



Starting: June 17, 2022

Organizing Authority:
Bermuda Race Organizing Committee of
the Bermuda Race Foundation, Inc.
Newport, Rhode Island (USA) to Bermuda

NOTICE OF RACE

Rev. June 2, 2021

The members of the Bermuda Race Organizing Committee share a passion for challenging blue-water sailing that has inspired them – and thousands of other sailors – to compete in the demanding “Thrash to the Onion Patch.”

The Newport Bermuda Race is not for novices. The 635-mile ocean course across the Gulf Stream is often swept by gale-force winds, large breaking waves, and strong currents that can lead to damage, seasickness, hypothermia, and other issues. The Bermuda Race Organizing Committee very strongly encourages the designing, building, and preparation of seaworthy yachts sailed by self-sufficient crews proficient in navigation, seamanship, and environmental stewardship. This race will test and reward them.

COVID-19 STATEMENT

The Bermuda Race Organizing Committee is monitoring the impact of COVID-19 on race interests and may, at a date closer to the race, announce health-related requirements including, but not limited to, requiring COVID-19 tests before and/or after the race and vaccination or other information. Proof of vaccination will be required for all competitors. It is also expected that local restrictions and CDC guidelines will be observed in Newport and Bermuda. See NoR 5.3, 6.2(d), 14.5 and 14.6.

The notation “[NP]” in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. MANAGEMENT

- 1.1 The Organizing Authority (“OA”) of the 2022 Newport Bermuda Race (“the race”) is the Bermuda Race Organizing Committee (“BROC”) of the Bermuda Race Foundation, Inc. (“BRF”), a Rhode Island not for profit corporation. The OA will appoint an independent race committee which may be assisted by the Cruising Club of America and New York Yacht Club (“NYYC”) at the start and Royal Bermuda Yacht Club at the finish.
- 1.2 The OA will have the authority to interpret the conditions governing the event, the right to determine the eligibility of any boat for entry into any division, and the discretion to assign boats to divisions and classes.

2. RULES

- 2.1 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 or by the Sailing Instructions.
- 2.2 Racing rules 29, 30, 41, 44, 51, 52, 56.2, 60.1(a), 60.1(b), 62.2(a), 64, 66, A5.1, and Part 2 will be changed as follows:
 - a. Between the times of local sunset and sunrise, RRS Part 2, WHEN BOATS MEET will be replaced with RRS Appendix RV, Reduced Visibility, a copy of which will be available on the race website.
 - b. RRS 41 (c), OUTSIDE HELP, will be replaced with: “(c) 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 deleted and replaced with: “If a boat causes injury that substantially interferes with a sailor’s ability to perform his or her crew functions after first aid has been administered, serious damage or gains a significant advantage in the race by her breach of a rule, her penalty shall be to retire.”
 - d. RRS 51 and/or 52 will be modified for certain divisions specified below.
 - e. RRS 56.2 is changed to:
 - i. A Traffic Separation Scheme (“TSS”) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS. The Narragansett Bay Traffic Lanes south of RW “NB” Mo (A) WHIS RACON (— ●●●) (the “NB buoy”) and the Buzzards Bay Traffic Lanes are each a TSS under this rule. The Ambrose/Nantucket Safe Fairways and areas north of the NB buoy are not a TSS under this rule.
 - ii. While a boat is in a TSS traffic lane, she shall sail a course that is within 100 degrees of the direction of travel of the lane.

