



Sailing Instructions

P.O. Box 3205 317 First Street Annapolis, MD 21403

The Bermuda Ocean Race Association, Inc., supported by the Eastport Yacht Club and Royal Hamilton Amateur Dinghy Club is the Organizing Authority (OA)

www.bermudaoceanrace.com

1. RULES

- 1.1. The race shall be governed by the rules as defined in The Racing Rules of Sailing 2013-2016, applicable class rules, and the 2016 Annapolis to Bermuda Offshore Safety Requirements (A2BOSRs).
- 1.2. RRS Part 2 will be replaced by Part B of the Steering and Sailing Rules of the International Regulations for Preventing Collisions at Sea (COLREGS), between the local hours of sunset and sunrise.
- 1.3. Radar Reflectors approved by the Compliance Committee shall be installed at the start of the race.
- 1.4. Competitors are reminded that sailing boats do not have the right to hamper, in a channel, the safe passage of a commercial power boat whose course lies within that channel. See Section 21, Commercial Traffic.
- 1.5. RRS 41(c) is changed to read as follows: “Weather, current or navigational information available to all boats, including internet or broadcast information from sources available to all boats, whether on a subscription or free basis is allowed. Allowable services must provide the same information to all competitors and not provide boat specific weather or routing information. Competitors may use any means to retrieve the data. Weather routing data developed specifically for the race may not be received while racing. Accessing information by any means during the race that is not available to all boats will be considered a violation of RRS 41.
- 1.6. RRS 63.7, Conflict between Rules, is replaced by, “If there is any conflict between any *rule and a rule* in the Sailing Instructions, the sailing instructions and any amendments shall take precedence, subject to the restrictions of RRS 86.1. This amends RRS 63.7.
- 1.7. For all classes power-driven winches and mechanical or electro-mechanical steering devices are permitted. This changes RRS 52.

- 1.8. The protest committee may impose penalties other than disqualification for violation of the A2BOSRs. This changes RRS 64.1.

2. NOTICES TO COMPETITORS

Notices to Competitors issued by the Annapolis to Bermuda Race Committee of Eastport Yacht Club, hereafter referred to as the A2B, will be posted on the Official Regatta Notice Board located at the Eastport Yacht Club (EYC) and Royal Hamilton Amateur Dinghy Club (RHADC). Notices will also be sent via email or text from the office.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the Official Regatta Notice Board before 1200 EDT on the day of the race. As a courtesy, the A2B will attempt to notify the competitors of any posted changes by VHF radio, channel 72 or during the mandatory boat position reporting. See Paragraph 19.1.




4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the EYC flag pole yardarm before or at 1200 EDT on the day of the start, accompanied with an announcement on VHF radio, channel 72.
- 4.2. Flag AP (Answering Pennant) with two sound signals indicates Postponement. The new start schedule will be posted on the Official Regatta Notice Board at EYC prior to lowering of AP. The new start shall not be less than two hours after the lowering of AP.

5. STARTING LOCATION

The Start shall be in the vicinity of channel mark R "2" Fl R 2.5s Bell at the entrance to the Severn River.

6. CLASS FLAGS

- 6.1. There will be three (3) classes: Division 1  , ORR; Division 2  , PHRF Spinnaker; and Division 3  , PHRF Cruising. Each class shall fly the number pennant of their designated class from the backstay throughout the race. No penalty will be given if the pennant is blown off during the race.
- 6.2. Each boat shall fly an A2B burgee supplied by the A2B committee from the backstay at least six (6) feet above the deck from one (1) hour before her Warning Signal until one (1) hour after her start.

7. CHECK IN

Each boat shall check-in prior to the first warning signal passing the stern of the Signal Boat and hailing their boat name and sail number until acknowledged by the Race Committee. No check-in hail on VHF Channel 72 will be recognized.

8. START

- 8.1. Starts will be per RRS Rule 26. The scheduled time of the warning signal for the first class is 1330 EDT.
- 8.2. The Race Committee will attempt to notify premature starters by announcing their

racing numbers or boat name on VHF radio, channel 72. The following are not grounds for redress: failure of a boat to hear its hail; timeliness of the hail, or the order of boats within the hail. This changes RRS 62.1(a).

