



SAILING INSTRUCTIONS

Revised June 8, 2018

BERMUDA RACE ORGANIZING COMMITTEE

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1. RULES

- 1.1 The race will be governed by the current *rules*, as defined in *The Racing Rules of Sailing* (the “RRS” or “racing rules”), including the U.S. Sailing prescriptions thereto, except as modified herein.
- 1.2 Racing rules 41, 44, 48.2, 51, 52, 60.1(a), 64.1(a), and Part 2 are changed as follows:
 - 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”).
 - b. RRS 41, OUTSIDE HELP, 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.”
 - 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 RRS 64.1(a). See Sailing Instructions (“SI”) 14.
 - d. RRS 51 and/or 52 is modified for certain divisions, as set forth in Notice of Race (“NoR”) 4.4-4.11.
 - e. RRS 48.2, IRPCAS 10 (traffic separation) will not be grounds for protests by boats unless there is also a report from a government agency or from a disinterested vessel which was using the Traffic Separation Scheme at the time of the incident. This changes RRS 60.1(a).
 - f. Breaches of the Safety Requirements (as defined in SI 1.6); Notice of Race (“NoR”) 13; SI 5, 6, 7.5, 9.2–9.4, 11, 12.3(a)–(b), 12.4(b)–(d), 12.5(c)–(d), 12.6, and 13; and/or RRS 55 (trash disposal) will not be grounds for protest by a boat. The Safety Requirements may, however, form the basis of a report or protest under Rules 2 and/or 69. This changes RRS 60.1(a).
- 1.3 The current Offshore Racing Rule (“ORR”) and the current Newport Bermuda Race Safety Requirements for Monohulls shall apply to monohull boats except those entered in the Superyacht division.
- 1.4 The current International Superyacht Rule (“ISYR”) and the current Newport Bermuda Race Safety Requirements for Monohulls shall apply to boats entered in the Superyacht Division. For this division only, a boat’s compliance with World Sailing OSR Category 1 (with satellite phone) or the safety rules and regulations that apply to the boat by virtue of her flag or Classification Society are an acceptable alternative to the Newport Bermuda Race Safety Requirements for Monohulls where such rules conflict.

- 1.5 The current Multihull Offshore Racing Rule (“ORR-MH”) and the current Newport Bermuda Race Safety Requirements for Multihulls shall apply to multihull boats.
- 1.6 The abbreviated terms “Safety Requirements” or “NBRSR” mean the safety equipment rules applicable to the boat by virtue of SI 1.3, 1.4 or 1.5.
- 1.7 Whenever a boat meets a Superyacht 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 RRS 31, while maneuvering promptly in a seamanlike way” —as defined in the RRS. 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 Superyacht 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.
- 1.8 The current version of any rule listed herein shall be as of 1000, June 15, 2018.

2. NOTICES TO COMPETITORS

The Race Committee will post Notices to Competitors on the Official Notice Board, which will be online at www.bermudarace.com (“the race website”). Rules documents will be posted on the Official Notice Board.

3. CHANGES TO SAILING INSTRUCTIONS

The Race Committee will post any changes to the Sailing Instructions on the Official Notice Board before 1000 on the day of the Start.

4. SIGNALS ASHORE & STARTING AREA

- 4.1 Signals made ashore will be displayed at New York Yacht Club Harbour Court’s flagpole beginning at 1000 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 16, 2018 or Sunday, June 17, 2018, at starting area BRAVO; and (2) an amendment to the Sailing Instructions that indicates the schedule for the first signal is posted online on the Official Notice Board.

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 Boats shall display the numeral pennant(s) (size Zero or larger) corresponding to their class between six and twenty feet above the weather 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. Lifelines and their stanchions are not acceptable hoists.

5.3 Boats 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.

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

6.1 Offshore sailing presents serious risks. Boats shall conduct their own pre-race safety meeting on the day of the Start. Such meeting shall be conducted before the boat's 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 boat 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 boat's afterguard shall certify compliance with SI 6.1 on the Certificate of Compliance. See SI 13.2(j). Note: This meeting is also a good opportunity to discuss SI 9.4 and RRS 55 (trash).

