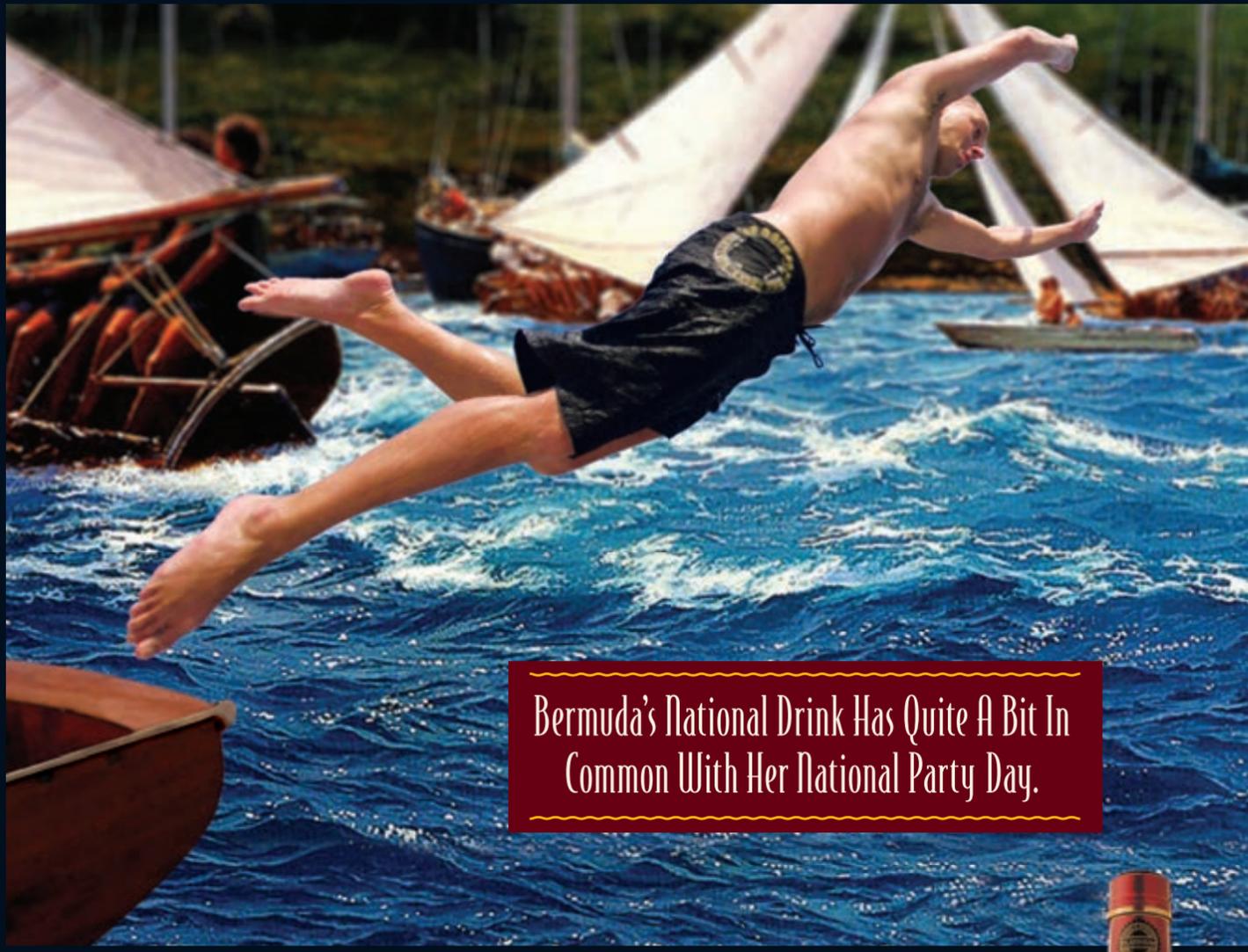


2012

NEWPORT BERMUDA

JUNE 15, 2012
OFFICIAL PROGRAM
NOTICE OF RACE





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THE CRUISING CLUB OF AMERICA AND THE ROYAL BERMUDA YACHT CLUB

have run the biennial Bermuda Race for 86 years, beginning with the eighth race in 1926. Forty members of the two clubs serve on the Bermuda Race Organizing Committee, which oversees every aspect of the race with the assistance of more than 100 other volunteers.

