

# The Sixteenth Marion – Bermuda Cruising Yacht Race

Friday, June 15, 2007

## NOTICE OF RACE

### 1. ORGANIZING AUTHORITY AND SPONSORS

The Organizing Authority is the Marion – Bermuda Cruising Yacht Race Association, Inc. It is sponsored by:

|   |                       |
|---|-----------------------|
| <b>The Beverly Yacht Club</b>                 | Marion, Massachusetts |
| <b>The Blue Water Sailing Club</b>            | Boston, Massachusetts |
| <b>The Royal Hamilton Amateur Dinghy Club</b> | Paget, Bermuda        |

### 2. SPIRIT AND OBJECTIVES

- a. Since its inception in 1977, the Marion – Bermuda Race has been a Corinthian event and yachts are accepted by invitation. The spirit of the Race is that all yachts and crew are participating for the joy and pleasure of sailing, competition, and the camaraderie that accompanies such an off-shore event.
- b. The Race provides an opportunity for cruising yachts and amateur crews to participate in an ocean race and a rendezvous in Bermuda. It encourages the development of blue water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew. Yachts may not be entered with an intention of furthering a commercial or trade purpose for captain, crew or sponsor.

### 3. DESCRIPTION

The Marion – Bermuda Race is an ISAF Category 1 race. Their description is:

***“A race of long distance, well offshore, in large unprotected bays, and in waters where large waves, strong currents, or conditions leading to rapid onset of hypothermia are possible, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.”***

### 4. START DATE AND COURSE

All racing divisions will start in Buzzards Bay off Marion, Massachusetts and finish off St. David’s Head, Bermuda. The rated length of the race course is 645 nautical miles. The Monohull divisions will start on Friday, June 15, with the first attention signal not earlier than 1:00 pm. The Multihull division will start on Saturday, June 16, with the first attention signal not earlier than 11:00 am. The starts may be postponed if unusually heavy weather is anticipated.

## 5. ABBREVIATIONS AND CONVENTIONS

### *Our abbreviations:*

|                  |   |
|------------------|---|
| <b>BWSC</b>      | Blue Water Sailing Club   |
| <b>BYC</b>       | Beverly Yacht Club  |
| <b>RHADC</b>     | Royal Hamilton Amateur Dinghy Club  |
| <b>MBCYRA</b>    | Marion – Bermuda Cruising Yacht Race Association, Inc.  |
| <b>SSB</b>       | Single Sideband, a popular method of long distance radio communication  |
| <b>ISAF</b>      | International Sailing Federation  |
| <b>ISAF book</b> | <i>2006 – 2007 ISAF Offshore Special Regulations Governing Offshore Racing for Monohulls and Multihulls, including US SAILING prescriptions</i> |
| <b>RRS</b>       | <i>Racing Rules of Sailing 2005 – 2008, including selected US SAILING Prescriptions</i>   |

***Our conventions:*** All dates are in the year 2007 unless otherwise noted.

## 6. RULES

- a. The Race will be governed by:

The RRS  
This Notice of Race  
The 2007 Marion – Bermuda Cruising Yacht Race Sailing Instructions  
Equipment requirements as applicable to Category 1 events in the ISAF book as delineated by MBCYRA (see links below)  
Regulations from US SAILING regarding the appropriate handicapping system  
For Multihull yachts, the rating system provided by The New England Multihull Association

Links to important web sites:

|                               |   |
|-------------------------------|---|
| RRS                           | <a href="http://www.usailing.org/rules/">http://www.usailing.org/rules/</a>   |
| US SAILING's Prescriptions:   | <a href="http://www.ussailing.org/rules/2005-2008%20Prescriptions.pdf">http://www.ussailing.org/rules/2005-2008%20Prescriptions.pdf</a> |
| ISAF web site for Monohulls:  | <a href="http://www.sailing.org/offshore/2006/OSR2006_Mo1_250106.pdf">http://www.sailing.org/offshore/2006/OSR2006_Mo1_250106.pdf</a>   |
| ISAF web site for Multihulls: | <a href="http://www.sailing.org/offshore/2006/OSR2006_Mu1_250106.pdf">http://www.sailing.org/offshore/2006/OSR2006_Mu1_250106.pdf</a>   |
| MBCYRA site:                  | <a href="http://www.marionbermuda.com">http://www.marionbermuda.com</a>   |