6.2 Each boat 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 prior to the boat's warning signal.

6.3 Before their warning signal, boats shall pass single-file within 200 feet astern of the Check-in Vessel ("*Meander*") and announce their name and sail number on VHF Ch. 06. *Meander* intends to acknowledge each boat's hail by VHF. Boats shall not attempt to check-in via VHF Ch. 72 or with the signal vessel at the starting line. *Meander* is a Hinckley Talaria 44 (a Downeast style motor yacht) with cream-colored decks and a claret red/maroon hull. *Meander* will be on station near the north end of Fort Adams beginning approximately two hours before the first scheduled signal. *Meander* will display a yellow race committee flag and a CCA burgee (white with blue wave, as depicted on the first page). (Note: the Check-in vessel will be approximately 2 NM from starting area ALPHA and approximately 4 NM from starting area BRAVO).

7. THE START

7.1 The first warning signal is scheduled for 1300 on Friday, June 15, 2018. If the first warning signal cannot be made by 1700 on Sunday, June 17, 2018, no warning signal will be made and the race will be cancelled.

- 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>Scheduled Time</i>
10	Class flag	One	Warning signal	1300
4	P, I, Z, etc.	One	Preparatory signal	1306
1	Preparatory flag removed	One long	One minute	1309
0	Class flag removed	} One	Starting signal (and warning signal for next class)	1310
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 Boats 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 intends to establish a "Press Alley" for the exclusive use of registered press boats displaying a Press flag. The Press Alley will be delineated by green inflatable buoys laid approximately parallel to the starting area boundary nearest the starboard end of the starting line. Boats shall 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° 22.0' 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 If Starting Area BRAVO is used, marks 8.1(a) through (c), above, may be disregarded except for the purposes of safe navigation.

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

- 8.3 Attention is drawn to the U.S. Coast Guard 1st District Local Notice to Mariners (“LNM”) for safe navigation. See LNM Section VII regarding seabed survey operations and a separate torpedo exercise area near the rhumb line. The Naval Undersea Warfare Center Division Newport (U.S. Navy) has advised the organizing authority that Naval Torpedo Exercise Area Three (bounded by 39 degrees 40 minutes North latitude, 39 degrees 15 minutes North latitude, 070 degrees 33 minutes West longitude, 070 degrees 05 minutes West longitude) will not be used for such exercises on June 15, 16, or 17, 2018. Accordingly, Area Three is not an obstruction on those days for this reason.
- 8.4 Attention is drawn to the Notices to Mariners and Local Navigation Warnings of Bermuda’s Department of Marine & Ports Services. For example, as of the revision date above, DGPS correction signals from the St. David’s station were reported unavailable until further notice; the Northeast Breaker Beacon RACON was reported inoperable; buoys #3, #5, #7, and #9 in the Narrows Channel were reported as repositioned in April; and the light on green buoy #104 in the Great Sound’s Dundonald Channel was reported as extinguished. See www.rccb Bermuda .bm for more information and for a schedule of broadcasts via VHF and MF.

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:
- between sunset and sunrise;
 - when the mainsail is reefed or being reefed;
 - when visibility is less than one nautical mile;
 - when the true wind speed is 25 knots or greater; and/or
 - when otherwise required by the Captain.
- 9.3 Boats should retrieve floatable equipment, especially life-saving equipment, lost overboard. If recovery is not made, boats 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. MEASUREMENT, CREW AND CLASSIFICATION

See sections 4, 5.3, 6, and 7 of the Notice of Race, which set forth rules concerning the minimum number of crew, the use of non-manual power, the use of movable ballast, restrictions on the use of certain sails, limitations on the participation of sailors who are not registered on SailGate as Group 1 classified sailors, and the exclusion of any competitor who is not properly registered on SailGate.