- iii. A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
 - iv. If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (“VTS”), or by other local government authority, it shall be presumed that the boat has broken rule 56.2.
 - v. The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.
 - vi. Boats are reminded that as between a boat that is racing and a boat that is not racing, the International Regulations for Preventing Collisions at Sea apply without modification by the *rules*.
- f. Breaches of the Newport Bermuda Race Safety Requirements (NoR 2.3–2.5); NoR 13 (Registration); certain communications rules contained in the Sailing Instructions (e.g., transponders); RRS 47 (Trash Disposal); and any rule with the notation [NP] will not be grounds for protests by boats. This changes RRS 60.1(a). Division and class assignments will not be grounds for protests or requests for redress by boats. This changes RRS 60.1(a) and 60.1(b).
 - g. RRS 62.2(a) REDRESS is deleted and replaced with: “However, after 1700 ADT on Thursday, June 23, 2022, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.”
 - h. RRS 64 PENALTIES: The first sentence of rule 64.2 is changed to: “When the protest committee decides a boat that is a party to a protest hearing has broken a rule and is not exonerated, it may impose a discretionary penalty unless some other penalty applies. The discretionary penalty will be an elapsed time penalty calculated at the hearing, or no penalty at all, or disqualification.”
 - i. RRS 64.2 PENALTIES: The first sentence is replaced with: “When the International Jury decides that a boat that is a party to a protest hearing has broken a rule and is not exonerated, it may impose some other penalty in lieu of disqualification, or impose no penalty at all. The penalty shall be a time penalty added to the boat’s elapsed time.”
 - j. RRS 64.6 DISCRETIONARY PENALTIES: Add “To acknowledge a breach of a rule subject to a discretionary penalty under RRS 64.6, a boat may submit a report to the International Jury at jury@bermudarace.com.” (Note: the jury email address will not be active until the start).
 - k. RRS 66.2 REOPENING A HEARING: delete and replace with: “A party to the hearing may request a reopening in writing no later than 24 hours after being informed of the decision. However, after 1700 ADT on Thursday, June 23, 2022, the request shall be delivered no later than 30 minutes after the party was informed of the decision.”
 - l. Under World Sailing Test Rule DR21-01, the definition of Start is changed as follows:

Start A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either:

- i. at or after her starting signal, or
- ii. during the last ONE minute before her starting signal.

When a boat starts in accordance with item (ii) of the definition Start, she shall not return to the prestart side of the line, and the starting penalty shall be 30 minutes added to her elapsed time without a hearing. This changes RRS 29.1, 30 and A5.1.

- m. Other racing rules may be changed as stated herein or in the Sailing Instructions.
- 2.3 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 Spirit of Tradition or Superyacht divisions.
- 2.4 The current International Superyacht Rule (“ISYR”) and the current Newport Bermuda Race Safety Requirements for Monohulls shall apply to the Spirit of Tradition Division and the Superyacht Division. For these divisions 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 where such rules conflict.
- 2.5 The current Multihull Offshore Racing Rule (“ORR-MH”) and the current Newport Bermuda Race Safety Requirements for Multihulls shall apply to multihull boats.
- 2.6 ORR Rule 4.03, Crew Limitations on Professionals, shall not apply in any division, but see Notice of Race (“NoR”) 7, Categorization.
- 2.7 Cognizant of the need for environmental stewardship, the OA endeavors to operate the race as a “Clean Regatta” executing to the greatest extent possible any and all best practices as defined by “Sailors for the Sea” in its Clean Regatta program (<https://www.sailorsforthesea.org/>). All competitors should plan to promote and adopt a “leave-no-trace” approach while at sea, and during events while ashore in Newport and Bermuda. The OA seeks the cooperation of all competitors and support personnel including vendors in reducing waste before, during, and at the conclusion of the event. See RRS 47. [NP]
- 2.8 The Official Notice Board will be online at **www.bermudarace.com** (“the race website”). Rules documents and a link to the SailGate entry system will be posted on the Official Notice Board. See NoR 11.1 and 11.2.
- 2.9 All deadlines are “on or before” the date stated, i.e., before midnight unless a specific time is given. The official time-zone for the race is North American EDT.
- 2.10 The current version of any rule listed herein shall be as of June 4, 2022.
- 2.11 The term “Captain”, as used in this NoR and other race documents, means the Person in Charge under RRS 46. Boats may name more than one Captain for entry lists and trophies but shall designate only one actual Person in Charge. Boats should also designate a Relief Person in Charge (“RPIC”).

3. **ADVERTISING**

Boats 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 Advertising Code. See RRS 6 and World Sailing Regulations.

4. **ELIGIBILITY**

4.1 Invited boats are eligible to complete an entry to race.

4.2 To request an invitation, interested Captains should initiate an entry on SailGate by April 3, 2022, and complete, at a minimum, an Offshore Experience Form (“OEF”). The Technical Committee may require additional information if the boat has not previously been rated in her current configuration under the rating rule applicable to the division she selects during entry.