Founded in 1922 with the motto "Nowhere is Too Far" (a message symbolized in the blue wave in its burgee), the Cruising Club of America took on the Bermuda Race because one of the club's missions is to develop good boats for offshore sailing. More than 60 living CCA members have sailed 15 or more Newport Bermuda Races. The club awards the coveted Blue Water Medal "for a most meritorious example of seamanship." The CCA's membership has no central clubhouse and is organized in stations and posts in many sailing areas.

One of the oldest yacht clubs in the Western Hemisphere, the Royal Bermuda Yacht Club was founded in 1844 and soon became a center of sailing under the Bermudan rig, a parent of the Marconi rig. Besides co-organizing every Bermuda Race from 1906 onwards and taking the lead in founding the Onion Patch Series, the RBYC runs and hosts the Argo Group Gold Cup international match-race series for the historic King Edward VII Gold Cup. The club's handsome clubhouse on Albuoy's Point is the Bermuda Race's headquarters in Bermuda.

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The Newport Bermuda Race 2012 program was edited by John Rousmaniere for the Bermuda Race Organizing Committee and produced by *Cruising World*.

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Cover photo: Billy Black

LETTER FROM THE COMMODORES

ON TO BERMUDA



Commodores
Brewin and Dyer,
and Race Chairman
Osmond

ONCE AGAIN THE CRUISING CLUB OF AMERICA AND THE ROYAL BERMUDA YACHT Club are delighted to coordinate and manage this truly magical and classic ocean race for sailors of all ages and from many different backgrounds and countries.

Countless hours have been committed by a legion of volunteers to the organization of the Race under the leadership of John D. Osmond III, M.D. We know that their efforts will provide you and your crew with an amazing nautical experience.

We are grateful to be supported by the Bermuda Department of Tourism in helping us put on this Race. Their contribution is invaluable.

We wish you a swift, safe, and successful crossing of the Stream!

Daniel P. Dyer III
CCA COMMODORE

Jonathan P. Brewin
RBYC COMMODORE

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THE YACHT-MASTER II



WEATHER BROADCASTS & EMERGENCY CONTACTS

Daily Safety/Weather Broadcasts

A weather broadcast, customized for the race course by Commanders Weather, will be issued twice daily in a recorded message on a voicemail system. To hear the broadcast, call (1-925) 948-3560 on a satellite telephone. The message will be updated by 0800 EDT and 2000 EDT until the last boat finishes. The recording will include information about withdrawals from the race, notices to boats whose transponders are not reporting, reports of hazards to navigation, and other announcements. Vessels may leave messages that will be promptly forwarded to the Bermuda Race Communications Team.

Preferred Emergency Contacts

North of 37°N, Boston Rescue Coordination Center
Between 37°N and 35°N, Norfolk RCC
Within 200 miles of Bermuda (approximately 35°N on the rhumb line), Bermuda Radio/RCC

Coast Guard Rescue Coordination Centers

All: SSB 2182 kHz
Atlantic Area SAR Coordinator (757) 398-6700
Halifax (800) 565-1582, (902) 427-8200
Boston (617) 223-8555
Norfolk (757) 398-6231
Miami (305) 415-6800
San Juan (787) 289-2042

Bermuda Radio/RCC

(441) 297-1010
Distress: VHF 16. DSC VHF 70, 2187.5 kHz
SSB 2182 kHz, 4125 kHz
Working: VHF 27, 68. SSB 2049 kHz, 2582 kHz
www.rccbermuda.bm