11. COMMUNICATIONS

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

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

Telephone: +1 (401) 608-1118 (primary) **or** +1 (401) 662-1375 (secondary)

E-mail: fco@bermudarace.com

Voicemail: +1 (401) 849-3129 (to listen to general announcements or leave a voicemail message for the Race Committee)

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 boats recalled. The Race Committee may also broadcast twice-daily general announcements and daily Commanders' Weather rhumb line forecasts to the fleet via: plain text e-mail (using the offshore e-mail 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.** Boats shall maintain a continuous watch on VHF Ch. 16 and VHF Ch. 72 from 1000 on the day of the Start until mooring in a port, except that Ch. 72 may be turned off between 41°20' N and Kitchen Shoals. The Race Committee recommends that boats maintain this watch on a radio that complies with NBR SR 3.8.1.

11.4 **AIS.** Boats shall use their best efforts to enable the transmitting mode of their AIS and monitor AIS for AIS-SART, MOB, and similar distress signals at all times. See RRS 1.1. 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.

11.5 **Satellite Phone Watch.** Boats 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.

11.6 Position Reporting

a. Each boat 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 boat believes or is notified that her transponder is not functioning properly, she shall e-mail her daily Noon position to the Race Committee (fco@bermudarace.com) by 1600 each day until mooring in a port. Boats without e-mail capability may call the Race Committee on +1 (401) 608-1118 or +1 (401) 662-1375. The Race Committee may ask for additional position reports at regular intervals, and may relieve the boat of her reporting duty under this paragraph. Any boat failing to report her position according to this paragraph shall provide an explanation with her Certificate of Compliance. The Race Committee may post positions reported per this paragraph on the Offshore Notice Board.
- c. Positions received from automatic transponders will be updated every thirty minutes, at approximately 5 and 35 minutes past each hour. See Appendix C hereto for information concerning access to automatic transponder data.

Note: The communications instructions in 11.3, 11.4 and 11.6 above are particularly important near the Finish, including both before and after finishing when the Race Committee may hail boats on VHF Ch. 72 for purposes of identification, inspections, or other instructions. Meanwhile, Bermuda Radio and commercial vessels may hail boats 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 e-mail 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 (bearing from seaward). The Light will bear **291° Magnetic** upon finishing. The port (offshore) end of the finishing line is 1.2 NM from the Light at 32° 21.713' N — 064° 37.687' W. The starboard (nearshore) end of finishing the line is 0.8 NM from the Light at 32° 21.752' N — 064° 38.162' W. Neither end will be marked.
- 12.2 A black metal buoy with a white flashing light *may be near* the port (offshore) end of the line. A green metal buoy with a green flashing light *may be near* the starboard (near-shore) end of the line. These buoys are not finishing marks and are likely not exactly on the finishing line, as they lay on their anchor chains differently depending on the wind, tide and sea state. It is recommended, however, that boats leave the black (offshore) buoy to port, if practicable. The buoys will not have AIS transponders. 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. See 12.3(c).
- 12.3 **Approaching the Finishing Line**
 - a. When approximately five nautical miles from the finishing line (or near Kitchen Shoals Beacon), each boat shall hail the Race Committee on VHF Ch. 72 (identifying herself by name and sail number); and stand by VHF Ch. 72.
 - b. Boats approaching the finishing line in darkness shall illuminate their shoreward sail number for 15 seconds when approximately five minutes and again when

approximately 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, non-navigable reef. Boats shall not pass between the starboard (near-shore) end of the finishing line or the green metal buoy described in SI 12.2 and the shore at any time.**

12.4 Finishing

- a. Boats shall cross the finishing line completely and should sail several boat lengths beyond the line and nearby buoys to be certain they have done so. This changes RRS 28.1.
- b. Boats finishing in darkness shall illuminate their shoreward sail numbers while finishing.
- c. Each boat 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 boats finishing immediately before and after her, if any and if practicable.
- d. The Race Committee may use automatic transponder data, AIS, and/or Certificates of Compliance to supplement its finishing line observations.