4.3 The OA may invite boats that timely prove (a) to the Qualifications Committee that the Captain and Navigator have sufficient offshore sailing experience; and (b) to the Technical Committee that the boat fits at least one of the race’s divisions, which are described in NoR 4.4-4.11:

4.4 **St. David’s Lighthouse Division**

- a. ORR LOA not less than 32.5 feet (9.906 meters) nor greater than 100 feet (30.48 meters).
- b. ORR GPH not less (faster) than 400 seconds per mile.
- c. Total crew of at least four persons. See NoR 7 for Categorization rules concerning limits on crew, steering, and eligibility for certain prizes.
- d. RRS 51 (Movable Ballast) and 52 (Manual Power) shall apply to all boats in this division without exception. ORR 4.08 shall not apply.

4.5 **Gibbs Hill Lighthouse Division**

- a. ORR LOA not less than 32.5 feet (9.906 meters) nor greater than 100 feet (30.48 meters).
- b. ORR GPH not less (faster) than 290 seconds per mile nor greater (slower) than 550 seconds per mile, unless waived by the OA for a boat rated with movable ballast.
- c. Total crew of at least four persons.
- d. The movement of water ballast and conventional cant keels, including by non-manual power means, is permitted by ORR, provided such features are declared for measurement. See ORR 2.03.3 and Appendix 7, which changes RRS 51 and 52.
- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08), but the use of autopilots is prohibited.

4.6 **Finisterre Division**

- a. ORR LOA not less than 32.5 feet (9.906 meters) nor greater than 100 feet (30.48 meters).
- b. ORR GPH not less (faster) than 400 seconds per mile.
- c. ORR certificate for “centerline asymmetric spinnakers” is required. Per ORR 9.05.1 c), a pole not exceeding the boat’s J measurement in length is permitted for projecting the clew of a headsail ONLY if the pole has been declared for measurement and is reflected on the boat’s ORR certificate. If a boat’s ORR certificate does not reflect this

- pole declaration, a pole shall not be used to project the clew of any headsail. ORR 10.06 b) does not apply. Poles shall not be used on the tack of any headsail. Poles shall only be used on the side of the boat opposite the main boom. Spinnakers shall be sheeted on the same side of the boat as the main boom.
- d. Total crew of at least four persons. See NoR 7 for Categorization rules concerning limits on crew, steering, and eligibility for certain prizes.
 - e. *Finisterre* Division boats may carry one nylon or polyester spinnaker for use while racing. (This is a permissible change of ORR 10.02.1, Spinnakers). The spinnaker's tack shall be attached on the boat'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.
 - f. *Finisterre* Division boats shall not carry a Light staysail or Large Roach headsail as defined in ORR 10.02.1. This is a permissible change of ORR 10.02.1. Luffs of all headsails shall be fully attached to the stay or forestay on which they are set, except that headsails set as inner forestaysails may be set on a *bona fide* fixed or removable stay attached on the boat's 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 headsail. This changes ORR 10.05, as specifically authorized by the Offshore Racing Association. Only one headsail may be set on a given stay or forestay at a time. ORR 10.05(g).
 - g. RRS 51 (Movable Ballast) shall apply to all boats in this division without exception.
 - h. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). The use of autopilots is permitted.

4.7 **Double-Handed Division**

- a. ORR LOA not less than 32.5 feet (9.906 meters) nor greater than 65.6 feet (20.00 meters).
- b. ORR Double-Handed Certificate with an ORR GPH not less than (faster than) 290 seconds per mile.
- c. Crew of two persons. See NoR 7 for Categorization rules.
- d. The movement of water ballast and conventional cant keels, including by non-manual power means, is permitted by ORR, provided such features are declared for measurement. See ORR 2.03.3 and Appendix 7, which modifies RRS 51 and 52.
- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). The use of autopilots is permitted.

4.8 **Open Division**

- a. ORR LOA not less than 32.5 feet (9.906 meters) nor greater than 100.0 feet (30.48 meters), unless waived by the OA. See NoR 4.12 re: foils.
- b. ORR GPH not greater (slower) than 475 seconds per mile, unless waived by the OA for a boat rated with movable ballast.
- c. Crew of at least four persons.