Email Communication

Emails are not recommended for emergency communications. However, lengthy details or confidential information may be sent via email provided the recipient is alerted in advance by radio or satphone.
Boston RCC: commandcenter-d1@d1.uscg.mil
Bermuda RCC: dutyofficer@marops.bm or operations@rccbermuda.bm

Bermuda Race Organizing Committee

For weather, announcements, and to leave messages while at sea:
(1-925) 948-3560

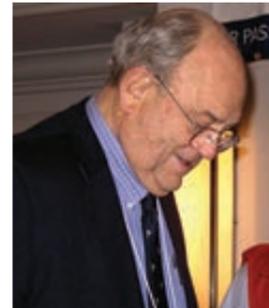
Before June 11, (732) 535-0560,
chairman@BermudaRace.com

June 11-15, New York Yacht Club, Newport, (732) 535-0560,
chairman@BermudaRace.com

After June 15, Royal Bermuda Yacht Club, (441) 295-2214,
chairman@BermudaRace.com

IN MEMORIAM

The Bermuda Race Organizing Committee honors the memory, contributions, and friendship of four sailors who have cast off for the last time.



John B. Bonds



Richard W. Kempe



M. William Langan



B. W. Jordy Walker



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CARINA, CARINA

With two Lighthouses in 40 years under two owners, the sloop completes a world tour BY JOHN ROUSMANIERE

Carina provides a show for the crowd of spectators at the 2010 start. She won the race by over three and a half hours with a crew representing four families.

SPECTRUMPHOTO/FRAN GRENON

A

FTER SIR RICHARD GOZNEY, BERMUDA'S Governor, presented the St. David's Lighthouse Trophy to Rives Potts for the 2010 Newport Bermuda Race, Potts said a few appropriate words of appreciation, and then he did something that touched the feelings of many who were present: he invited to the podium all who had ever sailed in *Carina*. Within moments he was surrounded by some two dozen jubilant men and women representing three generations of sailors who have shared the story of this fabled yacht.

Only four boats have won the Bermuda Race twice or more in its 47-race history. Henry Taylor's 72-foot Sparkman & Stephens-designed yawl *Baruna* bracketed World War II with two wins. In 1956-1960 Carleton Mitchell's 38-foot S&S yawl *Finisterre* won three St. David's Lighthouse Trophies as overall winner. Although the race no longer has an overall winner, the St. David's Light, going to the top boat in the largest division, remains the main prize, and it was won in 2006 and 2008 by Peter Rebovich's Bill Lapworth Cal 40 *Sinn Fein*.

The fourth multi-race winner is the McCurdy & Rhodes 48-foot aluminum sloop *Carina* and she did it uniquely, winning her two St. David's Lights at a 40-year interval under different owners - in 1970 under Richard and Dick Nye, and in 2010 under Rives Potts. The story of *Carina* (pronounced "Careena") has several more twists. One is that the Nyes also won the 1952 Bermuda Race in an earlier *Carina*, a Philip Rhodes 46-foot wooden yawl. They soon built a new *Carina*, a 53-foot Rhodes yawl, and went on

to win several Bermuda Race class prizes as well as Transatlantic and Fastnet Races. She gave way in 1969 to a sloop of the same name that proceeded to win the Bermuda Race a year later.

SWINGING FOR THE FENCES

The *Carina* story begins with an unusual business deal. Dick Nye was a landlubber when he acquired a company in 1945 and discovered that it came with a 40-foot sailboat. After two years of cruising, he and his son, Richard, decided that racing might be fun and built the first *Carina*. They finished respectably in their first distance race, won the next one, and, encouraged, entered the 1948 Bermuda Race with a youthful crew. "One of the secrets of our success was that my father didn't have friends who were yachtsmen, so we sailed with my contemporaries," Richard Nye recalled. "We sailed harder than the boats with older crews, especially at night."

