

Mission Statement

To promote a sailing yacht race from Charleston, South Carolina, USA to the country of Bermuda to be manned by amateur and professional sailors in various divisions, to encourage the development of suitable types of racer/cruiser sailing craft, to stimulate interest in seamanship, navigation and the handling of small boats offshore, to encourage the use of fair rating rules, to encourage the camaraderie of sailors, yachtsmen and crews from around the globe in their participation of this event, to promote the “leave-no-trace” approach before, during and after the race, to highlight the strong economic cultural, and historic ties between the City of Charleston, the City of Hamilton and the Country of Bermuda.

**1.0 ORGANIZING AUTHORITY**

The Organizing Authority (OA) for the 2011 is the Charleston Bermuda Race Organizing Committee presented by OnDeck Group US LLC in coordination with the South Carolina Maritime Foundation (SCMF), and the Royal Bermuda Yacht Club (RBYC).

**2.0 RULES**

- 2.1 The race will be governed by the rules as described in The Racing Rules of Sailing (RRS) 2009-2012 including US SAILING Prescriptions, the 2010 and the 2010-2011 ISAF Offshore Special Regulations for Category 1 including US SAILING Prescriptions (OSR), by this Notice of Race (NOR) and by the Sailing Instructions (SI's).
- 2.2 RRS Part 2 will be replaced by Part B, the Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (COLREGS) between the hours of local sunset and local sunrise.
- 2.3 If an IRC Division is formed then the current IRC Rules, Parts A, B & C shall apply for all boats racing in the IRC Division.

**3.0 ADVERTISING**

- 3.1 Advertising may be displayed in accordance with ISAF Regulation 20. A brief description of any advertising carried by a yacht must be provided with the entry forms.

**4.0 ELIGIBILITY AND ENTRY:**

- 4.1. Yachts must be single-hulled or multi-hulled sailing vessels with inboard auxiliary power with a minimum LOA of 30 feet.
  - 4.1.1 OSR 3.03 – Hull Construction Standards (Scantlings) and Appendix M shall apply to yachts

with an Age Date of January 2010 or later.

4.2. Divisions - Expected divisions will be PHRF Racing, PHRF Cruising Spinnaker, PHRF Cruising Non-Spinnaker (main and jibs only), PHRF Double-Handed, PHRF ToD Multihull. A possible IRC Division may develop as entries are received. The OA shall have full authority to determine the suitability of any yacht for entry into any division and may divide any division into classes at its discretion.

4.2.1 RRS 52 – Manual Power- Is modified as follows:

(i) Double-Handed and Cruising Divisions Yachts are permitted to use mechanical or electro-mechanical self-steering devices.

(ii) Yachts in the Cruising Divisions and Double-Handed Division are permitted to use power winches.

4.3 Eligible boats may enter by completing the Registration Process which will be available on the website [www.charlestonbermudarace.com](http://www.charlestonbermudarace.com) . Upon accepted registration, the additional forms required at check-in (Section 7) will be available online. No entries will be accepted after May 10, 2011, without the express consent of the OA and payment of a fee as determined by the OA.

4.3.1 Crew Eligibility: Except for Double-Handed entries, each crew must consist of at least four members, including (as a minimum) a Navigator and two Watch Captains who have each successfully completed in an offshore race or passage while performing their duties as Navigator or Watch Captain. It is not intended by this minimum standard to exclude those sailors who have amassed extensive experience while cruising or in other non-racing activities. Accordingly, experience will be considered by the committee on an individual basis.

4.4 Double-Handed Entries: Both members of the crew of double handed entries must have completed an offshore passage of a minimum of 50 nautical miles for a continuous 24 hour period prior to May 1, 2011 and provide the OA with documentation of compliance. The Captain and crew must be the same individuals entered in this race. The OA will accept as compliance a previously sailed double handed race of at least 60 nautical miles which the yacht and crew completed within the last three years. The OA, however, reserves the right to refuse any double handed entry into the Race without prejudice.

## **5.0 Captain and Crew Requirements:**

5.1 Captains must be current members of US SAILING or their own national authority.

5.2 The Captain (1) and Navigator or Watch Captain (2) shall each complete an Offshore Experience Form and submit these to the Organizing Authority with the Registration Form for approval by the OA.