- d. The movement of water ballast and conventional cant keels, including by non-manual power means, is permitted by ORR, provided such features are declared. See ORR 2.03.3 and Appendix 7, which modifies RRS 51 and 52.
- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). The use of autopilots is prohibited.

4.9 **Multihull Division**

- a. ORR-MH LOA not less than 58.0 feet (17.67 meters) nor greater than 100 feet (30.48 meters).
- b. Crew of at least six persons. See the Safety Requirements for Multihulls, especially sections 4.3.1 and 5.7, which set minimum offshore training and experience requirements for competitors in this division.
- c. The movement of water ballast, including by non-manual power means, is permitted by ORR-MH, provided such features are declared. See ORR-MH, which changes RRS 51 and 52.
- d. RRS 52 (Manual Power) shall not apply (as per ORR-MH), but the use of autopilots is prohibited.
- e. Foiling systems with the designed purpose of flying all hulls at the same time are not permitted.

4.10 **Superyacht Division**

- a. ISYR LOA not less than 80.0 feet (24.38 meters).
- b. Crew of at least six persons.
- c. The movement of water ballast and conventional cant keels, including by non-manual power means, is permitted provided such features are declared for measurement. This changes RRS 51 and 52.
- d. RRS 52 (Manual Power) shall not apply. This changes RRS 52.

4.11 **Spirit of Tradition Division**

- a. ISYR LOA not less than 55 feet (16.764 meters) nor greater than 100 feet (30.48 meters).
- b. Crew of at least four persons.
- c. RRS 51 (Movable Ballast) shall apply to all boats in this division without exception.
- d. RRS 52 (Manual Power) shall not apply to the extent permitted by ISYR, but the use of autopilots is prohibited.

4.12 Certain foils that are designed to reduce displacement will be prohibited in all divisions except the Open Division, as per ORR, ORR-MH, and ISYR. See the applicable rating rule or Offshore Racing Association for more information.

4.13 All rating certificates must include at least one spinnaker. Non-spinnaker entries will not be accepted for entry in any division. See NoR 4.6(e) for additional *Finisterre* Division spinnaker rules.

4.14 In all classes, headsails may not be sheeted to any spar, whisker pole, or outrigger set to leeward. See ORR 10.05(f)-(g).

Note: All divisions are subject to applicable rating rules and Safety Requirements, which include matters such as stability, construction, equipment, and crew training. All competitors should read the applicable Safety Requirements and rating rules.

5. ENTRY AND FEES

5.1 To enter, boats must:

- a. Initiate entry, submit an Offshore Experience Form and pay all fees on the SailGate entry system by April 3, 2022;
- b. Request measurement (if required) by April 9, 2022 (see NoR 6.1);
- c. Submit the Captain's Waiver and completed entry forms on SailGate by May 13, 2022 (see NoR 5.2 and 14);
- d. Submit a rating application/amendment/renewal by May 27, 2022 (see NoR 6.1);
- e. Pass pre-race inspection by June 3, 2022 (see NoR 6.2);
- f. Complete the boat's Crew List by June 3, 2022 (see NoR 5.3); and
- g. Complete in-person Registration by 1600, Wednesday, June 15, 2022 (see NoR 13).

5.2 The entry fee is calculated based on the division entered, LOA, and the date on which the deposit is paid on SailGate (see table below). A deposit of 50% of the entry fee is due within 10 days of initiating entry. The balance of the entry fee is due by **April 3, 2022**, and will be charged against the boat's payment arrangements at that time. A boat whose request for an invitation to complete its entry has been declined will be refunded its deposit. The deposit is refundable for any cancellation made by the boat or OA prior to December 18, 2021, less an administrative fee of US\$250 if the cancellation is made by the boat; after that, 50% of the deposit will be refundable for any cancellation made prior to February 18, 2022. Otherwise, entry fees will not be refunded.