Dick Nye pushed the boat hard, all the while teasing the kids unmercifully. One favorite trick was using the recess in the tops of winches as an ash tray for his ubiquitous cigars. Anybody got a face full of wet ash when he inserted the winch handle. Nye also was the author of a famous ocean racing anecdote. At the end of a rough Fastnet Race, as one of the yawls staggered across the finish line with broken frames, a deck threatening to part company from the hull, and most of the crew manning the pumps, he shouted, "Okay, boys, you can let her sink!" (They won the race.)

Good boats don't necessarily enjoy good luck, but the odds for good fortune are better when



they're sailed by an aggressive crew. The multitude of squalls (and the occasional waterspout) in the Gulf Stream during the 1966 Bermuda Race were so unpredictable in the 57-footer *Caper* that my watch captain, Jim McCurdy, couldn't stop laughing. We watched with amazement as the smaller yawl *Carina* negotiated a line of anvil heads as gracefully as an Olympic skier managing a mogul field and was almost hull-down ahead within two hours. She went on to win Class B for the third time in eight races. A few years later Jim and Bodie Rhodes designed Dick and Richard Nye's first sloop, *Carina*. In one of her early races on Long Island Sound, she seized a big lead but lost it and a lot more during an enforced stay on a sand bar off Port Jefferson. Once she was liberated by the rising tide, she steamed by us in a well-sailed Cal 40 as though we were standing still.

"We used to swing for the fences quite a bit," Richard Nye has said. Indeed. In 1972 the sloop *Carina* was drifting along in a race to Spain when Richard heard a radio report indicating more wind to the north. Instead of slowly easing up there, he turned 90 degrees to port. "When the other watch came on deck, they were so mad they wouldn't talk to me," he recalled. *Carina* sailed north for nearly 24 hours, found better wind, turned 90 degrees to starboard, and won the race. Ten years later in the 1982 Bermuda Race, *Carina* was almost fetching Bermuda when Richard spotted a lightning bolt to windward. "Tack," he ordered. An incredulous crew member told him they were only 10 degrees off the layline. "Tack! The Stream's up there." *Carina* sailed away from Bermuda until she found hot water and a 3-knot favorable eddy, then tacked back and won the IOR Division and finished

second overall. She would have won the whole race again except that the winner of the IMS Division had a slightly larger victory margin over the second-place boat.

Blow low or high, in five different rating rules over four decades, the sloop *Carina* was and remains hard to beat. There must be something to the design because a small cousin of *Carina*'s called *Selkie*, sailed by the designer's (and first owner's) daughter Sheila McCurdy (like her father, a Commodore of the Cruising Club of America), has twice finished second in the St. David's Lighthouse Division in Bermuda Races.

A TOTAL TEAM EFFORT

The Nyes retired from racing and eventually sold *Carina* to Rives Potts. Raised sailing on Fishing Bay, Virginia, Potts was a boat-crazy college kid who did his first Bermuda Race in 1970 in a 73-foot Tripp yawl. "On the delivery to Newport I attracted attention and respect by unclogging a head, which entailed removing a doll dropped there by the owner's daughter." The big boat was a handful, "but I was having so much fun I didn't sleep for four days."

Potts did much more sailing and worked in boatyards, learning all the way. In 1980 he was sailing in Dennis Conner's *Freedom* in the America's Cup trials and in charge of the boat's maintenance when he was confronted by a seemingly intractable rigging problem. When he asked Rod Stephens, the rigging and construction guru, for advice, Stephens pointed at a nearby wooden 12 Metre that he had rigged 40 years earlier. The solution to Potts' problem was visible for all to see. "That's when I discovered there's nothing new in boats," Potts

Chris Culver's *Cetacea* was third in Class 13 (Cruiser Division). After a fast beat out Narragansett Bay, the 183-boat 2010 fleet experienced a period of calms and squalls. *Carina* gained a big lead by not "swinging for the fences."

