



Start: June 21, 2024

Organizing Authority:
Bermuda Race Organizing Committee of
the Bermuda Race Foundation, Inc.

From Newport, Rhode Island (USA) to Bermuda

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. A large portion of the racing area lies outside the range of helicopter assistance. 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.

The Bermuda Race Organizing Committee also encourages good sportsmanship and conduct. Misconduct, such as breaches of good manners or of good sportsmanship, or unethical behavior, will not be tolerated. Anyone may report such behavior to the International Jury via jury@bermudarace.com. Victims or witnesses of harassment who wish to remain anonymous may report such misconduct at www.safesail.org.

Cognizant of the need for environmental stewardship, the race will be conducted 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. This will take the cooperation of all competitors and support personnel, including vendors, in reducing waste before, during, and at the conclusion of the event.

NEWPORT BERMUDA RACE 2024**KEY DATES**

June 16, 2023	Online entry system opens
Dec. 22, 2023	Cancellation fees increase (see NoR 3.5)
Feb. 21, 2024	No refunds for cancellations after this date (see NoR 3.5)
Mar. 15	Text of all documents listed in NoR 2.2 posted on race website
April 7	Deadline for initiating entry (see NoR 3.1)
April 13	Deadline to request measurement (see NoR 6.1(a))
May 17	Entry Completion Deadline Inspection Plan, Competitors Agreement and Advertising Description
May 30	Measurements Deadline (if required, see NoR 6.1)
June 7	Crew Registration Deadline
June 7	Inspections Deadline
June 16-19	Newport Headquarters open for On-Site Registration
1600, June 19	On-Site Registration Deadline
1700, June 20	Meeting for Persons in Charge ("PIC"s)
1300, June 21	First Warning Signal
June 23-27	Bermuda Headquarters open for Check-In
1800, June 29	Prize Giving By invitation only and subject to a "jacket and tie" dress code

Note: There will be a social schedule on the race website: www.bermudarace.com

NOTICE OF RACE

Incorporating Amendment No. 1 to NoR 3.6(d) and NoR 16, effective December 1, 2023.

Last revised June 15, 2023

Notation: “RRS x” means rule x in The Racing Rules of Sailing. “NoR y” means rule y in the notice of race. “PIC” or “Skipper” when used on the online entry system, means a boat’s person in charge under RRS 46.

Deadlines: All deadlines are “on or before” the date stated and before midnight, unless a specific time is given. The official time-zone for the race is North American EDT.

1. MANAGEMENT

- 1.1 The organizing authority (“OA”) of the 2024 Newport Bermuda Race (“the race”) is the Bermuda Race Organizing Committee of the Bermuda Race Foundation, Inc., a Rhode Island not-for-profit corporation. The OA will appoint an independent race committee that may be assisted by the Cruising Club of America and New York Yacht Club at the start and Royal Bermuda Yacht Club at the finish.
- 1.2 The OA will have the authority to determine the eligibility of any boat for entry into any division, the discretion to assign boats to divisions and classes, and the authority to determine that a boat does, or does not, comply with a safety requirement.

2. RULES

- 2.1 The race will be governed by the *rules*, as defined in *The Racing Rules of Sailing* (“RRS”) and the US Sailing prescriptions.
- 2.2 The following additional documents will govern this race. The additional documents are subject to change. The version of each that will govern this race is the version in effect on March 15, 2024, and, after that date, that version of each of these documents will be available on the race website (www.bermudarace.com).
 - a. World Sailing Development Rule DR21-01, Version 2;
 - b. RRS Appendix RV, Reduced Visibility;
 - c. Offshore Racing Rule (“ORR”);
 - d. Multihull Offshore Racing Rule (“ORR-MH”);
 - e. International Superyacht Rule (“ISYR”);
 - f. Newport Bermuda Race Safety Requirements for Monohulls;
 - g. Newport Bermuda Race Safety Requirements for Multihulls;
 - h. World Sailing Advertising Code; and
 - i. World Sailing Categorization Code.
- 2.3 Other Relevant Websites
 - a. Official Notice Board (at www.bermudarace.com);
 - b. Offshore Racing Association (<https://www.offshoreracingrule.org/>);