12.5 After Finishing

- a. Boats shall not re-cross the finishing line.
- b. Boats shall keep clear of the finishing line and all boats approaching it.
- c. Each boat shall communicate her name, sail number, and finishing time to the Race Committee on VHF Ch. 72 within two minutes after finishing. Times shall be stated in hours, minutes, and seconds EASTERN time, one digit at a time. For example, 02:33:17 would be stated: "Zero Two Three Three One Seven Eastern, over."
- d. Upon satisfying 12.5(c), each boat shall hail "Bermuda Radio" on VHF Ch. 16 for registration in Bermuda waters. Thereafter, each boat 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. Boats 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 22, 2018. If leaving station earlier, the Race Committee will attempt to notify all boats still not finished.

12.8 Boats mooring at the Royal Bermuda Yacht Club ("RBYC") should hail its dockmaster on VHF Ch. 74 for berthing instructions.

13. BERMUDA CHECK-IN & CERTIFICATE OF COMPLIANCE

- 13.1 Boats shall remain in Hamilton Harbour until cleared by H.M. Customs Bermuda and the race's Chief Inspector. The Race Committee and/or Technical Committee may interpret a boat's premature departure, especially before she has been inspected, to mean that she has retired.
- 13.2 **Check-In.** Each Captain shall report to the RBYC Trophy Lounge promptly after mooring in Hamilton Harbour, but in any case, not later than 18 hours after finishing (unless filing a protest or request for redress; see SI 13.4) and be prepared to present the following:
- a. H.M. Customs Bermuda Clearance form (one triplicate form in white/pink/yellow provided to each boat at Registration in Newport);
 - b. additional Crew and Passenger List(s) (one triplicate form in white/yellow/pink provided to each boat at Registration in Newport upon request if crew size is greater than eight persons);
 - c. Bermuda Declaration of Health (one double-sided page per boat, provided at Captains Meeting in Newport);
 - d. Customs Traveller Declaration Form for each person aboard (blue and white form, available at Bermuda Customs' pre-clearance in Newport);
 - e. Immigration Passenger Form for each person aboard, page 2 stamped by Bermuda Immigration (pink form, available at Bermuda Customs pre-clearance in Newport);
 - f. Outbound travel documents (e.g., printed e-ticket or ship-transfer letters for non-residents not leaving Bermuda aboard the boat on which they arrived);
 - g. Bermuda Tourism Survey (this form should be in the bag you received at Registration in Newport);
 - h. On Board Training Certificate (part of each boat's inspection package or downloadable from the Official Notice Board);
 - i. OA supplied transponder in good working order;
 - j. Certificate of Compliance (one pink page, provided in bag at Registration in Newport); and
 - k. Protest(s) and request(s) for redress, if any.

Note: Boats shall retain a paper copy of their Inspection Checklist until 48 hours after finishing.

- 13.3 Any person who did not pre-clear Bermuda Immigration in Newport must accompany their Captain to Check-In at RBYC with their passport, completed Immigration Passenger Form and Customs Traveller Declaration in hand.
- 13.4 Boats 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 7, NoR 12, and SI 1.2(c).

- 14.1 The International Jury may apply discretionary penalties (“DP”), up to and including a DSQ, for breaches of *rules* relating to the Notice of Race, Sailing Instructions, Newport Bermuda Race Safety Requirements and inspection requirements both pre- and post-race. In determining the DP, the Jury shall be guided by the Discretionary Penalty Policy (“DPP”) available on the race website.
- 14.2 Penalties for a range of infractions with the corresponding base bands are listed in table form in the DPP. For infractions not specifically included in the tables, the Jury will refer to DPP 1.5-1.7 to determine the appropriate DP band.
- 14.3 Penalties are divided into five bands with the midpoint being the normal “base penalty”:
- a. **Band 1** – 0-4% (midpoint 2%)
 - b. **Band 2** – 4-6% (midpoint 5%)
 - c. **Band 3** – 6-24% (midpoint 15%)
 - d. **Band 4** – 24-46% (midpoint 35%)
 - e. **Band 5** – DSQ
- 14.4 To calculate and apply the penalty:
- a. Percentage penalties are a percentage of and are added to a boat’s corrected time.
 - b. Percentage penalties are calculated to the nearest second of corrected time.
 - c. The DP may not make a boat’s score worse than retirement or disqualification.
 - d. The penalty must exceed any possible gain.
- 14.5 The scoring abbreviation for a discretionary penalty imposed will be DPI.

