



SAILING INSTRUCTIONS

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1. RULES

The race will be governed by the following:

- 1.1 The rules, as defined in *The Racing Rules of Sailing for 2013-2016* ("RRS"), including the US Sailing prescriptions thereto;
- 1.2 The current Offshore Racing Rule ("ORR");
- 1.3 The current Newport Bermuda Race Safety Requirements ("Safety Requirements" or "NBRSR"), a copy of which is available on the race website;
- 1.4 The current Notice of Race ("NoR"), including Addendum A thereto for the Spirit of Tradition Division only, a copy of which is available on the race website; and
- 1.5 These Sailing Instructions ("SI"), including any changes to the rules that appear herein, including but not limited to the following:
 - a. Between the times of local sunset and sunrise, RRS Part 2 (WHEN BOATS MEET) is replaced with Part B (Steering and Sailing Rules) of the *International Regulations for Preventing Collisions at Sea* ("IRPCAS"), a copy of which is available on the race website;
 - b. RRS 41, OUTSIDE HELP, which applies while racing, is 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, is 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);
 - d. RRS 78.3 is deleted and replaced with: "When an equipment inspector or a measurer for an event decides that a yacht or personal equipment does not comply with the class rules or SI 1.3 (Safety Requirements), he shall report the matter in writing to the race committee." This changes RRS 78.3.
- 1.6 The International Jury, which mandated NoR 2.6(a) and SI 1.5(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 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.

- 1.7 Succeeding rules in the foregoing list shall take precedence where there is a conflict, except that the appendices hereto shall not supersede any other rule. (For example, the SI, except its Appendix B, prevail over the NoR where there is a conflict, if any.) This changes RRS 63.7.

- 1.8 The “current” version of any rule listed herein shall be as of June 16, 2016.

2. NOTICES TO COMPETITORS

The Race Committee will post Notices to Competitors on the Official Notice Boards, which will be located at Race Headquarters in Newport at New York Yacht Club Harbour Court (“Harbour Court”) and in Bermuda at Royal Bermuda Yacht Club (“RBYC”). The Race Committee will also endeavor to copy such notices on the race website. See NoR 20.

3. CHANGES TO SAILING INSTRUCTIONS

The Race Committee will post any changes to the Sailing Instructions on the Official Notice Board at Harbour Court before 0900 on the day of the Start and on the race website (www.bermudarace.com) as soon as possible.

4. SIGNALS ASHORE & STARTING AREA

- 4.1 Signals made ashore will be displayed at Harbour Court’s flagpole beginning at 1100 on the day of the Start. The Race Committee may accompany signals ashore with announcements on VHF Ch. 72.
- 4.2 Flag A indicates the Start will be at starting area ALPHA near Castle Hill.
- 4.3 Flag B indicates the Start will be at starting area BRAVO near “Brenton Point Lighted Whistle Buoy 2” Q R (near 41° 25.9’ N — 071° 21.8’ W).
- 4.4 When the Answering Pennant (AP) is displayed ashore, the “one minute” in Race Signal AP is replaced with “not less than two hours.” This changes Race Signal AP.
- 4.5 AP over B indicates: (1) the Start will be on Saturday, June 18, 2016, at starting area BRAVO; and (2) an amendment to the Sailing Instructions that indicates the schedule for the first signal is posted ashore on the Official Notice Board at Harbour Court.

5. CLASS & SAIL IDENTIFICATION

- 5.1 Scratch Sheets indicating class assignments, class flag designations, and the order in which classes are scheduled to start will be available at the Captains’ Meeting and on the race website.
- 5.2 Yachts shall display the numeral pennant(s) (size Zero or larger) corresponding to their class between six and twenty feet above the deck before checking in under SI 6.3 and until at least sunset on the day of the Start. The use of the first repeater is permitted, as appropriate. Note: lifelines and their stanchions are not acceptable hoists.
- 5.3 Yachts shall display sail numbers and letters of the size carried on the mainsail by an alternative means when none of the numbered sails is set. See NBR SR 3.21.

6. MANDATORY PRE-RACE SAFETY MEETING & CHECK-IN

- 6.1 Offshore sailing presents serious risks. Yachts shall conduct a pre-race safety meeting on the day of the Start, before their warning signal, and with all hands in attendance. At that meeting:
- a. the Captain shall discuss appropriate safety topics, including but not limited to SI 9.2, which concerns the use of safety harnesses and life jackets;
 - b. the Navigator shall describe the method of recording the approximate position of a MOB, and the procedures for transmitting and receiving emergency DSC VHF calls; and
 - c. everyone aboard the yacht shall don lifejackets, safety harnesses with crotch/thigh straps, and tethers, and then mark and stow the gear where they will have individual access to it while underway.