- b. The Sailing Instructions or any advisories or amendments as issued by MBCYRA may change any of these documents as permitted by the RRS. It is the intention of the organizers to post the Sailing Instructions on the Race web site by January 1, 2007
- c. Copies of both the RRS and the ISAF book must be aboard your yacht at the start of the Race.
- d. An International Jury will be constituted in accordance with RRS Rule 70.4 and Appendix N.
- e. Both the Jury and Compliance Committee may assess alternate time penalties in lieu of disqualification.

## 7. YACHT ELIGIBILITY AND EQUIPMENT REQUIREMENTS

- a. There are racing divisions for monohull as well as multihull sailing yachts. Your yacht must have an enclosed cabin and be fitted out for comfortable cruising, including permanent bunks, a permanently installed and enclosed toilet, and permanently installed cooking facilities suitable for

use at sea. Her hull length, exclusive of spars or projections fixed to the hull, such as bowsprits or pulpits, is 32.0 feet minimum and is 80.0 feet maximum. Moveable ballast is not permitted. Your yacht shall be, in the judgment of the Acceptance Committee, of a design of demonstrated seaworthiness and appropriate for sailing well offshore.

- b. This is a Category A event, as described in ISAF Regulation 20.3, therefore displays of advertising on your yacht is prohibited. The RRS exempts clothing and personal gear from this restriction.
- c. If your yacht is a monohull yacht, it must meet the ISAF Monohull requirements for a Category 1 offshore event, with the following modifications:
  - 3.03 (Scantlings) Does not apply.
  - 3.14.6 Lower lifeline minimum wire diameter may be 1/8", regardless of the LOA of the yacht.
  - 3.23.5a (Pumps) Substitute "Two manual bilge pumps, one securely fitted to the yacht's structure, one operable above deck, the other below deck. One shall be operable with all cockpit seats, hatches and companionways shut".
  - 3.23.5f (Buckets) Replace "at least" with "approximately" 2.4 US gallons.
  - 3.27 Masthead tricolor lights are strongly recommended for boats without rotating masts.
  - 3.28.2a Amended. Yachts may carry a portable generator, which shall be adequately secured both when stowed and in use on deck.
  - 3.29.1ii Substitute "it shall have a masthead antenna or an antenna mounted on a permanently installed pole at least 12 feet above the water line, such as a radar mount. A co-axial feeder cable must be used such that there is not more than 40% power loss."
  - 4.01.1 (Sail letters and numbers) See Section 8, paragraph j.
  - 4.02.1b Colored panels are recommended.
  - 4.08.1 An extensive first aid manual may be substituted for the publications listed by ISAF.
  - 4.10 US SAILING's radar reflector prescriptions: "*Radar reflectors shall have a minimum documented 'equivalent echoing area' of 6 m<sup>2</sup>. Octahedral reflectors shall have a minimum diameter of 12 inches.*"
  - 4.20.2d We strongly recommend that life rafts be equipped with insulated floors.
  - 4.26.2 (Storm and heavy weather sails) See Section 8, paragraph d.
  - 5.01 (Lifejackets) We have modified US SAILING's first prescription. One Type I U.S. Coast Guard approved personal flotation device (PFD) must be aboard the yacht for each person even if inflatable PFDs are aboard. Each PFD must have a strobe or other rescue light on a lanyard long enough to allow the wearer to hold the light above their head and have a strong whistle firmly attached on a lanyard long enough so that the whistle can be placed in the mouth.
  - 5.11 (Anti-gybing device) We have made the US SAILING recommendation a requirement.
- d. Additional required equipment on board:
  - A federal VHF radio station license, although optional in US waters, is mandatory for international travel.
  - A fully-charged waterproof hand-held VHF.
  - A properly registered 406 MHz EPIRB. We recommend a GPIRB, a unit that contains an integral GPS.
  - Docking equipment in Bermuda if your yacht will be berthed at the RHADC, includes at least five

fenders, four docking lines and a marine power cord at least 100 feet long.