Deposit paid by	Entry fee per foot (ORR LOA, nearest 0.1 foot)	
	All Divisions except D-H	Double-Handed Division
September 18, 2021	US\$60	US\$42
December 18, 2021	US\$65	US\$45
February 18, 2022	US\$70	US\$49
April 3, 2022	US\$75	US\$52

5.3 Boats shall supply a Crew List on SailGate by **June 3, 2022** (the "Crew Deadline"). A boat shall not sail with any person who at the time of Registration (NoR 13) is not listed on the boat's crew list as "Accepted" and as having submitted emergency contact details and signed a Crew Waiver on SailGate. Boats shall not sail with any person who has not shown the Captain proof of vaccination against COVID-19. Captains are responsible for obtaining the consent and cooperation of legal guardians of competitors of minority age for whom there is no exception to the rules. The OA may publish Crew Lists, which may include each competitor's name, hometown, World Sailing Sailor ID, categorization group, and safety training date(s) for vetting. (See NoR 7, Categorization, which requires some competitors to provide their World Sailing Sailor ID by the Crew Deadline).

- 5.4 The OA may deem a boat's entry abandoned upon her failure to meet any deadline stated herein. Late or cancelled entries may be accepted or reinstated at the discretion of the OA and upon payment of an additional fee equal to three times the boat's LOA in feet for each calendar day on which the boat's entry was deficient for failure to meet a deadline.
- 5.5 The OA will limit the total number of entries accepted to 220 boats. A Waiting List will be formed once the maximum number of entries has been reached. Boats on the Waiting List will be allocated an entry as and when they become available.

6. MEASUREMENT AND INSPECTIONS

6.1 Ratings Measurement

- a. Boats requiring measurement must send an e-mail to an approved measurer and their Certificate Processor (listed below) by **April 9, 2022**, indicating when the boat will be ready for measurement and requesting an acknowledgement e-mail from the measurer for this purpose. Certificate Processors are as follows:

<u>Rule</u>	<u>Certificate Processor</u>	<u>E-mail Address</u>
ORR	U.S. Sailing	Offshore@ussailing.org
ISYR, ORR-MH	ORA/ISYR Management Team	ora.rating.services@gmail.com

- b. All boats must submit a completed measurement application, renewal or amendment to their Certificate Processor on or before **May 26, 2022** ("Measurements Deadline"). Boats should not submit a copy of their rating certificate to the OA or race committee unless specifically requested to do so.
- c. Measurer Verified sail measurements may be declared to the Certificate Processor and submitted in advance of building and measuring the sails. Once built, but not later than **June 3, 2022**, the measurer must acknowledge to the Certificate Processor receipt of sail certificates confirming that no sail exceeds the declared measurements.
- d. Except as otherwise provided herein, boats shall comply with the sail restrictions set by their rating rule. (See, e.g., ORR 10.02.1). Sails other than those permitted by the applicable rating rule may be aboard provided they are stowed separately and marked clearly: "Not for Racing."
- e. Boats with design features not permitted by ORR may apply to the OA for the use of an experimental certificate. If the OA determines that the boat's design features can be rated fairly, 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.

6.2 Safety Inspections

- a. Boats must: (1) request, (2) schedule, and (3) pass inspection by **June 3, 2022** (the "Inspection Deadline"). Boats that fail to do so will not be entered in the race. See the inspection documents posted on the Official Notice Board for more information.
- b. **Self Inspections.** Boats that finished the preceding (2018) Newport Bermuda Race under the same ownership and command that will be entered in the current (2022)

- Newport Bermuda Race may be inspected before the race by the boat's afterguard (the Person in Charge, all watch captains and navigator) in lieu of a race inspector. In such case, the boat complies with NoR 6.2(a) if the afterguard completes the Inspection Checklist before the race and retains it as per NoR 6.2(d). Boats that self-inspect under this paragraph may still be inspected by race inspectors before and after the race.
- c. Boats may also be inspected after finishing and shall moor in Hamilton for this purpose for at least 24 hours after finishing. See RRS 60.4 and 92.
 - d. **Paper Documentation for Inspection.** Boats will be required to submit a paper copy of their completed On Board Training Certificate and COVID-19 Vaccination Certificate at RBYC after finishing, but shall retain a paper copy of their Inspection Checklist, proof of medical training, and each crew member's proof of vaccination against COVID-19 until 48 hours after finishing. Note: boats may also be required to show paper copies of vessel registration to H.M. Customs Bermuda.