15. PROTESTS & REQUESTS FOR REDRESS

- 15.1 Protests and requests for redress by a boat shall be filed with her Certificate of Compliance at the time of her Bermuda Check-In. This includes protests by boats under NoR 7.6. See SI 13.4 (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 21, 2018, 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, Technical Committee or International Jury will be posted on the Jury's Notice Board located at RBYC to inform boats under RRS 61.1(b).

15.4 The Technical Committee includes the inspectors for purposes of RRS 60.4.

16. SCORING

16.1 The race will be scored in accordance with NoR 16.

16.2 The course distance for all divisions is 635 nautical miles.

16.3 When a boat is penalized by having her elapsed or corrected 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 boat's written request by 0900 ADT, Saturday, June 23, 2018.

17. RETIRING

17.1 A boat 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 11.6; and keep clear of the finishing line.

17.2 After mooring in a port, the retired boat shall again notify the Race Committee as soon as possible. The Captain shall provide a written report concerning the circumstances of the boat's retirement to the Bermuda Race Organizing Committee not later than July 25, 2018.

17.3 Retired boats must return the supplied transponder to the Bermuda Race Organizing Committee at RBYC by June 30, 2018. If the boat returns to Newport, she may deliver the transponder by hand to the Navy Room at NYYC Harbour Court within 48-hours after starting. If the boat does not proceed to Bermuda and does not return to Newport within 48 hours after starting, the transponder shall be returned by express, insured delivery to the BROOC at 7 Almy Court, Newport, RI 02840. Any boat that fails to return its supplied transponder in working order by June 30, 2018 will be charged for the replacement cost of the device and/or any fees charged by YB Tracking.

17.4 Boats that fail to comply with 17.1, 17.2 or 17.3 may not receive invitations to participate in future Newport Bermuda Races.

18. INSPECTIONS

Inspections will be conducted in accordance with NoR 6.2. See SI 13.1 and 15.4.

