will present prizes to the yacht with the best elapsed time in these divisions:

- a. St. David’s & Gibbs Hill Divs. combined The Corp. of Hamilton Trophy
- b. Cruiser DivisionThe Herbert L. Stone Memorial Trophy
- c. Open Division..... First to Finish Prize

18.6 Additional prizes will be offered and awarded as detailed in the final Prize List published by the OA and available on the race website before the first start.

18.7 The race is a major part of the Onion Patch Series, the Stamford Yacht Club’s Northern Ocean Racing Trophy, the Double-Handed Ocean Racing Trophy, and the Offshore Racing Association’s East Coast Championship. See the race website and Prize List for a complete list of cooperating races and corresponding trophies.

19. RACE RECORDS

There are two elapsed time race records:

- 19.1 Yachts in the St. David’s Lighthouse Division and the Gibbs Hill Lighthouse Division will compete for the traditional, best elapsed time record, which is subject to RRS 51 (movable ballast) and 52 (manual power).
- 19.2 Yachts in all divisions will compete for the modern, best elapsed time record, which is not subject to RRS 51 or 52.

20. FOR MORE INFORMATION**BERMUDA RACE ORGANIZING COMMITTEE**www.bermudarace.com**General inquiries, comments, etc.:**info@bermudarace.com**Entry questions, issues:**entry@bermudarace.com**Race Chairman:** A. J. Evanschairman@bermudarace.com**Participation:** Dick Hollidayparticipation@bermudarace.com**Maxi/Super Yachts:** John Winderopen@bermudarace.com**Qualifications:** Hank Halsted/Colin Couperqualifications@bermudarace.com**Safety Officer:** Ron Trossbachsafety@bermudarace.com**Chief Inspector:** James Phyfeinspections@bermudarace.com**Media:** John Rousmanieremedia@bermudarace.com**Webmaster:** Rush Hambletonwebmaster@bermudarace.com

Please visit the race website for a complete list of BROCC members.

Race HeadquartersJune 11-17

c/o New York Yacht Club
5 Halidon Avenue
Newport, RI 02840-3815
(401) 537-9156 Voicemail
(401) 537-9157 Fax

June 17-26

c/o Royal Bermuda Yacht Club
15 Point Pleasant Road
Hamilton HM DX, Bermuda
(441) 294-6706 Telephone
(441) 295-6361 Fax

Dated: June 16, 2016

ADDENDUM A: SPIRIT OF TRADITION DIVISION EXCEPTIONS

- A1. This Addendum applies to the Spirit of Tradition Division (“SOT”). All other sections of the NoR shall be read to conform with this addendum as closely as possible, except where they conflict with this addendum, which shall take precedence. The paragraphs that follow are enumerated in an incomplete sequence to correspond with the NoR paragraph to which each applies.
- A2.2 The International Super Yacht Rule (“ISYR”) shall apply. All references to ORR and ORR-related rules and procedures shall be read as ISYR and its equivalent rules and procedures.
- A2.3 A SOT yacht’s compliance with World Sailing OSR Category 1 (with satellite phone) or the safety rules and regulations that apply to the yacht by virtue of her flag or Classification Society are an acceptable alternative to the Safety Requirements where such rules conflict.
- A2.6(d) Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the SOT. This modifies RRS 52. Yachts shall comply with RRS 51, except RRS 51 and 52 will be modified to allow the moving of declared water ballast only, including by non-manual power means.
- A2.7 Attention is drawn to NoR 2.7, above, which shall apply.
- A6.1 For NoR 6.1, replace “US Sailing” and “Offshore Racing Association” with “ISYR Management Team.”
- a. Replace “Offshore@ussailing.org” with “ora.rating.services@gmail.com.”
 - e. Sails other than those permitted by ISYR may be aboard provided they are stowed separately and marked clearly: “Not for Racing.”
- A9. Add: “The first signal for each SOT class will be at a time to be determined in the interests of safety, subject to the reasonable limits of the race committee’s logistics. The starting sequence will permit a staggered start, which will be defined in the Sailing Instructions.”
- A12.1(b) SOT yachts will be required to enable the transmitting mode of their AIS at all times.
- A17. Delete NoR 17 and replace with: “Corrected times will be calculated using ISYR’s Constructed Course Scoring based on ORR’s Bermuda Course with a course distance to be defined in the Sailing Instructions.”