5.3 All boats must submit crew lists that include the Captain and all persons aboard while racing.

5.4 Thirty percent (30%) of any boat's crew shall have attended a Safety at Sea Seminar sanctioned by US Sailing within five years prior to the start of the race.

*The term "captain" as used in this Notice of Race means the person, whether or not owner of the registered boat, designated on the registration form as such and who is in charge of the boat during the race. The captain is responsible for the boat, its handling and safety, the conduct of the crew before and after, as well as during the race, and compliance with the Notice of Race and Sailing Instructions.*

## **6. FEES**

6.1 The Entry Fee consists of a fee for the boat including the Captain is \$600 and is due at the time of application or by March 15, 2011. All entries received after this date will pay an entry fee of \$800.00. An additional fee of \$65 for each crew member is due by May 01, 2011. All payments must be received by the OA before a yacht is considered eligible to race. The completed Entry Fee will provide Captain and crew members entry to events as detailed in Section 7.

6.2 The Entry Fee is not refundable after the entry has been accepted by the committee; entry fees can be returned by the committee upon application to the OA and refunded at the sole discretion of the OA. The Entry Fee includes events for Captain and crew, plus a Weather/Gulf Stream briefing at the Captains' Meeting, and a satellite tracking system. Additional event tickets will be available for sale prior to the events. The tracking device will be issued on loan against a credit card deposit. It is the responsibility of the boat owner and/or Captain to return the tracker to the OA or its representative in Bermuda.

6.2.1 The Charleston Bermuda Race is an invitational event. The Organizing Authority is not required to accept all Entries.

**Note:** The Entry Process is to be completed online using the race or linked websites.

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## **7.0 SCHEDULE:**

<b>Date:</b>	<b>Time:</b>	<b>Activity:</b>
March 5	0830-1700	Safety at Sea Seminar, Charleston, SC
March 15	2400	Deadline for Early Registration
May 15-18	1300-1800	Mandatory Check In - Historic Rice Mill Building
May 19	1930	Bon Voyage Party – Historic Rice Mill Building
May 20	1600	Captain’s Meeting (mandatory for Captain or one Crew Member): Charleston Yacht Club
May 21	1300	Warning signal for First Class Start
May 25		Start of Bermuda Events (TBA by separate notice)
May 29		Awards Ceremony-Royal Bermuda Yacht Club (Time TBA)

## **8.0 MEASUREMENTS AND PHRF RATINGS:**

- 8.1 The Safety Committee- The OA Safety Committee shall have full authority to determine suitability of any boat for entry into a particular division.
- 8.2 Ratings - Boats will be assigned a race specific PHRF rating by the Official Measurer of the Organizing Authority. Valid IRC certificates will be required for those racing IRC if such a division is constituted.
- 8.3 Point of Contact\_- To obtain a race specific rating entrants should contact the OA office at (843) 577-2515 or e-mail request to [info@charlestonbermudarace.com](mailto:info@charlestonbermudarace.com) providing basic boat information. PHRF Rating Application information can be found at [www.charlestonbermudarace.com](http://www.charlestonbermudarace.com) .

## **9.0 SAFETY**

- 9.1 **ISAF Special Regulations** - All boats shall comply with 2010-2011 ISAF Special Regulations Governing Offshore Racing including US Sailing prescriptions for Monohulls Category 1 (OSR) except as modified by this NOR, SI’s and addendums.
- 9.2 **Appendix A** - All boats shall comply with the Charleston Bermuda Race Additional Requirements contained in Appendix A of this Notice of Race.

## **10.0 SCORING**

Scoring will be based on PHRF time on distance and /or IRC regulations and correction tables. PHRF Ratings are as assigned by the local PHRF Measurer, IRC registered boats must have a valid IRC Rating Certificate. The distance of 777 nautical miles will be used in the scoring. This distance calculation is not subject to protest.

## **11.0 AWARDS**

Trophies will be awarded in each Division, one for every three boats entered up to a maximum of three trophies per Division. There will be additional Awards presented by the OA at their discretion. All boats finishing the race will be awarded a participation plaque.

## **12.0 DISCLAIMER OF LIABILITY:**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The South Carolina Maritime Foundation, the Charleston Ocean Racing Association, The Royal Bermuda Yacht Club and OnDeck Group US LLC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Charleston Bermuda Race.