- e. The following consumables must be on board at the start:
- Sufficient fuel in permanently installed tanks to motor at least 250 miles
  - At least 10 gallons of fresh water per person
  - Sufficient stores for the crew for at least 14 days
- f. All ordinary cruising gear, such as cabin tables and galley equipment, must be on board and in its usual cruising position during the race.
- g. Power-driven winches and mechanical or electro-mechanical steering devices are permitted in all divisions. This modifies RRS 52.
- h. A radio receiver capable of receiving SSB weather broadcasts must be aboard.
- i. Either an SSB transceiver or a satellite phone must be aboard and in good working order.
- j. Your yacht must display identical weather cloths on each side of the cockpit with numbers at least 16 inches in height at both the start and finish. These must be exactly the same numbers as are on your sails.
- Note:** Requirements for multihull yachts will be based on the ISAF multihull Requirements for a Category 1 offshore event. Modifications to those requirements will be made available as soon as possible.

## 8. SAILS

- a. We do not permit the use of poled symmetrical spinnakers, mizzen spinnakers, or bloopers.
- b. You are allowed one asymmetrical cruising spinnaker, provided the tack attaches to the stem of your yacht, or to the end of your bowsprit, or to the end of a sprit which is permanently installed at the bow of your yacht for the purpose of tacking down an asymmetrical spinnaker.
- c. There will not be separate spinnaker classes or divisions. If you elect to use a cruising spinnaker, that election must be declared on your rating application.
- d. You must have aboard at least one storm trysail, one storm jib and one heavy-weather jib, as described in the ISAF book, paragraph 4.26. We **require** color patches on both sides of all storm sails. We strongly recommend that the yacht's sail number be marked on the patch. This modifies the ISAF book, paragraph 4.26.2.

You may also have:

- One sail hoisted on each mast
  - One mizzen staysail
  - A regular cruising forestaysail hoisted on its permanently rigged forestay if your yacht is a cutter rig and is handicapped in accordance with paragraph 8 f
  - Three other sails, which may be any combination of jibs, forestaysails and mizzen staysails
- e. You may fly multiple headsails simultaneously. The size of the largest headsail you have declared and the use of a cruising spinnaker, a mizzen staysail, and carbon fiber masts will affect your yacht's handicap.
- f. All headsails must be continuously attached to a permanent forestay or headstay. Hoisting a forestaysail is only permitted if your yacht has a professionally installed inner forestay and you have declared that on your handicap form. You should also ensure that your sail configuration complies with RRS 50.1 – 50.4.
- g. Your jibs, forestaysails and mizzen staysails must pass the "headsail" test of RRS 50.4.

- h. You may have other sails on board, but they must be boldly marked “**NOT FOR RACING**” and stowed separately to prevent their inadvertent use.
- i. For safety reasons, your whisker pole length may not be longer than 105% of your yacht's “J”. Adjustable poles must be secured so they cannot be extended beyond this limit. When in use, your yacht's whisker pole must be attached to the mast, as described in RRS 50.2.
- j. We do not require national letters (USA, BER) on sails or weather cloths. We do require “numbers” (which may be any mix of letters and numbers), at least two characters long, on mainsails. We strongly recommend the same numbers on all headsails. Sails with other numbers may not be used. This modifies the ISAF book, paragraph 4.01.1 and RRS Rule 77, and Appendix “G”.
- k. You must display your yacht's numbers at all times.

## 9. YACHT AND EQUIPMENT COURTESY INSPECTION

- a. It is the Captain's responsibility to arrange a mutually acceptable time and place for a mandatory courtesy yacht inspection with a Race Inspector not later than June 7. All deficiencies noted must be corrected before a yacht may register on site; therefore inspection well before the deadline is strongly recommended.

Our document, “**Comments on various ISAF and Notice of Race Requirements**”, will be on our web site after January 1<sup>st</sup> and is very valuable in preparing your yacht for our courtesy inspection.