- c. World Sailing Categorization System (<https://www.sailing.org/sailors/sailor-categorisations/>.)
- 2.4 World Sailing Development Rule DR21-01, Version 2, will apply, and, therefore:
 - a. The definition *Start* is changed to:

Start A boat *starts* when, her hull having been entirely on the pre-start side of the starting line, any part of her hull crosses the starting line, from the pre-start side to the course side, either

 - (a) at or after her starting signal, or
 - (b) during the last minute before her starting signal.
 - b. When a boat *starts* in accordance with item (b) of the definition *Start*, she shall not return to the pre-start side of the line, and a starting penalty of 30 minutes shall be added to her elapsed time.
 - c. RRS 29.1 and RRS 30 are deleted.
- 2.5 Between the times of local sunset and sunrise, RRS Appendix RV, Reduced Visibility will apply. Therefore, the changes to the Definitions in RRS RV 1 and the change to RRS 17 in RRS RV 2 will apply. A copy of RRS Appendix RV is available on the race website.
- 2.6 The Offshore Racing Rule (“ORR”) and the Newport Bermuda Race Safety Requirements for Monohulls shall apply to monohull boats, except those entered in the Spirit of Tradition or Superyacht divisions. Fully Measured ORR certificates are required. Partial Measurement ORR and ORR-Ez certificates are not acceptable. See NoR 6.1.
- 2.7 The Multihull Offshore Racing Rule (“ORR-MH”) and the Newport Bermuda Race Safety Requirements for Multihulls shall apply to multihull boats.
- 2.8 The International Superyacht Rule (“ISYR”) and the Newport Bermuda Race Safety Requirements for Monohulls shall apply to the Spirit of Tradition Division and the Superyacht Division, except that World Sailing Offshore Special Regulations Category 1 (with satellite phone), or the safety rules and regulations that apply to the boat by virtue of her flag or Classification Society, prevail wherever they conflict with the Newport Bermuda Race Safety Requirements for Monohulls.
- 3. **ELIGIBILITY AND ENTRY**
- 3.1 Any boat may request an invitation to enter. To do so, she must initiate an entry at bermudarace.com by April 7, 2024. A boat’s entry is considered “initiated” upon:
 - a. completion of an Offshore Experience Form in which the boat’s Person in Charge (“PIC”) under RRS 46 and a member of her crew who will serve as her Reserve Person in Charge if the PIC is unavailable are designated;
 - b. selection of a desired division (see NoR 4); and
 - c. payment of the entry fee deposit (see NoR 3.5).
- 3.2 After a boat initiates entry, the OA will review the information the boat provided under NoR 3.1, and it may invite her to complete her entry in the race if she has shown to the

satisfaction of the Qualifications Committee that the PIC and the Reserve Person in Charge have sufficient offshore sailing experience.

3.3 To complete her entry, a boat must:

- a. Request measurement (if required) by April 13, 2024 (see NoR 6.1);
- b. Complete an Inspection Plan on the entry system by May 17, 2024;
- c. Submit a rating application/amendment/renewal by May 30, 2024 (see NoR 6.1);
- d. Pass pre-race safety inspection by June 7, 2024 (see NoR 6.2);
- e. Complete the boat's Crew List by June 7, 2024 (see NoR 3.6); and
- f. Complete On-Site Registration by 1600, Wednesday, June 19, 2024.

3.4 The OA may reject or cancel the entry of a boat if the Technical Committee is not satisfied that the boat fits at least one of the race's divisions, which are described in NoR 4. If the boat has not participated in a prior Newport Bermuda Race, the Technical Committee's assessment of the boat may be delayed until:

- a. the boat obtains a valid rating certificate; and
- b. the Technical Committee verifies compliance with the construction standards of the safety requirements.