6.3 Measurement/Inspection Deadline Extensions

- a. Certificate Processors and the Chief Inspector will identify boats that fail to meet any of the measurement/inspection deadlines.
- b. The OA may waive NoR 5.4 penalties for any boat that fails to meet a deadline because of: (1) foul weather preventing measurement/inspection at the appointed time, (2) measurer/inspector unavailability despite the boat's diligence in scheduling, or (3) "Catastrophic Gear Failure," which means damage to the hull resulting in a loss of its watertight integrity, loss of or damage to the keel or rudder rendering 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 boat's seaworthiness. Damage to sails or running rigging are not considered Catastrophic Gear Failures. The new/final rating certificate, if any, must be requested by June 14, 2022, and inspection must be completed by June 14, 2022. The OA will not waive NoR 5.4 penalties for any of the reasons stated herein if the boat did not timely schedule her original measurement/inspection or was not otherwise prepared at the appointed time.
- c. The OA may grant provisional extensions of the Measurements Deadline at its discretion and upon payment of an additional fee, provided all anticipated measurements are submitted to the Technical Committee by the Measurement Deadline and all final measurements are within reasonable measurement tolerances.

7. CATEGORIZATION

- 7.1 The following categorization restrictions will apply in the St. David's Lighthouse, *Finisterre* and Double-Handed divisions only. See RRS 6.1, 79 and World Sailing Sailor Categorization Code, which apply to any competitor seeking Group 1 (amateur) categorization.
- 7.2 The participation of Group 1 competitors is encouraged. The participation of competitors without a valid Group 1 categorization is welcomed but limited as set forth below.

- 7.3 Competitors seeking a Group 1 categorization shall provide their World Sailing Sailor ID with their Crew List registration on SailGate by the June 3, 2022 Crew Deadline, and should visit https://www.sailing.org/classification_form.php to obtain or renew their categorization **as soon as possible**. Categorizations expiring before June 25, 2022, are invalid. This paragraph does not apply to any competitor who is **not** seeking a Group 1 Categorization.
- 7.4 In the St. David's Lighthouse Division, not more than 30% of a boat's crew may include competitors who do not have a valid Group 1 categorization.
- 7.5 In the *Finisterre* Division, not more than 25% of a boat's crew may include competitors who do not have a valid Group 1 categorization.
- 7.6 Boats in the St. David's Lighthouse or *Finisterre* divisions shall not be steered by anyone who does not have a valid Group 1 categorization unless they have at least a one-third partner financial interest in ownership of the boat or are actively helping those in danger under RRS 1.1. Such steering shall be logged and reported with the boat's Certificate of Compliance described in the Sailing Instructions.
- 7.7 Boats in the Double-Handed Division may include one competitor who does not have a valid Group 1 categorization. Both competitors may steer.
- 7.8 With respect to World Sailing Regulation 22.5.6, the "commencement of the event" shall be the Crew Deadline, June 3, 2022.
- 7.9 When the race committee believes that a boat or her crew may have breached NoR 7, it shall protest such boat.

Note: Certain perpetual prizes are reserved for boats with Crew Lists showing entirely Group 1 competitors. See NoR 17.

8. **START**

- 8.1 The race will start off Newport, Rhode Island. The first warning signal is scheduled for 1300, Friday, June 17, 2022. Postponements may be made according to the RRS and Sailing Instructions, but the race will likely be cancelled if the starting signal for any class cannot be made by sunset on Sunday, June 19, 2022.
- 8.2 Each boat shall exercise her responsibility under RRS Fundamental Rule 3 and decide whether to start or to continue to race. See the preamble to this NoR.

9. **COURSE**

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

10. **SAILING INSTRUCTIONS**

Sailing Instructions will be available on the Official Notice Board at or before the Captains' Meeting.