- b. Yachts accepted for the Race must obtain an Equipment Inspection Checklist and a list of volunteer Race Inspectors from our web site. Race courtesy inspections do not assure that a yacht is seaworthy or capable of extended offshore passages, nor are they a substitute for a proper marine survey.
- c. A number of yachts, particularly prize candidates, will be selected at random and will be inspected again after the race.

## 10. CAPTAIN AND CREW ELIGIBILITY

- a. Direct or indirect remuneration of captain or crew beyond covering direct expenses and simple remembrances is specifically prohibited.
- b. All captains must submit a complete crew list by May 15, 2007. Changes after that date must be submitted in writing and approved by the Acceptance Committee.
- c. The captain and crew must be of demonstrated competency for an ISAF Category 1 race. We define competency as sufficient prior experience with offshore passages or races of at least 250 miles by enough of the crew to adequately manage the yacht.
- d. The captain must be a member of his or her national yacht racing authority, such as US SAILING or the Bermuda Sailing Association. All others on board must be ISAF eligible.
- e. Each yacht must have a minimum of four adults (16 or older before June 15) aboard, except for the double-handed division.
- f. Captains and navigators who have not completed a Marion – Bermuda Race or the equivalent or an approved Safety at Sea Seminar within the last six years are strongly encouraged to attend the Marion – Bermuda Safety at Sea Seminar, to be held at MIT on March 24, 2007. In addition, at least one other crewmember, preferably a watch captain, should also attend this seminar. You can find time, place and registration information for this Seminar on our web site.
- g. Yachts sailing with two to five people on board are required to have aboard at least two crew who have attended a Marion – Bermuda Safety at Sea Seminar or a Safety at Sea Seminar that is recognized by a National Authority within five years of the start of the Race. Yachts with more than five people shall have three such people aboard.

## 11. ENTRIES AND FEES

The Entry Fee consists of a fee for the yacht and captain and an additional fee for each crew member. The yacht fee is \$950 and is due at the time of application or by March 15, whichever is earlier. After March 15, the fee is \$1100. You must then add \$50.00 for each crew (beyond the captain) to calculate your amount. **Your payment must be received by MBCYRA for our acceptance process to begin.**

The Entry Fee is not refundable once your entry has been accepted but will be returned promptly if your entry is not accepted. The Entry Fee includes professional briefings on weather and the Gulf Stream at the Captains' Meeting, the *iBoattrack* position tracking system, and an on-call professional medical diagnosis and consulting service, the George Washington University Maritime Medical Access facility, during both the Race and your return passage.

## 12. HANDICAPPING

All Monohull yachts must have a current ORR handicap certificate or rating which may be based on either full or partial measurement. In addition, scoring under IRC will be available, provided six or more yachts also have a valid IRC Handicap certificate. Multihull yachts will be handicapped by the New England Multihull Association.

## 13. DIVISIONS, RACING CLASSES AND PRIZE GROUPS

### Overview

The race will be divided into the Monohull Division and the Multihull Division. The Monohull vessels will be divided into classes. The Prize Groups, described below, will include appropriate yachts in any Racing Class. The Multihull Yachts will start on June 16 and will be subdivided into separate classes only if the number of entries warrants such.

### a. Monohull Division

All Monohull yachts will be divided into Racing Classes of similar performance characteristics based on their ORR rating, with each racing class having a separate start. These classes will include Electronically Navigated yachts, Celestially Navigated yachts, Double Handed yachts and yachts electing to also be scored under the IRC handicap rule. It is anticipated that each class will have 14-20 boats. The class assignments will be announced at or prior to the Captains' Meeting on June 14 at 1700 and class identifier flags will be distributed to all contestants at that time.

### b. Prize Groups

Entrants may elect to be a member of a Prize Group on the Entry Form. A written request for entry into or a change of Prize Group will be accepted by MBCYRA until May 15, but is subject to approval of the Acceptance Committee.