3.5 The entry fee is calculated based on the division entered, LOA, and the date on which the deposit is paid on the entry system (see table below). A deposit of 50% of the entry fee is due upon initiating entry. The balance of the entry fee is due by **April 7, 2024**, and will be charged against the boat's payment arrangements at that time. A boat whose request for an invitation to complete her entry has been declined will be refunded her deposit. The deposit is refundable for any cancellation made by the boat or OA prior to December 22, 2023, 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 22, 2024. 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 22, 2023	US\$65	US\$46
December 22, 2023	US\$70	US\$49
February 22, 2024	US\$75	US\$53
April 7, 2024	US\$80	US\$56

3.6 Boats shall supply an accurate list of those who will be aboard the boat during the race (a "Crew List") on the entry system by **June 7, 2024** (the "Crew Deadline"). Changes to the boat's Crew List are permitted after the Crew Deadline at the discretion of the OA upon a showing of exceptional circumstances. A boat shall not deviate from her Crew List by adding, subtracting, or substituting crew, or sailing with any person who at the time of On-Site Registration:

- a. is not listed on the boat's crew list as "Accepted";

- b. has not submitted emergency contact and immigration information on the entry system;
- c. has not signed a Competitor's Agreement on the entry system; or
- d. is a citizen of, or holds a World Sailing ID as a member of a national authority of, a country listed on the US Sailing website at <https://www.ussailing.org/exclusion>, except such citizens who provide evidence to the OA of permanent residency status in a country other than an excluded country.

A boat's PIC is responsible for obtaining the consent and cooperation of legal guardians of competitors of minority age. Competitors of minority age are not excused from compliance with 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). (See NoR 7, Categorization, which requires some competitors to provide their World Sailing Sailor ID by the Crew Deadline.)

- 3.7 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.
- 3.8 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. The boat at the top of the waiting list will be allocated an entry if and when one becomes available.

4. DIVISIONS

A boat shall select one of the following divisions (see NoR 3.1(b) and 3.4).

4.1 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 385 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.

4.2 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 275 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 canting 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. See NoR 4.12.

- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08), but the use of autopilots is prohibited. See NoR 4.12.

4.3 **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.
- d. 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 provided that 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.
- e. Total crew of at least four persons. See NoR 7 for Categorization rules concerning limits on crew, steering, and eligibility for certain prizes.
- f. *Finisterre* Division boats may carry one nylon or polyester spinnaker for use while racing. (This is a permissible change to 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 shall be declared in the ORR certificate application/amendment.
- g. *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 forestay sails 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).
- h. RRS 51 (Movable Ballast) shall apply to all boats in this division without exception.
- i. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). The use of autopilots is permitted. See NoR 4.12.

4.4 **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 canting 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, and NoR 4.12.

- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). The use of autopilots is permitted. See NoR 4.12.

4.5 **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 4.9 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 canting 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, and NoR 4.12.
- e. RRS 52 (Manual Power) shall not apply (as per ORR 4.08). See NoR 4.12.

4.6 **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, and NoR 4.12.
- d. RRS 52 (Manual Power) shall not apply (as per ORR-MH), but the use of autopilots is prohibited. See NoR 4.12.
- e. Foiling systems with the designed purpose of flying all hulls at the same time are not permitted.

4.7 **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 canting keels, including by non-manual power means, is permitted provided such features are declared for measurement. This changes RRS 51 and 52. See NoR 4.12.
- d. RRS 52 (Manual Power) shall not apply to the extent permitted by ISYR. This changes RRS 52. See NoR 4.12.

4.8 **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. See NoR 4.12.
- 4.9 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.
- 4.10 All rating certificates shall include or permit at least one spinnaker. A boat whose rating certificate does not include or permit at least one spinnaker will not be accepted for entry in any division. See NoR 4.3 for additional *Finisterre* Division spinnaker rules.
- 4.11 In all divisions, headsails may not be sheeted to any spar, whisker pole, or outrigger set to leeward. See ORR 10.05(f)-(g).
- 4.12 Under ORR, ORR-MH, and ISYR, boats shall declare the use of non-manual power or movable ballast at the time of measurement, rating application, amendment, and/or revalidation, even if the rules for the division in which she is entered modify RRS 51 and/or 52 or otherwise permit the use of non-manual power or movable ballast.
- 4.13 Large Roach Headsails, if permitted by a boat's rating certificate and division rules, shall not be set opposite the main boom on a pole.