The yacht's afterguard shall certify compliance with SI 6.1 on the Certificate of Compliance. See SI 13. Note: This meeting is also a good opportunity to discuss SI 9.4 and RRS 55 (trash).

- 6.2 Each yacht should use her satellite telephone to call the Race Committee's Voicemail on +1 (401) 849-3129 and announce her name and sail number. This may be done at any time before the yacht's warning signal.
- 6.3 Before their warning signal, yachts shall pass single-file within 200 feet astern of the Check-in Vessel, and announce their name and sail number on VHF Ch. 06. Yachts shall not attempt to check-in via VHF Ch. 72. The Check-In Vessel (a Downeast-style Hinckley motor yacht) will be on station near the north end of Fort Adams beginning approximately two hours before the first scheduled signal. The Check-In Vessel will display a yellow race committee flag and a CCA burgee (white with blue wave).

7. THE START

- 7.1 The Race Committee will make the first signal afloat on Friday, June 17, 2016, at 1450.
- 7.2 The Race Committee will conduct starts in accordance with RRS 26, with the warning signal made ten minutes before the starting signal.
- 7.3 The Race Committee intends to display the warning signal for each succeeding class with the starting signal of the preceding class.

Example sequence for the first scheduled start and second warning signal:

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>	<i>Time for first scheduled start</i>
10	Class flag	One	Warning signal	1450
4	P, I, Z, etc.	One	Preparatory signal	1456
1	Preparatory flag removed	One long	One minute	1459
0	Class flag removed	} One	Starting signal (and warning signal for next class)	1500
10	Next class flag			

7.4 The starting line will be between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of a yellow inflatable buoy at the port end.

7.5 Yachts whose warning signal has not been made shall keep clear (outside) of the starting area outlined by orange inflatable buoys, as generally illustrated in Appendix B hereto. The Race Committee may also establish a "Press Alley" for the exclusive use of boats displaying a Press flag. The Press Alley will be delineated by green inflatable buoys and run approximately parallel to the starting area boundary nearest the starboard end of the starting line. Yachts should not enter the Press Alley before their warning signal.

8. THE COURSE

8.1 The course for all divisions will be from the starting line (SI 7.4) off Newport to the finishing line (SI 12.1) off St. David's Head, leaving the Islands of Bermuda to starboard and the following aids to navigation as designated (positions approximate):

- Red Bell "6" near Butterball Rock (41° 27.4' N — 071° 21.9' W) to port;
- Red Gong "4" near Brenton Reef (41° 26.6' N — 071° 21.8' W) to port;
- Red Bell "2A" near Seal Ledge (41° 26.0' N — 071° 20.8' W) to port;
- North Rock Beacon (32° 28.5' N — 064° 46.1' W) to starboard;
- North East Breaker Beacon (32° 28.7' N — 064° 41.0' W) to starboard;
- Kitchen Shoals Beacon (32° 26.1' N — 064° 37.6' W) to starboard; and
- Mills Breaker Buoy (32° 23.9' N — 064° 36.9' W) to starboard.

8.2 **CAUTION:** North Rock Beacon, North East Breaker Beacon, and Kitchen Shoals Beacon are fixed light towers with foundations built on dangerous reefs, and should only be approached with extreme caution.

9. SEAMANSHIP

- 9.1 RRS 1.1, Helping Those in Danger, shall be of paramount importance.
- 9.2 Everyone on deck shall wear a safety harness and lifejacket:
- a. between sunset and sunrise;
 - b. when the mainsail is reefed or being reefed;
 - c. when visibility is less than one nautical mile;
 - d. when the true wind speed is 25 knots or greater; and/or
 - e. when otherwise required by the Captain.
- 9.3 Yachts should retrieve floatable equipment, especially life-saving equipment, lost overboard. If recovery is not made, yachts shall report the loss of floatable equipment to the Race Committee by any method listed under SI 11.1, and shall broadcast a security announcement on VHF Ch. 16 indicating the position of such loss.
- 9.4 The Newport Bermuda Race is a Clean Regatta in cooperation with Sailors for the Sea. Every sailor should adopt and promote the "leave-no-trace" approach described in "Dealing With Trash During the Bermuda Race," which is available on the race website. See RRS 55.