Visiting *Carina*, Bermuda Governor Sir Richard Gozney stands between Rives Potts (crouching) and CCA Commodore (and *Carina* veteran) Sheila McCurdy. Navigator Patricia Young is second from the right.



BARRY PICKTHALL/PPL

SPECTRUMPHOTO/FRAN GRENON



Double-handers *Mireille* (Hewitt Gaynor) and *Next Boat* (Mark Ellman) race out of the Bay. Rives Potts accepts *Carina's* second Lighthouse Trophy from Sir Richard Gozney.

looked back decades later. "Different materials, maybe, but no new ideas."

His long relationship with *Carina* began when he worked at the New York boat yard where the boat wintered and underwent alterations to the keel and hull designed by Scott Kaufman. Potts later moved east to run the Brewer's Marina at Pilots Point, in Westbrook, Connecticut, and *Carina* moved there, too. Health problems eventually forced Richard Nye to decide to sell the boat, and he approached Potts. "He told me, 'Only two people should own this boat. One is rich, the other owns a boat yard. I can't think of anyone who would own this boat except you.'" Potts wanted a boat he could race with his sons, Alan and Walker, and his nephew Rives Sunderland. Except for the year he chartered the boat to a group of the boat's alumni, *Carina's* Bermuda Race crew has usually included a Potts family bunch.

Unlike the Nyes, Potts is not one to swing for the fences. As most of the other boats worked to the west after the start in 2010, he footed for speed, stayed near the rhumb line, and paid more attention to the wind than the current. When *Carina* fell among the calms that left many boats motionless for hours, he didn't panic. "You always know you're going to sail into a hole in this race. The question is whether you can get out. We saw a wind line and

tacked over to it on port and got away."

Carina's navigator, Patricia Young (the first woman to win the George W. Mixter Memorial Trophy for winning navigator), gave three reasons for the boat's success. First, "We just went with the wind we had rather than going as far as the optimizers said we should." Second, when a long line of black squalls blew up into the thirties, "we changed to the number 3 at the right time and we rocketed." Third, "Everybody participated. This was a total team effort."

Carina won the St. David's Lighthouse Trophy by the large margin of 3 hours, 35 minutes, and the North Rock Beacon Trophy as top boat under the IRC Rule by nearly four hours. Among the boat's 11 trophies was one that brought special satisfaction to the owner, the William L. Glenn Family Participation Prize. Four members of the Potts family sailed along with multiple members of three other families. Later in 2010 *Carina* won the Northern Ocean Racing Trophy and the New York Yacht Club awarded Potts its Mosbacher Trophy as the club's yachtsman of the year.

AROUND THE WORLD

If *Carina's* forty-second year was a thrill, her forty-third was a roller coaster ride. Potts decided to both sail and send his beloved yacht off on a

circumnavigation of the globe with the aim of racing in the three major races in 2011. The first was The Transatlantic Race 2011 (which he helped organize for the New York Yacht Club, where he was elected Rear Commodore), the second was the Rolex Fastnet Race, and finally, in December on the other side of the earth, came the Rolex Sydney Hobart Yacht Race. Sailing as usual with a combination of families, *Carina* finished second in her class in the Transatlantic and won her class and was fifth overall in the Fastnet. Then, under the command of the next generation of sailing Potts, she crossed two oceans and pulled into Sydney in December in time for another multi-family crew, including Richard du Moulin and his sons, to come on board and race to Hobart, Tasmania.

For once, *Carina* did not win a prize, and for that Potts takes responsibility. "The boat performed well but I didn't perform as well as I should have." But the experience was more than worth it, Potts told an Australian writer. "It's most challenging from a weather point of view, navigation, and changing gears. I think the weather changed more rapidly than any race I've ever seen, from zero wind to 30 knots and back, and we had fronts converging on each other, currents coming from different directions. I am still giddy from it. It is a lot of fun."