### b1 Monohull Celestial Navigation Prize Group

This Prize group is limited to Yachts electing celestial navigation, as described below. These yachts must have a navigator skilled and experienced in celestial navigation at sea. There is no restriction on the use of electronics in an emergency or within 20 nautical miles of the United States coast or within 50 nautical miles of Bermuda. Otherwise, only the following electronic navigation devices may be used:

- Speedometer and log
- Compass and depth finder
- Wind speed and direction indicator
- Radio receiver and radio direction finder

- Radar
- Calculators or computers for reducing sights or computing courses
- Temperature indicating devices
- Tape recorders

The downloading of position information, weather or current information is not permitted.

Use of electronic navigation devices by a celestially navigated yacht in an emergency shall be fully documented and included on the yacht's *Certificate of Compliance*.

Yachts that elect to use celestial navigation will be awarded a favorable 2.0 % adjustment to their corrected time. Yachts electing electronic navigation will have corrected times calculated in the usual way.

#### b2 **Double Handed Prize Group**

This Prize Group is limited to monohull cruising yachts sailed by two individuals. Both sailors shall have significant offshore sailing experience which will be reviewed by our Acceptance Committee. This Committee has sole discretion over the acceptance or rejection of individual sailors.

#### b3 **Other Prize Groups**

Other Prize Groups, such as geographical home port, IRC Rating System, or particular yacht manufacturers or models are described in Section 18, "**Trophies**".

### 14. **SCORING**

All monohull yachts will be scored within their Racing Classes based on the ORR handicap system. Those yachts with an IRC handicap rating certificate (either endorsed or unendorsed) will also be scored against all other IRC yachts. Multihull yachts will be scored independently.

### 15. **NAVIGATION, WEATHER AND ELECTRONICS**

- You must keep a log in a logbook and make entries at least once each watch. The log should show courses and distances made good and DR positions. Your logbook **must** be on paper and have a traditional format. **The logbook and all navigating work, plotting sheets and celestial sight reduction forms, if applicable, must remain on board and be available for inspection in Bermuda by our Compliance Committee.**
- Professional weather routing services, professional Gulf Stream predicting services and other private communications for routing purposes are permitted up to 1700 on the evening before the start of a yacht's division and are prohibited after that time. This restriction also applies to yacht-to-yacht transmissions for routing purposes.
- Except for the above restriction, you may use any communication device including VHF, cell phone, satellite telephone or SSB. There are no restrictions on obtaining information over the internet provided that the information is in the public domain, is free of charge and is not specific to individual yachts.

### 16. **ON-SITE REGISTRATION AND CAPTAINS' MEETING**

- Either the captain or navigator must register the yacht at the BYC before 1400 on Thursday, June 14 or pay a late registration fee of \$200.00. The registration desk's schedule will be as follows:
  - Tuesday, June 12                      0900 – 1800
  - Wednesday, June 13                    0900 – 1800
  - Thursday, June 14                      0900 – 1400

In addition, yachts may register “early” on Sunday, June 10, or Monday, June 11, by making an appointment with Cathy Roberts at (508) 758-3624.

The following documents will be required to register your yacht:

- Accurately completed electronic documents as required by the registration system.
- MBCYRA Waiver of Liability, signed by all crewmembers. Multiple forms are acceptable.
- MBCYRA Equipment Inspection Checklist, indicating that the yacht has passed inspection
- Life Raft Certificate(s) of Inspection & Compliance
- The 15 digit international alphanumeric EPIRB or GPIRB registration number
- The Captain’s Certification that crew attendance at Sanctioned Safety-at Sea Seminars meets the requirements of paragraphs 10 f and 10 g. The Certification form is available on our web site.

You will receive a final copy of the Sailing Instructions, Customs and Immigration forms, and Bermuda information at Registration.

- b. We will host a Captains’ Meeting on Thursday, June 14 at 1700. The captain or navigator must attend the entire meeting. The Meeting will include briefings on weather, the Gulf Stream and approaches to Bermuda. These briefings are the only ones sponsored by MBCYRA. Up to two other crew members are welcome to attend.

## 17. CAPTAIN’S RESPONSIBILITY AND WAIVER OF CLAIMS

- a. *(ISAF book, paragraphs 1.02.1 & 1.02.2):*

“The safety of a yacht and her crew is the sole and inescapable responsibility of the Captain, who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. Neither the establishment of any Special Regulations, their use by race organizers, nor the inspection of a yacht in any way limits or reduces the complete and unlimited responsibility of the Captain.”