10. MOVABLE BALLAST and MANUAL POWER

- 10.1 RRS 51 (Movable Ballast) and RRS 52 (Manual Power) shall apply in the St. David's Lighthouse Division and the Gibbs Hill Lighthouse Division without exception.
- 10.2 In other divisions, RRS 51 (Movable Ballast) and RRS 52 (Manual Power) are modified as follows:
- a. Cruiser Division: Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted in the Cruiser Division. This modifies RRS 52.
 - b. Double-Handed Division:
 - i. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted in the Double-Handed Division. This modifies RRS 52.
 - ii. Double-Handed Division yachts shall comply with RRS 51, except RRS 51 and 52 are modified to permit the moving of declared water ballast only, including by non-manual power means.
 - c. Open Division:
 - i. Power-driven winches and furlers are permitted. This modifies RRS 52.

- ii. Open Division yachts shall comply with RRS 51, except that RRS 51 and 52 are modified to permit the moving of declared water ballast and cant keels only, including by non-manual power means.
- iii. Yachts entered in the St. David's Lighthouse Division or the Gibbs Hill Lighthouse Division in addition to the Open Division shall comply with RRS 51 and 52 without exception.
- d. Spirit of Tradition Division:
 - i. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted in the Spirit of Tradition Division. This modifies RRS 52.
 - ii. Spirit of Tradition Division yachts shall comply with RRS 51, except RRS 51 and RRS 52 are modified to permit the moving of declared water ballast only, including by non-manual power means.

11. COMMUNICATIONS

- 11.1 Except as otherwise provided, yachts at sea may hail the Race Committee on:

VHF: Ch. 72 (near the Start and Finish only)

Telephone: +1 (401) 608-1118

Email: fco@bermudarace.com

Voicemail: +1 (401) 849-3129 (to listen to general announcements only)

- 11.2 The Race Committee will monitor VHF Ch. 72 near the Start and Finish, and may broadcast information to the fleet, including names and/or sail numbers of yachts recalled. The Race Committee may also broadcast twice-daily general announcements and daily Commanders' Weather rhumb line forecasts to the fleet via: plain text email (using the offshore email addresses provided during Registration), the Voicemail listed above, and on the Offshore Notice Board (www.bermudaraceAdmin.com/notices.txt) at approximately 0800 and 1800 daily. Failure of such broadcasts to be given or received, or the order in which OCS calls are broadcast, shall not be grounds for redress, except when such request for redress is initiated by the Race Committee or International Jury. This changes RRS 62.1.
- 11.3 **Continuous Radio Watch.** Yachts shall maintain a continuous watch on VHF Ch. 16 and VHF Ch. 72 from 1100 on the day of the Start until mooring in a port, except that Ch. 72 may be turned off between Brenton Reef R "2" and Kitchen Shoals. The Race Committee recommends that yachts maintain this watch on a VHF radio that complies with NBR SR 3.8.1.
- 11.4 **Satellite Phone Watch.** Yachts shall be ready to receive telephone calls via a satellite telephone installed in accordance with NBR SR 3.11, except while making occasional brief data connections.

11.5 Position Reporting

- a. Each yacht shall provide a periodic report of her position by means of an automatic transponder (supplied by the OA) until mooring in a port.
- b. If a yacht believes or is notified that her transponder is not functioning properly, she shall email her daily Noon position to the Race Committee (fco@bermudarace.com) by 1600 each day until mooring in a port. Yachts without email capability may call the Race Committee on +1 (401) 608-1118. The Race Committee may ask for additional position reports at regular intervals, and may relieve the yacht of her reporting duty under this paragraph. Any yacht failing to report her position according to this paragraph shall provide an explanation with her Certificate of Compliance. Any penalties for breaches of this paragraph shall be at least ten minutes of elapsed time for each breach.
- c. Positions received from automatic transponders will be updated every thirty minutes, by approximately 5 and 35 minutes past each hour. The positions of yachts located more than 50 NM from St. David's Lighthouse, although updated every thirty minutes, will be delayed by approximately four hours. The positions of yachts located within 50 NM of St. David's Lighthouse will not be delayed. Position reports may be found on the race website and via a low-bandwidth accessible webpage located at <http://yb.tl/links/nb2016>. The Race Committee may post positions reported under SI 11.5(b) on the Offshore Notice Board.