The boat then took off on the long sail home via the Cape of Good Hope. "The boys want to do a circumnavigation," Potts said. "Before they crossed the Atlantic, we had lots of advice about hurricanes. Now we're getting lots and lots of advice about pirates." *Carina* will have sailed 30,000 miles in less than a year by the time she's expected back home for another Bermuda Race.

SPECTRUMPHOTO/FRAN GRENON

BARRY PICKTHALL/PPL

THE INSPECTOR: PART OF THE CREW

The inspection process needs explaining. Here's how the inspectors themselves describe it.

ONE OF THE BERMUDA RACE'S RULES IS THAT EVERY entry must be inspected, no matter how many races she's sailed. Each boat and crew is facing a two-legged, 1,500-mile ocean adventure out and back across the Gulf Stream. As one race winner, Kaighn Smith, says, "I think inspection is a grand thing. It really forces you to prepare to go to sea."

The race's 50 inspectors have been there, and pass on what they've learned. "I volunteer as an inspector for the love of the sport of distance racing," says Chief Inspector Ian McCurdy. An experienced ocean sailor with some 25 passages between Bermuda and North America, he's been a Bermuda Race inspector for 16 years. Like other inspectors, McCurdy says he doesn't take on this time-consuming volunteer job with the aim of disqualifying boats. He wants boats and crews to enter and race. "Inspectors can't certify that the boat will be safe, but they can help the crew understand what can go wrong. I always like it when the owner welcomes me like a long-lost friend. One owner told me, 'When you come on board, you always improve the boat.'"

THE SKIPPER'S RESPONSIBILITY

Ernie Messer, Vice Chair of the Inspection Committee and, like McCurdy, a member of the Bermuda Race Organizing Committee, fleshed out the inspector's duties in an email interview. Messer has raced to Bermuda 21 times and owned and raced boats for close to 40 years. An inspector since 1994 (and Chief Inspector for five years), he inspects five to 10 boats before each Bermuda Race. When we asked him about his duties, here is what he said:

"To answer questions about boat preparation prior to an actual inspection, to educate as to meeting the requirements of the race, to represent the BROC regarding a boat's suitability to race, and to assist the skipper in meeting his responsibilities (this varies greatly depending on the experience of the boat and skipper being inspected). On new boats I like to do a walk-through well before the

actual inspection. This helps the owner know what will be expected, while he can still have time to make additions or changes himself, or contract it to his boat yard. When inspection time comes around, I'm already familiar with the boat and know likely problem areas.

"Aside from the list of requirements, I look for a skipper's acceptance of his ultimate responsibility



Ian McCurdy shows the wrong way to rig a lee cloth. Lead the line outboard so the cloth holds the sleeper in the bunk when the boat's heeled. (Opposite) Rudi Milard and AJ. Evans at work in the inspector's office.



SRIKENT

FIVE TYPICAL INSPECTION PROBLEMS

- **UNPREPARED BOAT.** The owner/designee should (1) check the inspection calendar in the Notice of Race; (2) review the NOR, inspection checklist, and other official documents; (3) inspect the boat personally; and (4) before the inspector arrives, lay out the gear to be inspected and make sure all required documents are on board.

- **OPERATOR ERROR.** The owner/designee can't rig a preventer, describe a man overboard rescue, set storm sails, or demonstrate emergency steering.

- **ILLEGAL GEAR.** The boat doesn't have SOLAS flares, the flares are expired, the EPIRB is inoperable, or the lifelines sag more than 2 inches when an 11-pound weight is applied.

- **MISSING GEAR.** The boat is missing paper charts, required documents, backup running lights, or a sufficient number of safety harnesses or life jackets.

- **BROKEN OR INSUFFICIENT GEAR.** The rudder, gooseneck, or another fitting is cracked. Pump handles aren't attached to the boat. Stanchions are loose. Cotter pins are missing. There's no way to restrain the cook or navigator from being tossed across the boat. The following items can't be secured in place: floorboards, drawers, stoves, cookers, ice chest lids, hatch boards, and lazarette hatches.