5. ADVERTISING

Advertising shall comply with the World Sailing Advertising Code. Boats shall, by **May 17, 2024**, provide a brief description of any advertising to be displayed during the race. The OA will reject any advertising not compliant with the World Sailing Advertising Code. See RRS 6 and World Sailing Regulations.

6. MEASUREMENT AND INSPECTIONS

6.1 Ratings Measurement

- a. Boats requiring measurement shall send an e-mail to an approved measurer and to their Certificate Processor (listed below) by **April 13, 2024**, indicating when the boat will be ready for measurement and requesting an acknowledgement e-mail from the measurer for this purpose. Boats must be measured by **May 30, 2024**. US Sailing requests that boats seek measurement as early as possible to avoid anticipated delays. Certificate Processors are as follows:

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

- b. Boats shall submit a completed measurement application, renewal, or amendment to their Certificate Processor on or before **May 30, 2024** ("Measurements Deadline"). Boats should not submit a copy of their rating certificate to the OA or race committee unless specifically requested to do so. Boats sailing under ORR, see NoR 2.6.
- 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 7, 2024**, boats shall email a copy of the sail measurement certificates to the

Certificate Processor and the boat's measurer 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 shall: (1) request, (2) schedule, and (3) pass Inspection by **June 7, 2024** (the "Inspection Deadline"). A boat shall complete the Inspection Plan on the entry system as soon as practicable after initiating an entry and in no case later than **May 17, 2024**. A boat that fails to satisfactorily complete Inspection will not be entered in the race. See the inspection documents posted on the Official Notice Board for more information.
- b. **Self Inspection.** A boat that finished the preceding (2022) Newport Bermuda Race under the same ownership and command that will be entered in the current (2024) Newport Bermuda Race is eligible to be inspected before the race by the boat's afterguard (her PIC, Reserve Person in Charge, and all watch captains) in lieu of a race inspector. However, a boat that self inspected in 2022 is not eligible to self inspect for the 2024 race. An eligible boat that elects to self inspect under this paragraph shall complete the Inspection Plan on the entry system by **May 17, 2024**, and shall complete the online Inspection Checklist prior to appearing for On-Site Registration, and, having done so, she will have complied with NoR 6.2(a). A self-inspected boat may, however, 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 unless there is a medical emergency on board and/or Bermuda authorities direct the boat to anchor in an alternate location, e.g., St. George's Harbour. See RRS 60.4 and 92.
- d. **Paper Documentation for Inspection.** Boats shall retain a paper copy of proof of medical training 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 3.7 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; (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); (4) other reasons deemed by the OA to be sufficient cause. The new/final rating certificate, if any, must be requested by June 18, 2024, and inspection must be completed by June 14, 2024. The OA will not waive NoR 3.7 penalties for any of the reasons stated herein if the boat did not schedule her original measurement/inspection in a timely manner or was not otherwise prepared at the appointed time.

- c. The OA may grant provisional extensions of the Measurements Deadlines at its sole discretion in cases where it determines that the extensions are justified as the result of circumstances beyond the reasonable control of the boat. Such extensions will require payment of an additional fee to be specified by the OA. When extensions are granted, expected measurements shall be submitted to the Technical Committee by the published Measurements Deadline, and all final measurements must be within reasonable measurement tolerances to the satisfaction of the Technical Committee.