11.6 Automatic Identification System ("AIS")

- a. Yachts shall use their best efforts to monitor AIS for AIS-SART, MOB, and similar distress signals at all times. See RRS 1.1.
- b. Yachts shall enable the transmitting mode of their AIS when:
 - i. in limited visibility;
 - ii. requesting, or responding to a request for, help;
 - iii. sailing with fewer than four crew aboard;
 - iv. within 5 NM of the finishing line;
 - v. proceeding from the finishing line to a mooring;
 - vi. racing in the Spirit of Tradition Division; and/or
 - vii. at any time the Captain directs.

Note: The communications instructions in 11.3 and 11.6 above are particularly important near the Finish, including both before and after finishing when the Race Committee may hail yachts on VHF Ch. 72 for purposes of identification, inspections, or other instructions. Meanwhile, Bermuda Radio and commercial vessels may hail yachts on VHF Ch. 16. Additional communications-related requirements appear at SI 6, 9.3, and 12. The Race Committee will distribute supplemental communications information, including emergency contacts, telephone numbers, and email addresses at the Captains' Meeting.

12. THE FINISH

12.1 The finishing line is the intersection of the green and red sectors of St. David's Lighthouse (the "Light") at 276° True, between the unmarked port end at 1.2 NM from the Light and the unmarked starboard end at 0.8 NM from the Light. Note: the Light will bear **291° Magnetic** upon finishing.

12.2 A black metal buoy with a white flashing light may be near the port (offshore) end of the line and transmitting MMSI 310666000 ("Ocean Race Fin E") on AIS. A green metal buoy with a green flashing light may be near the starboard (near-shore) end of the line and transmitting MMSI 310667000 ("Ocean Race Fin W") on AIS. Note: RRS 34 and the US Sailing Prescription to RRS 34 do not apply to these buoys, as they are neither marks nor finishing marks.

12.3 Approaching the Finishing Line

- a. When approximately five nautical miles from the finishing line (or near Kitchen Shoals Beacon), each yacht shall:
 - i. enable the transmitting mode of her AIS;
 - ii. hail the Race Committee on VHF Ch. 72 (identifying herself by name and sail number); and
 - iii. stand by VHF Ch. 72.
- b. Yachts approaching the finishing line in darkness shall illuminate their shoreward sail number for 15 seconds when approximately five minutes and two minutes from the finishing line. They shall also be prepared to further identify themselves on VHF Ch. 72.
- c. CAUTION: The near-shore end of the finishing line is located near a dangerous reef. Yachts shall not pass between the starboard (near-shore) end of the finishing line or the green buoy described in SI 12.2 and the shore at any time.

12.4 Finishing

- a. Yachts shall cross the finishing line completely, and should sail several boat lengths beyond the line to be certain they have done so. This changes RRS 28.1.
- b. Yachts finishing in darkness shall illuminate their shoreward sail numbers while finishing.
- c. Each yacht shall record the date and time (hh:mm:ss EDT) of her own finish on her Certificate of Compliance. She should also note the names and sail numbers of the yachts finishing immediately before and after her, if any and if practicable.
- d. The Race Committee may use the automatic transponder data, AIS, and/or Certificates of Compliance to supplement their finishing line observations.

12.5 **After Finishing**, each yacht shall:

- a. not re-cross the finishing line;
- b. keep clear of the finishing line and all yachts approaching it;
- c. not pass between the finishing line and the shore;
- d. communicate her name, sail number, and finishing time to the Race Committee on VHF Ch. 72 within two minutes after finishing; and
- e. upon satisfying 12.5(d), hail "Bermuda Radio" on VHF Ch. 16 for registration in Bermuda waters. Thereafter, she shall stand by on VHF Channels 16 and 72 until mooring.

12.6 The Race Committee may broadcast finishing line observations on VHF Ch. 72. The failure of such Race Committee broadcasts to be given or received, and/or the timing of such broadcasts, shall not be grounds for redress, except when such request for redress is initiated by the Race Committee or International Jury. This changes RRS 62.1. Yachts should not request confirmation of their finishing times by VHF.

12.7 The Race Committee will not be stationed at the finishing line after Noon ADT on Friday, June 24, 2016. If leaving station earlier, the Race Committee will attempt to notify all yachts still not finished.