11. **COMMUNICATIONS**

- 11.1 The OA will make announcements and correspond with competitors primarily by e-mail and the race website. All competitors entered on a Crew List agree by their registration

- on SailGate to receive e-mail messages from the OA and race committee, and may unsubscribe using the links provided therein. Competitors should add the domain bermudarace.com to their e-mail program's safe senders list, follow the race's social media, and periodically check the race website for updates.
- 11.2 Beginning June 17, 2022, 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 prerecorded message available at a phone number provided in the Sailing Instructions. Boats may subscribe to the race committee's plain text e-mail on the entry forms or at <https://bermudarace.com/offshore-email/>
- 11.3 The Sailing Instructions may establish a radio net during which the race committee's announcements, including rhumb line forecasts, will be broadcast on VHF and SSB/HF following a brief silence period for urgent requests and emergencies. Boats may also be asked to report wind and sea-state observations when conditions warrant.
- 11.4 Boats shall:
- use their best efforts to monitor AIS for AIS-SART or similar distress signals at all times;
 - use their best efforts to ensure the transmitting mode of their AIS is enabled at all times;
 - ensure that the boat name provided on the boat's entry form (rather than just an MMSI number or former name) is transmitted on AIS;
 - call the race committee's voicemail via satellite telephone before starting and be capable of receiving voice calls via satellite telephone while racing; and
 - monitor VHF Ch. 16 at all times, and Ch. 72 near the start and finish.
- 11.5 Boats shall mount a satellite transponder (supplied by the OA at Registration) according to the instructions provided and make reports to the race committee upon notice of the transponder's failure, as required by the Sailing Instructions. The online publication of transponder positions may be delayed. Transponders must be returned to RBYC after finishing or by June 24, 2022, after which a late fee equal to the retail price of the device will be charged against the boat's payment arrangements on SailGate. Boats desiring satellite transponders before or after the race should visit www.ybtracking.com for information about rentals and purchases.
- 11.6 Boats may use any means of communication, including but not limited to VHF, to indicate her need for room to tack (at an obstruction) or her response to requests for same.
- 12. PENALTY SYSTEM**
- An international jury will be constituted in accordance with RRS Appendix N. Decisions of the international jury will be final as provided in RRS 70.5.
- 13. REGISTRATION**
- 13.1 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, 2022 and **1600, Wednesday, June 15, 2022** (the "Registration Deadline"). At that time, Captains

will be required to correct any entry deficiencies, pay any outstanding fees, receive a transponder, and attest to reading, understanding, and accepting this NoR and the Inspection documents. Captains will also be required to certify at registration that each and every member of the boat's crew has shown the Captain proof of vaccination against COVID-19. Neither the OA nor the race committee shall register any boat with an incomplete Entry or Inspection.

- 13.2 The **Captains' Meeting** will be at 1700, Thursday, June 16, 2022. Location and/or connection information to be provided. If the Captains' Meeting is conducted in person, not more than two tickets will be issued to each boat at Registration.
- 13.3 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 boat with H.M. Customs Bermuda, as required by law. H.M. Customs Bermuda officers will be available at Race Headquarters in Newport and Bermuda.

14. RESPONSIBILITY, LIABILITY, MEDIA AND COVID-19

- 14.1 Captains are solely responsible for the structural integrity of their boat, and the boat'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 cannot be filed.
- 14.2 All Captains are under a continuing obligation to ensure their boat 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. The OA will consider such facts before extending invitations to enter future editions of the Newport Bermuda Race.
- 14.3 Competitors participate in the race entirely at their own risk. See RRS 3, Decision to Race. The BRF, BROCC, CCA, RBYC, NYYC, race sponsors, affiliated companies, and their employees bear no responsibility for accidents, damage, or injuries to boats or their crew arising from any cause during the race or related activities, including their negligence. The Captain's responsibility is as set forth herein, in the Safety Requirements, and on the entry forms, including the Captain's Waiver.
- 14.4 **Media and Commercial Rights.** Competitors shall acknowledge during online registration 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; 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(s).**

- 14.5 **COVID-19.** At the time of publication of this NoR, pandemic related public health restrictions are in place in both Rhode Island and Bermuda. It shall be the responsibility of the Captain of each boat to ensure that the boat and its crew comply with any such restrictions in effect prior to, during and after the race and that the health and safety of the crew is safeguarded. Further, by taking part in any of the events covered by this NoR, each competitor agrees and acknowledges that they are also responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with the COVID-19 procedures applicable in Rhode Island, Bermuda or by virtue of the race rules. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Captains should also be prepared to attend meetings/hearings by videoconference while in Newport and Bermuda.
- 14.6 **COVID-19.** Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions. A boat may not base a request for redress on issues related to any race or government pandemic-related restrictions. This changes RRS 62.1.