7. CATEGORIZATION

- 7.1 Categorization restrictions will apply in the St. David's Lighthouse, *Finisterre* and Double-Handed divisions only. See RRS 6.1 and 79, and the World Sailing Sailor Categorization Code, which apply to any competitor seeking Group 1 (amateur) categorization. In all other divisions, the participation of Group 1 competitors is encouraged but not required.
- 7.2 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.
- 7.3 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.
- 7.4 In the St. David's Lighthouse and *Finisterre* divisions, a boat shall not be steered by anyone who does not have a valid Group 1 categorization unless he or she has at least a one-third partner financial interest in ownership of the boat or is 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.
- 7.5 In the Double-Handed Division, at least one competitor shall have a valid Group 1 categorization. Both competitors may steer.
- 7.6 Competitors seeking a Group 1 categorization shall provide their World Sailing Sailor ID with their Crew List registration on the entry system by the June 7, 2024 Crew Deadline, and should visit <https://www.sailing.org/sailors/sailor-categorisations/> to obtain or renew their categorization **as soon as possible**. A competitor's Group 1 classification will be considered "valid" if it does not expire before June 29, 2024.

7.7 When the race committee believes that a boat or her crew may have breached NoR 7, it shall protest the boat.

7.8 With respect to the World Sailing Sailor Categorization Code, Regulation 22.5.6, the “commencement of the event” shall be the Crew Deadline, June 7, 2024.

7.9 ORR Rule 4.02, Crew Limitations on Professionals, shall not apply in any division.

Note: Certain perpetual prizes are reserved for boats with Crew Lists showing entirely Group 1 competitors. See NoR 18.

8. ON-SITE REGISTRATION IN NEWPORT

8.1 Each PIC, or a crew member bearing the PIC’s written authorization, shall report to Race Headquarters in Newport for On-Site Registration between 1200, Sunday, June 16, 2024 and 1600, Wednesday, June 19, 2024 (the “On-Site Registration Deadline”). At that time, PICs shall correct any entry deficiencies, pay any outstanding fees, receive a transponder, and attest to reading, understanding, and accepting this NoR and the Inspection documents. PICs shall also certify at Registration that the boat’s Crew List on the entry system correctly identifies each and every member of the boat’s crew and, if given, their Categorization Group. Neither the OA nor the race committee will register any boat with an incomplete Entry or Inspection.

8.2 The Meeting for PICs will be at 1700, Thursday, June 20, 2024. Location and/or connection information to be provided. If the Meeting for PICs is conducted in person, not more than two tickets will be issued to each boat at Registration.

8.3 The Sailing Instructions will require each boat’s PIC to appear at Race Headquarters at the Royal Bermuda Yacht Club after finishing to comply with relevant Bermuda Customs and Immigration procedures, and ensure filing of the Certificate of Compliance.

Note: Bermuda has separate agencies to handle immigration and customs, each with their own procedures. All competitors should pre-clear Bermuda Immigration at Race Headquarters in Newport to avoid delays doing so upon arrival in Bermuda. In any event, PICs will be required to clear their boat in Bermuda with H.M. Customs Bermuda, as required by Bermuda law.

9. OUTSIDE HELP

RRS 41(c), Outside Help, is deleted and replaced with:

- (c) help in the form of purchased information, data, or forecasts (including information, data, or forecasts from organizations such as SiriusXM, PredictWind, Squid, or Sailflow) provided that any boat can purchase identical information, data, or forecasts. However, a boat shall not receive routing advice tailored for her location and performance characteristics.

10. COMMUNICATIONS

10.1 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 to receive e-mail messages from the OA and race committee. Competitors should add the

domain bermudarace.com to their e-mail program's safe senders list and periodically check the race website for updates. The OA encourages all competitors to follow the race's social media, listed on bermudarace.com, for important reminders and other more frequent updates about the race.

- 10.2 Beginning June 21, 2024, 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/>
- 10.3 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 shall be returned to the Royal Bermuda Yacht Club after finishing or by June 28, 2024, after which a late fee equal to the retail price of the device will be charged against the boat's payment arrangements on the entry system. Boats desiring satellite transponders before or after the race should visit www.ybtracking.com for information about rentals and purchases.
- 10.4 Boats shall ensure that their AIS transmits the boat's name as provided during entry and not an MMSI number or a former name for the boat.