13. **BERMUDA CHECK-IN & CERTIFICATE OF COMPLIANCE**

13.1 Yachts shall remain in Bermuda waters until cleared by H.M. Customs Bermuda (in Hamilton) and the race's Chief Inspector. The Race Committee may interpret a yacht's premature departure, particularly before she has been inspected, to mean that she has retired.

13.2 **Bermuda Check-In.** Each Captain shall report to the RBYC Trophy Lounge promptly after mooring in Hamilton Harbour or Hamilton Inner Harbour, but in any case, not later than 18 hours after finishing (unless filing a protest or request for redress; see SI 13.3) and be prepared to present the following:

- a. H.M. Customs Bermuda forms;
- b. Passports and immigration documents for everyone aboard the yacht;
- c. Bermuda Declaration of Health;
- d. Outbound travel documents (e.g., e-ticket) or ship-transfer letters for non-residents not leaving Bermuda aboard the yacht on which they arrived;
- e. Bermuda Department of Tourism Survey;
- f. On Board Training Certificate;
- g. OA supplied transponder in good working order;
- h. Fully executed Certificate of Compliance; and

- i. Protest(s) and request(s) for redress, if any.
- 13.3 Yachts filing protests or requests for redress shall report to the RBYC Trophy Lounge within four hours of finishing, or by 0800 ADT if she finishes between 1700 and 0400 ADT, and file such protests and requests for redress at that time.

14. PENALTY SYSTEM

See NoR 8, NoR 12, and SI 1.5(c).

15. PROTESTS & REQUESTS FOR REDRESS

- 15.1 Protests and requests for redress by a yacht shall be filed with her Certificate of Compliance at the time of her Bermuda Check-In. See SI 13.3 (early deadline).
- 15.2 RRS 66 is deleted and replaced with:

66 REOPENING A HEARING

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision, however, after 1700 ADT Thursday, June 23, 2016, a request for redress based on a protest committee decision shall be delivered not later than two hours after the decision was posted. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

- 15.3 Notices of protests by the Race Committee or International Jury will be posted on the Official Notice Board located at RBYC to inform yachts under RRS 61.1(b).
- 15.4 Breaches of: NoR 2.4 (Safety Requirements), 14; SI 1.3, 5, 6, 7.5, 9.2–9.4, 11, 12.3(a)–(b), 12.4(b)–(d), 12.5(d)–(e), 12.6, and 13; RRS 48.2, IRPCAS 10 (traffic separation schemes); and/or RRS 55 (trash disposal) will not be grounds for protest by a yacht. NoR 2.4 and SI 1.3 (Safety Requirements) may, however, form the basis of a report or protest under Rules 2 and/or 69. This changes RRS 60.1(a). The scoring abbreviation for a discretionary penalty imposed under this section will be DPI.
- 15.5 The inspectors and measurers are members of the Race Committee and have been delegated the responsibility of filing protests and representing the Race Committee in hearings regarding breaches of inspection and measurement rules.

16. SCORING

- 16.1 The race will be scored in accordance with NoR 17.
- 16.2 The Double Handed Division will be scored using “Shorthanded” (a.k.a. “Double Handed”) ORR Certificates.
- 16.3 When a yacht is penalized by having her elapsed time adjusted, her class and fleet positions will be determined according to the adjusted times after correction.

- 16.4 The Race Committee or International Jury will conduct scoring inquiries following receipt of a yacht's written request by 0900 ADT, Saturday, June 25, 2016.

17. RETIRING

A yacht that retires shall: notify the Race Committee immediately and continue doing so every four hours until a response is received; strike her class flag(s); display her ensign; continue to make daily position reports pursuant to SI 11.5; and keep clear of the finishing line. After mooring in a port, the Captain of the yacht shall notify the Race Committee as soon as possible, and provide a written report of the retirement circumstances to the Race Committee not later than July 25, 2016. Yachts that fail to comply with this section may not receive invitations to participate in future Newport Bermuda Races.

18. INSPECTIONS

The Bermuda Race Organizing Committee, Race Committee, inspectors, and/or measurers will conduct inspections in accordance with NoR 6.2. See SI 15.5.