8.3. The class starting will be announced on VHF 72.

9. THE COURSE

9.1. After the start, boats shall proceed southerly down the Chesapeake Bay and exit the Bay via either Chesapeake Channel or Thimble Shoals Channel of the Bay Bridge Tunnel, and then finish per Paragraph 12.

9.2. Each boat shall note the time in EDT correcting to the nearest second for all communications and position reporting. Times must be reported in military format see the table below:

Time	Military Time	Time	Military Time	Time	Military Time	Time	Military Time
12 am	0000	6 am	0600	12 pm	1200	6 pm	1800
1 am	0100	7 am	0700	1 pm	1300	7 pm	1900
2 am	0200	8 am	0800	2 pm	1400	8 pm	2000
3 am	0300	9 am	0900	3 pm	1500	9 pm	2100
4 am	0400	10 am	1000	4 pm	1600	10 pm	2200
5 am	0500	11 am	1100	5 pm	1700	11 pm	2300

Example 6:21:14 pm would be 182114 in military time.

9.3. Upon exiting the Bay, boats shall log their exit time and during its next scheduled reporting time, shall report its exit time. If the boat exits the Chesapeake Bay through Thimble Shoals Channel, the time should be taken when buoy G “7” (Fl G 2.5s) bears 210 degrees or 030 degrees magnetic from the boat. If the boat exits the Chesapeake Bay through Chesapeake Channel, the time should be taken when buoy G “13” (Fl G 4s) bears 240 degrees or 060 degrees magnetic from the boat.

9.4. For purposes of calculating corrected times; the race distance is 753 nautical miles.

10. MARKS

10.1. All marks are government marks.

10.2. Thomas point light 38 53’ 56”N 76 26’ 096” W to starboard.

10.3. If approaching Bermuda from the NW, the following marks near the Islands of Bermuda shall be passed on their seaward side

- North Rock, Fl(4) 20s 21m 12M
- North East Breakers, Fl 22s 14m 12M
- Kitchen Shoals, Fl(3) 15s 14m 12M
- Mills Breaker, VQ (3) 5s
- Sea Buoy, Mo(A)W 6s

10.4. If approaching from the SW, stay sufficiently offshore to avoid the reefs. Don’t cut the corner at St. David’s as you approach the finish.

11. THE START

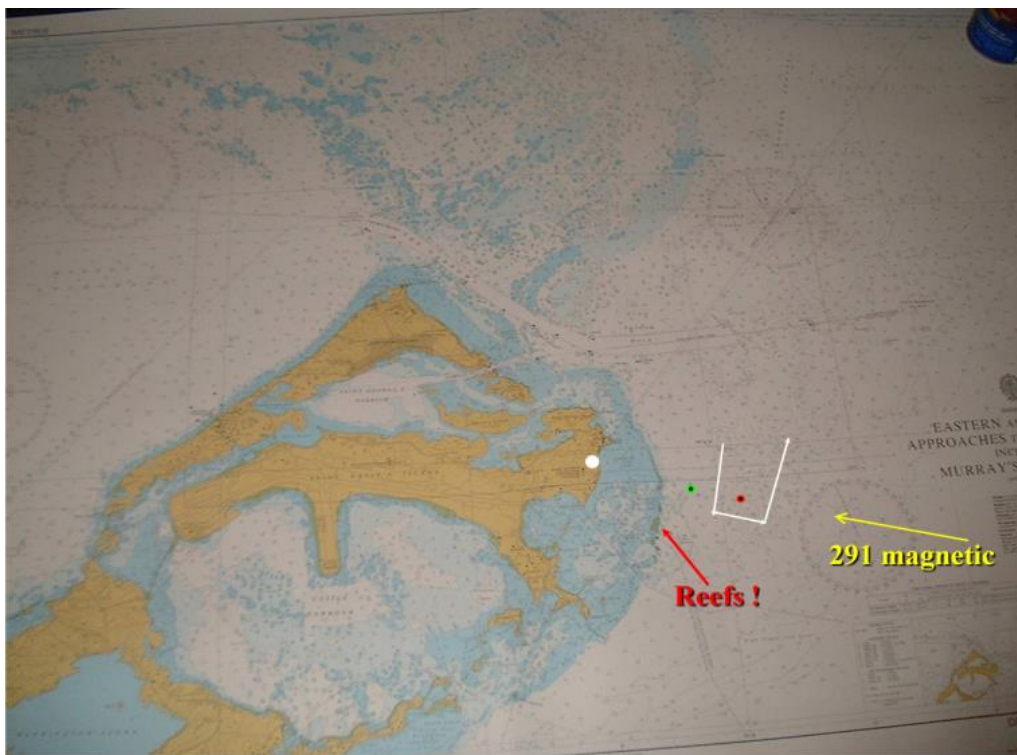
- 11.1. The starting line shall be between a staff flying an orange flag on the Signal Boat and R “2” Fl R 2.5s Bell.
- 11.2. An orange limit mark may be attached to the Signal Boat. If present, it shall be considered part of the Signal Boat for purposes of RRS 28 and 31.