11. RESPONSIBILITY; LIABILITY; MEDIA

- 11.1 PICs 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.
- 11.2 Competitors participate in the race entirely at their own risk. See RRS 3, Decision to Race. The Bermuda Race Foundation, Bermuda Race Organizing Committee, Cruising Club of America, Royal Bermuda Yacht Club, New York Yacht Club, 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 PIC's responsibility is as set forth herein, in the Safety Requirements, and on the entry forms, including the Competitors Agreement.
- 11.3 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 the Royal Bermuda Yacht Club and the Cruising Club of America 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).

12. PRESCRIPTIONS

The US Sailing prescriptions will apply at all times while racing, including when boats are outside of the waters of the United States.

13. SAILING INSTRUCTIONS

Sailing Instructions will be available on the Official Notice Board at or before the Meeting for PICs.

14. COURSE

14.1 Boats will start off Newport, Rhode Island, USA and finish off St. David's Lighthouse, Bermuda, leaving the Islands of Bermuda to starboard. The entire course will be specified in the Sailing Instructions.

14.2 The Sailing Instructions will permit sailing through or across Traffic Separation Scheme lanes, subject to certain conditions.

15. THE START

15.1 The Sailing Instructions will address the location of the starting line. It is the intention of the OA and race committee to set the starting line in the East Passage of Narragansett Bay in the general area between the northern tip of Fort Adams and The Dumplings, or, if conditions warrant, off Castle Hill or Brenton Reef.

15.2 The first warning signal is scheduled for 1300, Friday, June 21, 2024. The race committee may postpone the start of any class. If a start is postponed to Saturday, June 22, 2024 or later, the starting line will most likely be set offshore of Brenton Reef, as described in the Sailing Instructions. The race will likely be cancelled for one or more classes if their starting signals have not been made by sunset on Sunday, June 23, 2024.

16. SCORING

Corrected times will be calculated using a Forecast – Time Correction Factor ("F-TCF," Time on Time) derived from the velocity prediction based on each boat's valid rating certificate for the Newport to Bermuda route using publicly available weather and current forecasts the morning before the start of the race. A boat's request for redress shall not be based on the race committee's choices of weather and current forecasts.

For more information, see the FAQ section of the race website (click here).

~~16.1 As of the publication date of this NoR, it is the intention of the OA that corrected times will be calculated using F-TCF (Time on Time) using each boat's ORR velocity prediction for the Newport to Bermuda route based on the NOAA (GFS), NOAA (HRRR), and NOAA (RTOFS) weather and current forecasts the morning before the start of the race. Details of this scoring algorithm may be adjusted based on experience gained using this~~

~~methodology in other races during the summer of 2023, with final details to be determined prior to September 1, 2023.~~

~~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.~~

17. INTERNATIONAL JURY; APPEALS

An international jury will be appointed by the OA. There shall be no appeal from the decisions of the international jury (see RRS 70.5).

18. PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the OA, whose decision is final.

18.1 **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.

18.2 **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 Moxie Prizes |
| e. Open Division | Royal Mail Cup |
| f. Multihull Division | Bjorn R. Johnson Castle Hill Trophy |
| g. Superyacht Division | Superyacht Prize |

18.3 **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 |

18.4 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 21, 2024, and/or a Crew List showing exclusively Group 1 competitors.

- 18.5 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.

19. RACE RECORDS

There are two elapsed time race records:

- 19.1 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).
- 19.2 Boats in all divisions will compete for the modern, best elapsed time record, which is not subject to RRS 51 or 52.

FURTHER INFORMATION

BERMUDA RACE ORGANIZING COMMITTEE

www.bermudarace.com

General questions, comments, etc.:

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Race Headquarters

June 16-19

Sail Newport

Fort Adams Drive

Newport, RI 02840

June 23-27

c/o Royal Bermuda Yacht Club

15 Point Pleasant Road

Hamilton HM DX, Bermuda