19. PRIZES

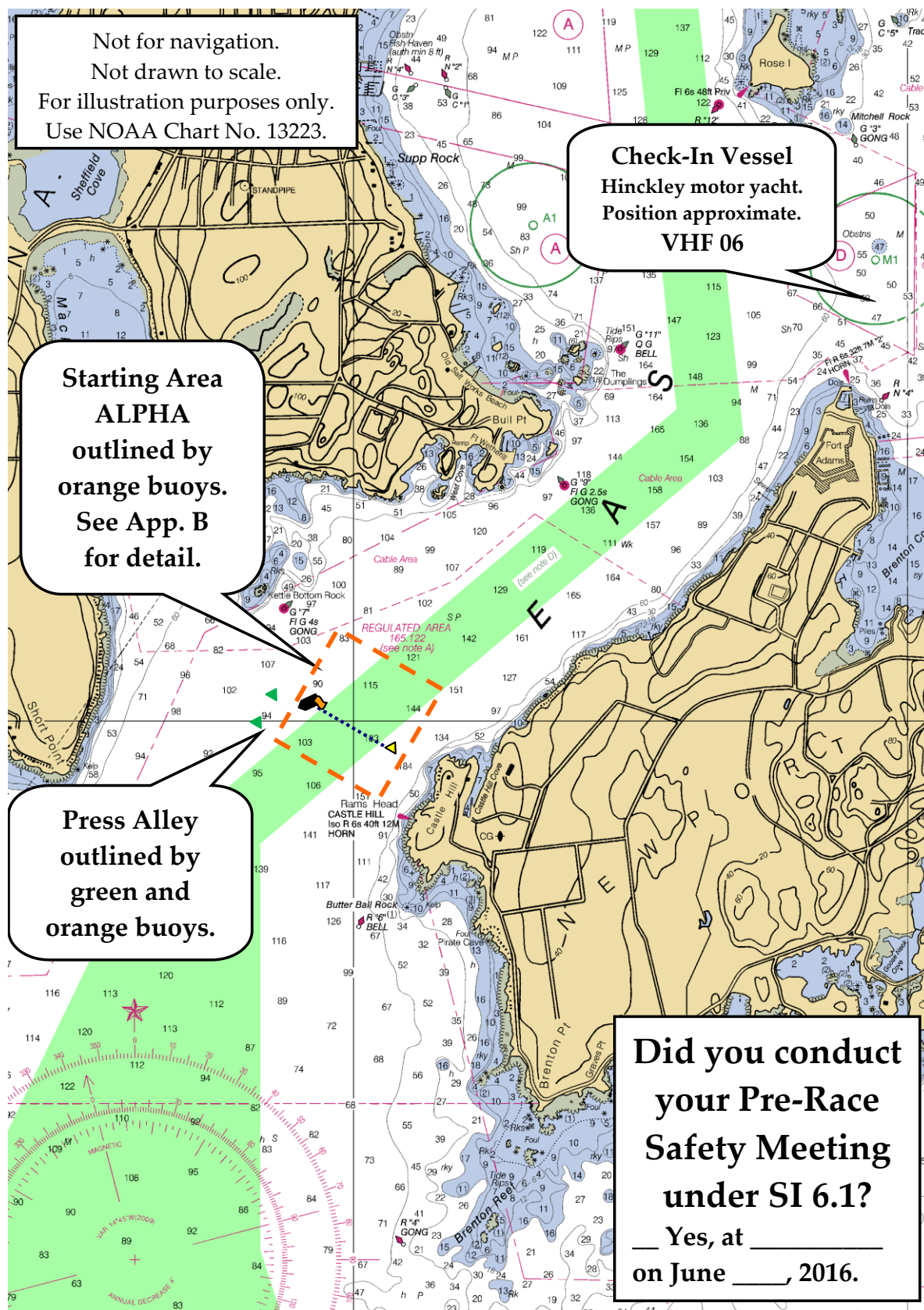
The Bermuda Race Organizing Committee will award prizes in accordance with NoR 18 and the final Prize Listing posted on the race website.

20. RESPONSIBILITY, LIABILITY, AND MEDIA

See NoR 15, Captain's Waiver, and Crew Waiver/Disclaimer on the entry system.