12. THE FINISH

- 12.1. If a boat estimates that she may finish before noon (ADT) Tuesday, June 14, 2016, the Race Committee requests that she make contact with Bermuda Radio on VHF Channel 16 when on a range of approximately 25 NM from the finish line. This call serves as a valuable early alert for our shore-based personnel.
- 12.2. All communications with the A2B Race Finish Line Committee will be on VHF Channel 72.
- 12.3. When a boat is approximately five miles from the finish line, or passing Kitchen Shoal beacon, she shall contact the A2B Race Finish Line Committee by radio on VHF Channel 72. She shall announce her name, sail number, and her position relative to the finish line. This call will be acknowledged by the A2B Race Finish Line Committee.
- 12.4. A boat finishing at night shall, when about five minutes from the finish line, shine a powerful light on her shoreward sail number on her mainsail for at least one minute continuous duration. She shall repeat this illumination when about two minutes from the line and again as she finishes.
- 12.5. Boats may approach the finish line (the “Spit,” BYB Q(3)) in Bermuda from either the south or north side of the island.
- 12.6. If approaching Bermuda from the NW, during daylight you should observe Gibbs Hill Lighthouse or the headland at the Eastern End of the Island first. At night, the loom of Gibbs Hill Lighthouse is visible at 26 miles and both the St. David’s Lighthouse and the Bermuda International Airport Aero Beacon are visible from 15 miles, in good weather.



- 12.7. If approaching from the SW, you will pass along the South Shore of Bermuda, with the Island on your port side. Remember to stay sufficiently offshore to avoid the reefs. Don't cut the corner at St. David's as you approach the finish.



- 12.8. The finish line will be approximately 0.4 NM wide and will be marked by buoys at both the shoreward and the seaward ends. It will be on a 111° magnetic bearing from St. David's Light, which corresponds to the division between the Light's green and red sectors. The shoreward end of the line will be approximately 0.8 NM from St. David's Light, and that distance will be marked by a green buoy with a

flashing green light. The seaward end of the line will be approximately 1.2 NM from St. David's Light, and that distance will be marked by a black buoy with a flashing white light.

- 12.9. Neither buoy will necessarily be on the finish line. Boats must finish between the buoys and are advised to sail well beyond their estimated crossing of the finish line to ensure that they have actually broken the plane of the line.
- 12.10. Boats shall not at any time pass through a line joining the green finish line (shoreward end) buoy and St. David's Light.
- 12.11. Each boat shall take the time EDT of her own finish when St David's Light bears 291 magnetic, and shall enter that time on her Certificate of Compliance.
- 12.12. Boats that have finished shall not re-cross the finish line, but shall turn to seaward of both buoys, keeping well clear of the line and all boats approaching the line.
- 12.13. Within two minutes after finishing, each boat shall contact the A2B Race Finish Line Committee on VHF Channel 72. This call will be acknowledged. Boats shall continue to monitor VHF Channel 16 while underway in Bermuda waters.
- 12.14. Boats that have not finished within five days of their start shall attempt to report their positions and estimated finishing times daily between 0800 and 1600 ADT. Boats with SSB should contact Bermuda Radio, call sign ZBR, on 4125 KHz SSB. Boats without SSB should contact Bermuda Radio on VHF Channel 16, and the A2B Race Finish Line Committee, or by any other means available.
- 12.15. The A2B Race Finish Line Committee will cease manning the finish line seven days after the start of the last class, or after the last boat finishes, whichever is earlier.