19. PRIZES

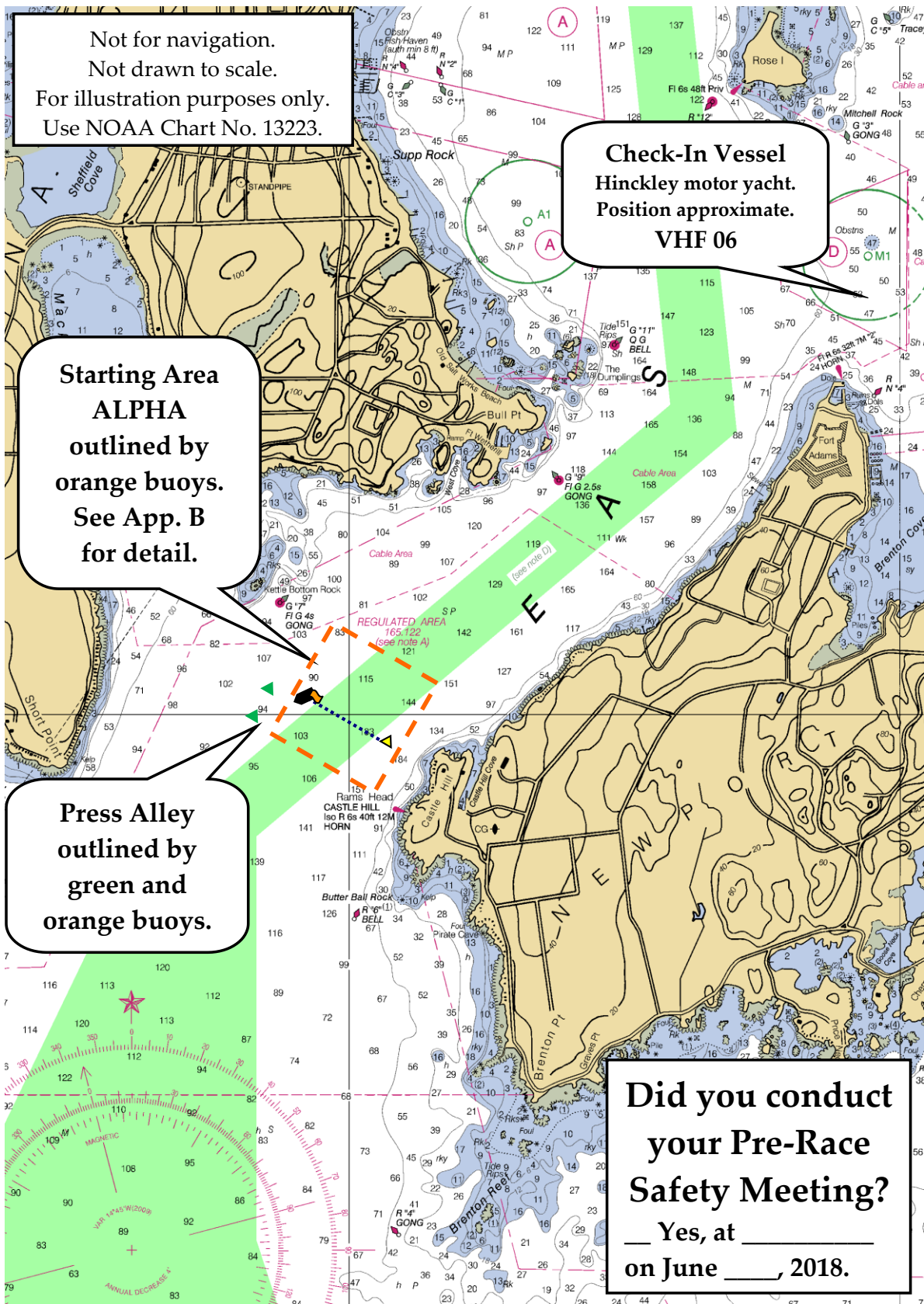
The Bermuda Race Organizing Committee will award prizes in accordance with NoR 17 and the final Prize Listing posted on the race website.

20. RESPONSIBILITY, LIABILITY, AND MEDIA

See NoR 14, Captain's Waiver, and Crew Waiver/Disclaimer on the race website.

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 Registration in Newport. 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



Not for navigation.
Not drawn to scale.
For illustration purposes only.
Use NOAA Chart No. 13223.