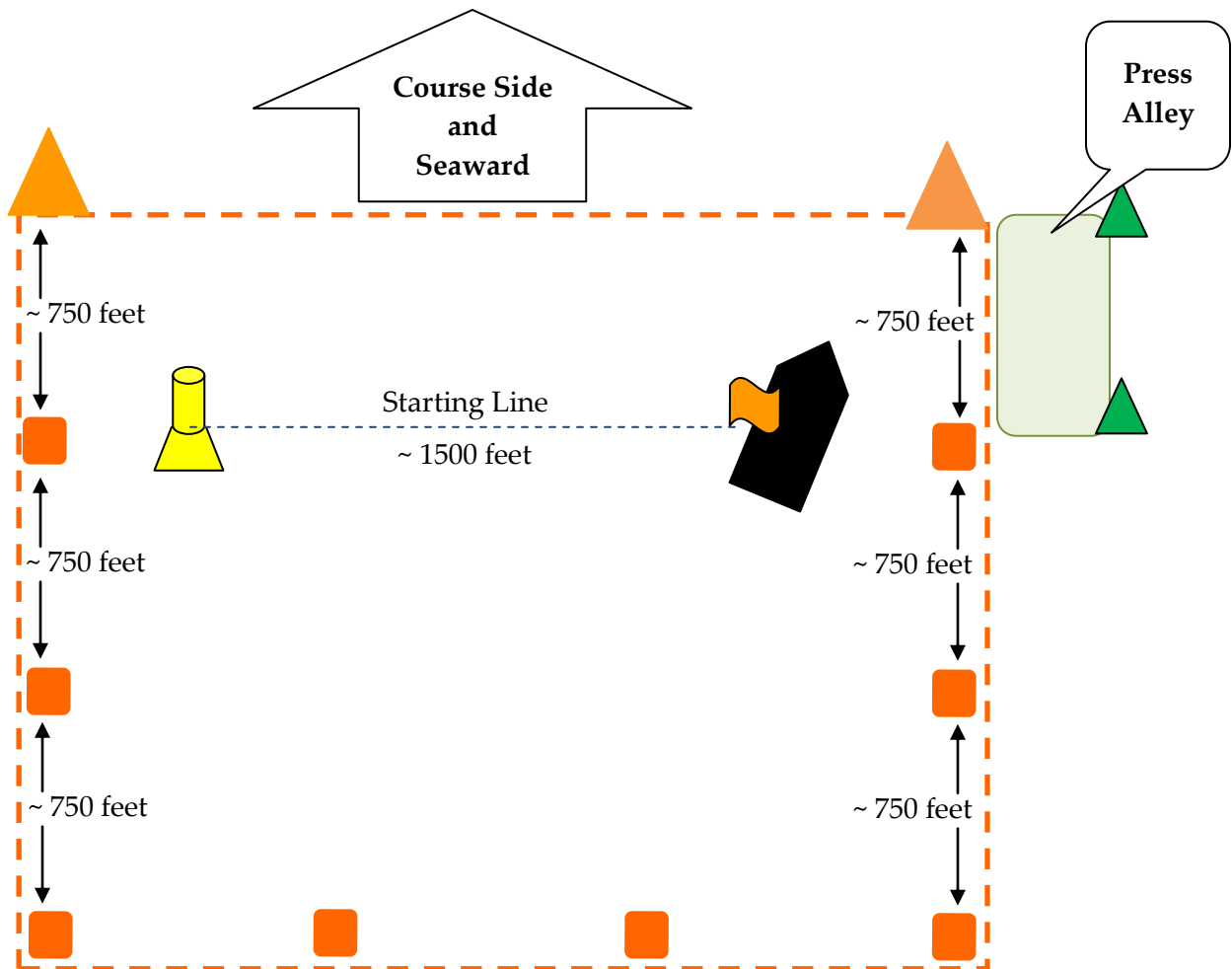
The warm hospitality of Bermuda merits reciprocal respect. All competitors are urged to abide by the laws, customs, and etiquette of both Bermuda and the RBYC. The RBYC highlights some of these in an information sheet that is available on the race website and at the Captains' Meeting. Take particular note of the strict laws concerning drugs, firearms, flare guns, customs, immigration, and motor vehicles. See RRS 69.

APPENDIX A – STARTING AREA ALPHA CHARTLET



APPENDIX B – STARTING AREA LAYOUT

See SI 1.7 and 7.5. This layout will be the same for starting area ALPHA and BRAVO. This graphic is for informational purposes and does not supersede any rule. Not drawn to scale.



Note: Appendix A is oriented north up and Appendix B is course side up.

The Bermuda Race Organizing Committee wishes to thank everyone who made the 2016 Newport Bermuda Race possible, including the following sponsors:

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