13. SCORING

- 13.1. The low point scoring system described in RRS Appendix A and RRS 90.3(a) shall be used except as **modified by** these Sailing Instructions.
- 13.2. If a boat fails to finish before the Time Limit in Paragraph 15, she shall be scored TLE (Time Limit Expired). Boats scored TLE will receive points equivalent to those from A4.2. This changes RRS 35, RRS 90.3(a) and A11.

14. PENALTY SYSTEM

- 14.1. In order to be placed on the finish list each boat that finishes must complete and deliver its Compliance Certificate to the Duty Officer at the RHADC Duty Desk before 1700 ADT, if their finish was between 0600 and 1200 ADT, otherwise by the first 1200 ADT after its finish. The Certificate may not be handed in to any other person or at any other location. A stamped receipt must be received from the Duty desk as evidence of submission.
- 14.2. Skippers are reminded they must clear customs before going to the Duty Desk to submit their Compliance Certificate.
- 14.3. Competitors are reminded of the requirements in Sections A5(f) and D3 of the NOR.
- 14.4. The A2B Compliance Committee (Compliance Committee) will review each boat's Certificate of Compliance, reports of the Start and Finish Line Committees, and any other material it deems appropriate to verify each boat's complete compliance with the Notice of Race, Sailing Instructions, and any changes to these documents.
- 14.5. The Compliance Committee may grant time credits and assess penalties to competing boats, without a hearing. This changes RRS 63.1.

- 14.6. The Compliance Committee will post its findings on the RHADC Official Notice Board not later than 2000 ADT daily.

A boat aggrieved by a posted finding may request a meeting with a representative of the Compliance Committee to hear an explanation of the finding. Such requests shall be initiated through the RHADC Duty Officer and must be made by:

- 14.6..1.1. Two hours after the boat's Certificate of Compliance was due if the request concerns findings posted before the Certificate of Compliance was due, or
 - 14.6..1.2. 1200 ADT on the day after the findings are posted if the request concerns a later posting.
 - 14.6..1.3. The meeting(s) will be held between 1400 and 1700 ADT as agreed between the boat and the Compliance Committee directly or through the RHADC Duty Officer.
- 14.7. RRS 62.1(a) is changed by adding "or the Compliance Committee." This permits boats aggrieved by the findings of the Compliance Committee to request redress from the Protest Committee in accordance with RRS 62.
- 1) RRS 62.1(a) is changed by adding "or the Compliance Committee." This permits boats aggrieved by the findings of the Compliance Committee to request redress from the Protest Committee in accordance with RRS 62.
 - 2) RRS 60.2 is changed to permit the Compliance Committee to act in the same way as the Race Committee.
- 14.8. If a boat fails to re-start in accordance with RRS rule 29.1, she shall be penalized by adding sixty (60) minutes to her elapsed time.
- 14.9. Any boat failing to report during the Daily Check-In may be penalized ten (10) minutes of elapsed time for each infraction.
- 14.10. Any boat using its engine for propulsion during racing shall either retire, or if in an emergency, or in accordance with Sec 21.2, continue racing and request redress. The boat will keep and present a complete log of the event or emergency including the time when the engine was started and stopped, when it resumed racing, beginning and ending positions, and other conditions.
- 14.11. RRS 64.1(a) (Penalties and Exoneration) is modified by adding: "The penalty for breaking a rule shall be at the discretion of the protest committee and may be either time added to a boat's elapsed time or disqualification."

15. TIME LIMITS

Boats finishing after 0800 EDT on Saturday, June 18, 2016 will be scored TLE (Time Limit Expired). This changes RRS 35 and RRS 90.3(a). The time limit may be extended at the discretion of the Race Committee due to weather conditions along the course.

16. PROTESTS AND REQUESTS FOR REDRESS

Protests and requests for redress shall be in writing in accordance with RRS 61, and shall be delivered to the Race Committee at the RHADC Duty Desk as soon as possible after reaching port but no later than 1000 EDT on Saturday, June 18, 2016. The Race Committee will check the Duty Desk twice per day at 1100 and 1900 each day beginning Thursday June 16, 2016.