- b. Neither the organizers nor the sponsoring clubs bear responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause before, during, or after the race. Refer to RRS 68, particularly US SAILING’s prescriptions.

## 18. TROPHIES

Trophies will be awarded to yachts based on their corrected time unless otherwise described. Corrected times will be adjusted for starting time and time credits or penalties at the decision of the Compliance Committee or Jury. Other prizes may be awarded at the discretion of the Trophy Committee.

The following trophies will be awarded to monohull yachts based on the ORR handicap system unless otherwise noted.

Additional trophies will be established for the double-handed and multihull divisions.

### ***Fleet Trophies:***

|                                       |   |
|---------------------------------------|---|
| <b>Founders Trophy</b>                | The monohull yacht with the best corrected time overall |
| <b>BYC Polaris Trophy</b>             | First celestially navigated yacht.                      |
| <b>RHADC Past Commodores Trophy</b>   | First electronically navigated yacht.                   |
| <b>BWSC Board of Governors Trophy</b> | The yacht with the shortest elapsed time.               |

|                                       |  |
|---------------------------------------|--|
| <b>Navigator's Trophy</b>             | Navigator of the first celestially navigated yacht.              |
| <b>Commemorative Bulkhead Plaques</b> | Each yacht finishing the race, including multihull yachts.       |
| <b>IRC Trophy</b>                     | The yacht with the best corrected time using IRC Handicap System |

***Class Trophies:***

**First, 2<sup>nd</sup> and 3<sup>rd</sup> Place Trophies**

**Cook's Trophies** To the cook of the last yacht in each racing class to physically finish.

***Special Trophies – to be awarded if there are three or more such yachts starting the Race:***

**L. Byron Kingery, Jr. Memorial Trophy** First “short-handed” yacht, one with four people aboard.

**Beverly Family Trophy** First “family” yacht; a “family” yacht has aboard a crew of five or more with all or all-but-one being members of a single family. We define “family” as persons who are related to a common grandparent, and their spouses.

**Ocean Spray Team Trophy** To the established yacht club, sailing club or similar organization whose team of three yachts has the lowest combined time. The organization’s commodore must submit an application on behalf of the team by June 10.

**“Mini-class” Trophies** First yacht in each mini-class; when yachts of the same hull design start the race, they will constitute a “mini-class”, regardless of their Racing Division.

**Bartram Trophy** Best performance by a US service academy, maritime college or an ROTC yacht.

**Commodore Faith Paulsen Trophy** First yacht that is crewed entirely by females.

**Ancient Mariners Golden Teapot Trophy** Awarded to the crew that finishes the race having the highest average age.

**Bermuda Ocean Cruising Yacht Trophy** Awarded to the captain who has the best finish in the Cruising Division in consecutive Marion and Newport Bermuda Races.

***Regional and Club Trophies:***

Awarded to yachts which have not received Fleet or Special Trophies, except the Ocean Spray, Mini-Class or Bartram. Only one Regional or Club trophy will be awarded per yacht:

|   |   |
|---|---|
| <b>Adams Bowl</b>                           | A New England yacht                         |
| <b>Deborah Anne Domenie Memorial Trophy</b> | A New York, New Jersey or Connecticut yacht |
| <b>Naval Academy Trophy</b>                 | A Chesapeake Bay yacht                      |
| <b>Corporation of Hamilton Trophy</b>       | A Bermuda yacht                             |
| <b>Town of Marion Trophy</b>                | A Buzzards Bay yacht                        |
| <b>Commodore's Cup</b>                      | A Blue Water Sailing Club yacht             |
| <b>Bermuda Longtail Trophy</b>              | A Beverly Yacht Club yacht                  |

***Exemplary Performance:***

**The Robert N. Bavier, Jr. Seamanship – Sportsmanship Trophy** may be awarded at the discretion of the MBCYRA Trustees in recognition of truly outstanding seamanship or sportsmanship, independent of a yacht's finishing position.