## **13.0 MANDATORY SAFETY EQUIPMENT VERIFICATION**

- 13.1 Equipment Safety Review - The Captain of each boat is responsible for ensuring that all equipment is in serviceable condition, stored appropriately, and that the crew is trained in its deployment and/or use. Each Captain shall be required to inspect his/her boat and its equipment. The Captain of each boat shall complete and submit the Equipment Checklist Review provided by the OA as part of the race package.
- 13.2 Equipment Checklist Reviews - The OA will perform a Safety Checklist Review: this review is a courtesy and it remains the Captain's responsibility to comply with all requirements and make arrangements for this safety review. The Captain or a knowledgeable designee must be aboard for the review. The purpose of the inspection is to visually verify the presence of required items and will not construe endorsement of any items with respect to condition or fitness for use. All boats shall have their safety check completed not later than May 18, 2011. To schedule a safety check of a boat please call one of the names listed on the Safety Inspectors listing as posted on the web site and make the necessary arrangements.
- 13.3 Certificate of Compliance - The captain shall complete, sign, and submit a Certification of Compliance (Appendix C) as outlined in the 2009-2011 OSR. The Certification of Compliance shall be submitted to the RC after finishing the race and along with the boat's finishing time, not later than 12 hrs after the actual finish time.

## **14. SPECIAL LIMITATIONS**

14.1 During the race, contestants may not receive weather, current, or navigational information except from a publicized source available at no cost to all competitors.

14.2 Subscription, password protected or restricted access web pages are considered private information and may not be used for the transmission or reception of specialized weather and Gulf Stream information. General use of the Internet and publicly available web sites to obtain weather and Gulf Stream information including all National Weather Service data is authorized. Weather routing data developed specifically for the Race may not be received while racing.

14.3 Protests alleging infringement of NOR paragraph 14.2 shall only be initiated by the OA. This changes RRS 60.1.

## **15 REGISTRATION and CAPTAIN'S MEETING**

15.1 Each captain (or one designated crew member) shall report to the Race Headquarters at the Historic Rice Mill Building during the specified times as outlined in section 7 to complete and/or submit the following (some of which may have been completed online):

- Experience Summary and Waiver;
- Final Crew List
- Captain's Indemnification and Waiver of Liability;
- OnBoard Training Certificate;
- Safety Equipment Checklist;
- Receive Sailing Instructions;
- Receive Customs and Immigration information.

15.2 The Captain's Meeting will be held at the Charleston Yacht Club on May 21 at 1600.

## **16. MEDIA RIGHTS**

The conditions of entry include a requirement that the owner or charterer of the boat and all crew members acknowledge the following:

- The Organizing Authority owns all media rights to the Charleston Bermuda Race and may exercise these rights as it sees fit;
- The Organizing Authority has the unconditional and perpetual right to publish and broadcast anywhere in the world for any purpose and in any media, the names, images and biographical information of race participants prior to, during and after the race.

## **17.0 ORGANIZING AUTHORITY CONTACT INFORMATION**

Telephone: (843) 577-2515

Fax: (843) 722-2243

Internet address: [www.charlestonbermudarace.com](http://www.charlestonbermudarace.com)

E-mail: [info@charlestonbermudarace.com](mailto:info@charlestonbermudarace.com)

## APPENDIX A: ADDITIONAL REQUIREMENTS

In addition to the 2010-2012 OSR all boats shall comply with the following:

1. A minimum of 5 US gallons (19 liters) of fresh water shall be carried for each person aboard along with proper stores to last the duration of the race; which could be up to 14 days.
2. The requirement of OSR3.29.1 b) ii , “with not more than 40% power loss” is waived, the rest of OSR 3.29.1.b remains as written.
3. A properly registered 406 MHz EPIRB shall be carried.

4. Boats shall carry:

- a. - A fully charged hand held VHF transceiver designated as waterproof by the manufacturer
- b. - A 25-watt marine VHF transceiver with a permanently installed masthead antenna
- c. – A Global Satellite telephone to remain on at all times while the yacht is racing.
- d. - VHF transceivers shall have permanently installed masthead antenna plus provision for an emergency antenna.

5 Yachts shall carry an operable properly mounted automatic position-reporting transponder of a type specified by the OA.