17. CERTIFICATION OF COMPLIANCE AND FINISH LOG FORM

The Certificate of Compliance and Finish Log Form shall be completed and signed by the skipper, navigator and each watch captain and delivered to race committee at the RHADC Duty Desk as soon as practical, but no later than 1100 EDT, Saturday, June 18, 2016. Eastern daylight time in military time format must be used. A boat will not be officially scored until the properly completed forms have been filed.

18. INSPECTION

- 18.1. The Compliance Committee reserves the right to re-inspect any boat for compliance with race requirements before the start and before trophy presentation in Bermuda. Failure to be in compliance may subject the boat to protest which may result in penalties and disqualification
- 18.2. The skipper, navigator or designee, shall be available on board for a Compliance Inspection of the boat for up to 48 hours following completion of the race. The moored location of the boat plus name and full contact details in Bermuda for skipper and/or navigator or other responsible crew member, must be included on the Compliance Certificate so that ready communication between the boat and the Compliance Committee may be achieved.

19. RADIO COMMUNICATIONS

- 19.1. Commencing at 1200 EDT on the day of the Race until twenty (20) minutes after her start, each boat shall monitor VHF radio, channel 72. Thereafter, boats shall maintain a continuous radio watch on channel 16 and make contact with commercial traffic on channel 13 as may be required for safety.
- 19.2. Contact between other racing boats is permitted at 0800 and 1800 EDT on VHF radio, channel 72. Boats may announce their positions if they wish.
- 19.3. **CHANGED** - Any contact other than set forth herein must be logged and delivered to race committee at the RHADC Duty Desk with their Certification of Compliance. See paragraph 17.
- 19.4. Boats must notify Bermuda Harbor Radio of their approach when they are within 15 miles of Bermuda. Boats making an uncertain landfall should advise Bermuda Harbor Radio on VHF radio, channel 16 or 27, before a problem develops.
- 19.5. To communicate with RHADC by VHF radio, use Channel 67.

20. POSITION REPORTING

- 20.1. Daily position reports are required between 0800 – 1000 EDT.
- 20.2. If a scheduled position report is missed twice in a row, the race committee will notify the U.S. Coast Guard of the absence of contact and that the subject boat could be having difficulty.
- 20.3. If the Race Committee has not confirmed a boat's arrival in Bermuda by 1200 EDT, Saturday, June 18, 2016 and notice has not been received that the boat has retired from the race, it will be assumed that the boat is in distress and a report will be filed with the U.S. Coast Guard and the Bermuda Harbor Radio noting that the boat is overdue.

21. NOTIFICATION OF WITHDRAWAL

A boat withdrawing from the race shall, at the first available opportunity, notify:

- 1) The Duty Officer at the RHADC, phone (441) 297-8144, and if possible, nearby boats of 1) her present position, 2) her intention to withdraw, 3) the reason for her withdrawal, 4) her intended destination, and 5) her estimated time of arrival.
- 2) Other boats receiving notification of a boat's withdrawal shall log the time of such notice, the boat's position, and the information received from the withdrawing boat. At the first available opportunity, the receiving boat shall similarly notify the Duty Officer at the RHADC by whatever means available.

22. COMMERCIAL TRAFFIC

- 22.1. Any attempt by a contestant to exercise right of way, to cross in proximity to, or to interfere with reasonable transit of the race area by commercial freighters, tugs and tows or other commercial boats which are unable to respond readily, will be grounds for protest. Should such a protest occur the burden of proof is on the boat allegedly interfering. Contestants must take evasive action well in advance of any potentially dangerous situation.
- 22.2. If a boat without way in a ship channel infringes RRS 42 by using an engine to clear the channel at the approach of commercial traffic, it shall either retire or if the incident was unavoidable, continue racing and request redress.
- 22.3. RRS 62 is modified to allow the consideration of this request.

23. PRIZES

Trophies will be announced at the pre-race briefing on June 9, 2016 at Eastport Yacht Club

24. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The A2B, EYC and/or RHADC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.