Thanks to the following inspectors for their input: Peter Decker, Fred Deichmann, Bob Drew, Bjorn Johnson, Tom Kiley, Ian McCurdy, Ernie Messer, Peter Millard, Rives Potts, and Ron Trossbach.

for the safety of his boat and crew and the necessity of a level playing field in terms of everyone having to carry the same gear. Also, I like to remind the skipper that although something may get overlooked in the inspection, this doesn't exclude the possibility that it will be found in a post-race inspection and cost him a critical time penalty.

"A skipper should regard the inspector as helping him, the skipper, to meet his responsibilities and avoid problems he may not have considered. Skippers are increasingly turned off by the complexity of the regulations and don't understand that the inspector is spending his time to help the skipper get through the process as painlessly as possible and to help explain the complexity.

"On the technical side, the rules on companionways and the rules on heavy objects are not fully appreciated. New or inexperienced Bermuda racers, understandably, find the concept of being knocked down or swept by green water foreign."

Messer ended with these words about the role of the inspector: "Skippers should know that most inspectors don't like to feel like a policeman. Rather, they approach their task as if part of the crew, trying to get the boat safely and successfully to Bermuda, and in the money!"

NOT AN ADVERSARIAL ROLE

This attitude is echoed by others. Former Chief Inspector Bjorn Johnson tells inspectors, "Be a mentor. Make sure the first face they see is a friendly face from the Cruising Club of America."

This is echoed by Peter "Rudi" Millard, who has sailed 21 Bermuda Races, has been an inspector since 1990, and chairs the Cruising Club of America's Safety at Sea Committee. "It's not an adversarial role but a role in which one's knowledge can be passed on in a helpful way." Millard emphasized that boats are inspected after they finish and are subject to penalties. "In Bermuda, I find myself re-inspecting boats. Non-Compliance = No Silver."

All inspectors bring something of their own experience to the process. Ian McCurdy's special concerns lie with propane cooking canisters, galley straps to keep cooks from falling onto the stove, and lee cloths, which should tilt outboard over bunks so sailors don't fall out when they're sleeping on the windward side. Millard wants to see non-skid tape on hatches and drains in on-deck chain lockers (any boat can put her bow into a big green one).

Inspectors care about their boats and crews. Says Millard, "I worry about all my chickens (inspected boats) and the fleet making it safely to the barn (Bermuda) after they have started. I don't want any of them to be harmed or eaten by the big bad wolf out there in the deep, deep blue."

Like any experienced sailor he's developed a few rules for safe and happy sailing. "If you watch your head with the boom, wear your PFD, and stay clipped in with your safety harness, while thinking of and being responsible for your own personal safety and that of your fellow crew members, you will have fun doing the Newport Bermuda Race."



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READYING THE BOAT

An experienced ocean sailor and double-handed skipper tells how he prepares the boat for heading offshore

BY RICHARD DU MOULIN, PHOTOS BY ADAM LOORY



WHAT MANY SAILORS FAIL TO DO WHEN ORGANIZING their safety program is ask, “What really works? How do we use the required equipment? What do I need that’s not on the required list?” You must convert equipment into best practices. Test ideas, use your imagination to visualize emergencies, and develop effective plans supported by your equipment. Here I will describe what I’ve learned about safety harnesses, watch systems, and damage control.

SAFETY HARNESSSES

Since falls cause most sailing injuries, skilled and disciplined use of the safety harness and tether prevents tumbles, both on deck and in falls overboard. When double-handing, we’re tethered and clipped-on 100-percent of the time. When racing with a full crew, we clip on with the tether at night or during the day when conditions warrant. Some actions are always vulnerable, such as working on the bow and stern, moving around the steering wheel and traveler, and ascending and descending the companionway.