6. **ISAF 6.05 Medical Training** is modified to be a **Strong Recommendation** and not a requirement. Each Captain is strongly encouraged to have 2 Crew Members have medical training as per ISAF 6.05 along with the additional training as outlined in ISAF 6.01.

6. Yachts shall carry a satellite telephone, powered by or be re-chargeable from the vessel’s electrical system, and operable below decks using an external antenna. **The number of the phone shall be provided to the OA prior to the start. The unit shall remain “on” and be ready to receive incoming calls at all times from 1200 hrs the day of the start until the vessel arrives at a port. It is a requirement that 80 % of the crew is familiar with the operation and proper use of the satellite phone and electronic communication equipment aboard the yacht.**

7. Yachts shall carry a shortwave receiver able to **receive** upper sideband transmissions on the frequencies listed below:

## SSB Frequencies

<u>Use</u>	<u>Channel</u>	<u>Ship Tx</u>	<u>Ship Rx</u>	<u>Type</u>
Emergency		2182.0	2182.0	Simplex
Bermuda Radio		2049.0	2582.0	Duplex
USCG Working		2670.0	2670.0	Simplex
Watchkeeping	450	4125.0	4125.0	Simplex
Intership	452	4149.0	4149.0	Simplex
Offshore Weather	424	4134.0	4426.0	Duplex
Offshore Weather	601	6200.0	6501.0	Duplex
Watchkeeping	650	6215.0	6215.0	Simplex
Intership	652	6227.0	6227.0	Simplex
Watchkeeping	850	8291.0	8291.0	Simplex
Offshore Weather	816	8240.0	8764.0	Duplex
Offshore Weather	1205	12242.0	13089.0	Duplex
Watchkeeping	1250	12290.0	12290.0	Simplex
Offshore Weather	1625	16432.0	17314.0	Duplex
Working & Distress	1650	16420.0	16420.0	Simplex

8. Sufficient fuel to provide a cruising range of at least **100 miles shall be on board** after finishing

9. The Captain and not less than 80% of the crew of each yacht shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the life raft, life jackets, safety harnesses and main boom preventer, communications equipment, pyrotechnics, EPIRBs, fire prevention, fire fighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. Participating crew shall sign the On Board Training Certificate printed from the online source to be submitted to the OA at Charleston Check-In and no later than the conclusion of the Captain's meeting. Any boat not submitting the "On Board Training Certificate" shall be considered as having not completed registration for the race.

10. Yachts shall carry an abandon-ship grab bag or bags to accompany each life raft each grab bag shall contain the appropriate gear. Yachts should be guided by the US SAILING Offshore Special Recommendations (OSR) in determining the contents of the grab bag. The contents of each grab bag need not duplicate any of the OSR or race requirements.

11. Sails other than those allowed to be used while racing may be aboard. However, to avoid inadvertent use, they shall be separately stowed and clearly marked "**not for racing**."

12. An Automatic Identification System Transponder (AIS) is **not required** for the 2011 Charleston Bermuda Race (as per OSR 3.29 n). It is recommended that an AIS unit conforming to the ISAF Regulations be installed and used during the race and for the return trip.



**13. Any yacht withdrawing from the race shall immediately notify the Organizing Authority (OA) by Sat Phone and other racing competitors by VHF of its retirement. Sat Phone communication will continue every 4 hours until a response is received from the OA.** The US Sailing Withdrawal Form or Section 8, Page 2 of the Certificate of Compliance shall be filed with the OA as soon as possible after arriving in port, failure do so will jeopardize the Captain's participation in future Charleston Bermuda Races. A copy of the US Sailing Withdrawal Form can be located at:  
[http://offshore.ussailing.org/SAS/SAS\\_Withdrawal.htm](http://offshore.ussailing.org/SAS/SAS_Withdrawal.htm) .

14. ISAF OSR Regulation 4.6 (c) and (f) are modified as follows for the PHRF Cruising and Double Handed Divisions: A storm trysail is not required if the mainsail is capable of being reduced in sail area by 55% of its unreefed area. A heavy weather sail is not required but it is a strong suggestion that yachts carry additional sails that can be used in heavy weather and be familiar with heavy weather sailing techniques specific to their boat. A Storm Jib is required under OSR 4.26.4 (e).