Check-In Vessel
Hinckley motor yacht.
Position approximate.
VHF 06

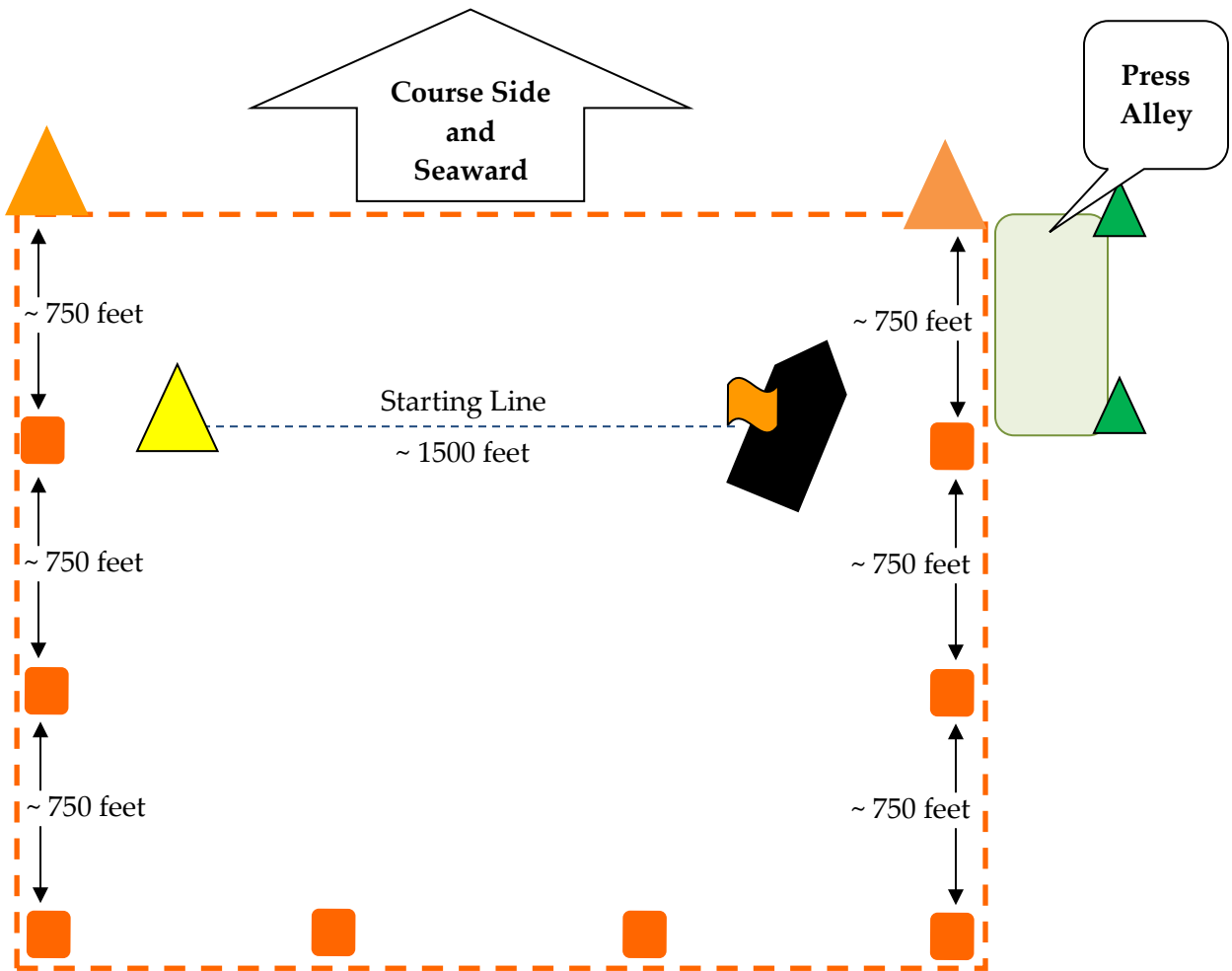
Starting Area
ALPHA
outlined by
orange buoys.
See App. B
for detail.

Press Alley
outlined by
green and
orange buoys.

Did you conduct
your Pre-Race
Safety Meeting?
Yes, at _____
on June ____, 2018.

APPENDIX B – STARTING AREA LAYOUT

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.

APPENDIX C – ACCESS TO AUTOMATIC TRANSPONDER DATA

Data from YB Tracking's automatic transponders should be available via:

Race Website: www.bermudarace.com

Low-bandwidth-accessible mini-site: <http://YB.tl/links/nb2018>

Automated e-mail:

Send an e-mail to nb2018@race.yb.tl and use one of the below as a subject:

leaderboard

maxsea

adrena

expedition

If you would like the attachments in the body of the e-mail response, include the word "body" in the subject, e.g., Subject: leaderboard body

If you would like to subscribe to regular reports, finish the subject with 0.5, 1, 3, 4, 6, 12 or 24 hours. e.g.,

Subject: adrena body 12

Subject: expedition 6

When you wish to stop your subscription, send an e-mail to: nb2018@race.yb.tl with STOP as the subject.

Note that data may not be available until Registration in Newport opens. Positions received from automatic transponders will be updated every thirty minutes, at approximately 5 and 35 minutes past each hour.