15. SCHEDULE

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

- June 17, 2021 Entry system opens
- April 3, 2022 Deadline to initiate entry process and pay entry fee
- April 9 Deadline to request measurement (NoR 6.1(a))
- May 13 **Entry Deadline** (online forms and Captain's Waiver)
- May 26 **Measurements Deadline**
- June 3 **Crew Deadline** (crew registration and waivers)
- June 3 **Inspections Deadline**
- June 12-15 Newport Headquarters Open for Registration
- ~~1600~~, June 15 **Registration Deadline**
- 1700, June 16 Captains' Meeting
- 1300, June 17 First Warning Signal (as scheduled)
- June 19-23 Bermuda Headquarters Open for Check-In
- 1800, June 25 Prize Giving

16. SCORING

- 16.1 Corrected times will be calculated using ORR's Performance Curve Scoring for the Bermuda Course with a distance of 635 nautical miles.
- 16.2 Corrected times for the Double-Handed Division will be calculated using the boat's ORR Double-Handed Certificate.

- 16.3 Corrected times for ISYR divisions 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.
- 16.4 Rule 90.3(e) will be in effect.
- 17. PRIZES**
- 17.1 The interpretation of the terms of award for all trophies and prizes will be made by the OA, whose decision is final.
- 17.2 Prize Giving will be on Saturday, June 25, 2022 at 1800. Attendance is by invitation only and subject to a "jacket and tie" dress code.
- 17.3 **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 boats entered in the class.
- 17.4 **Corrected Time Division Prizes.** The OA will present the following prizes for best corrected time in these divisions:
- | | |
|------------------------------------|--|
| a. St. David's Lighthouse Division | St. David's Lighthouse Trophy |
| b. Gibbs Hill Lighthouse Division | Gibbs Hill Lighthouse Trophy |
| c. <i>Finisterre</i> Division | Carleton Mitchell <i>Finisterre</i> Trophy |
| d. Double-Handed Division | Phillip S. Weld and <i>Moxie</i> Prizes |
| e. Open Division | Royal Mail Cup |
| f. Multihull Division | Bjorn R. Johnson Castle Hill Trophy |
| g. Superyacht Division | Superyacht Prize |
- 17.5 **Elapsed Time Prizes.** The OA will present prizes to the boat with the best elapsed time in these divisions:
- | | |
|--|--------------------------------------|
| a. St. David's & Gibbs Hill Divs. combined | The Corp. of Hamilton Trophy |
| b. <i>Finisterre</i> Division | The Herbert L. Stone Memorial Trophy |
| c. Open Division | First to Finish Prize |
| d. Multihull Division | To be announced |
| e. Superyacht Division | To be announced |
- 17.6 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. Some prizes require the completion of a Special Entry Prize Form (available on the race website) by 0900, June 17, 2022 and/or a Crew List showing exclusively Group 1 competitors.
- 17.7 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. Certain prizes will be presented for combined performance in this race and in the Annapolis to Newport Race, the Marion to Bermuda Race, or the Marblehead to Halifax Race. See the race website and Prize List for a complete list of cooperating races and corresponding trophies.

18. RACE RECORDS

There are two elapsed time race records:

- 18.1 Boats in the St. David's Lighthouse Division will compete for the traditional, best elapsed time record, which is subject to RRS 51 (movable ballast) and RRS 52 (manual power).
- 18.2 Boats in all divisions will compete for the modern, best elapsed time record, which is not subject to RRS 51 or 52.

19. FURTHER INFORMATION**BERMUDA RACE ORGANIZING COMMITTEE**

www.bermudarace.com

General questions, comments, etc.:

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Race Headquarters

June 12-15

Seamen's Church Institute and Bowen's Wharf

June 19-23

c/o Royal Bermuda Yacht Club

15 Point Pleasant Road

Hamilton HM DX, Bermuda