Jacklines for clipping-on safety harness tethers

should be made of Dacron or Spectra flat webbing, not rope or wire, which roll under your feet. When rigging our jacklines, we intentionally put in twists that raise the jackline profile and make it easier to clip on. Jacklines should run down the center of the boat so your tether prevents you from falling over either side. This may be impractical, so the next best arrangement is to run them along the side decks.

People ask, “How do you walk wearing a tether?” This is an important question. When Rich Wilson and I broke the sailing record from Hong Kong to New York in the trimaran *Great American II* in 2003, Rich taught me to straddle the jackline and with one hand pull up on the tether, creating a tripod effect. Have thigh or crotch straps on your combination harness/life jacket, as a properly rigged strap keeps you from slipping out of the harness/life jacket when you’re in the water, and enables you to float with your head well above water.

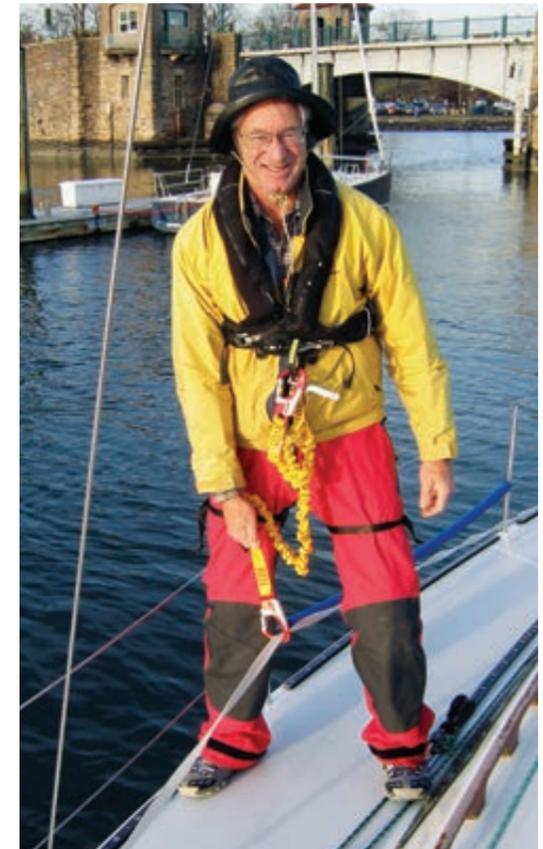
Jacklines keep you on the boat, if they’re properly laid out. In *Lora Ann* we secure the ends of the jacklines short of the bow and the stern. Forward,

they end in the mid-foredeck. This allows you to work the pulpit at the end of the tether, which protects you from falling over the bow if you slip or take a tumble. If you fall over a foredeck lifeline, this arrangement keeps you at deck level, not dragging in the water.

Aft, we secure the jackline at the most forward stanchion on the stern with a clove hitch, then cleat it on a stern cleat, and finally loop the remaining jackline across the transom to the opposite quarter. When double-handing I and my male crews pee into a bottle in the cockpit and pour it over the side, but on crewed boats men tend to walk aft to relieve themselves. With the jackline system I’ve described, a man can stand at the after pulpit with his safety harness tether taut, which prevents him from falling over the stern. If you were to fall over the side and be dragged aft, you wouldn’t be towed astern but be level with the transom, able to grab the loop across the transom. We leave a spare tether hanging from the backstay for you to clip into your safety harness to secure you safely to the yacht. This tether is particularly important for double-handers or cruising couples with limited power to pull the person back on board.

Another big worry is falling while going below or coming back up through the companionway. This is an especially vulnerable movement when the boat is heeled and sailing in a rough seaway. Mounted on our bridge deck is a big padeye with a strong strop that’s big enough so more than one tether can be clipped in. Our double-handed practice is always clip your tether into this strop before ascending or descending the companionway. Only when our feet are planted on the cabin sole do we detach from the harness. We allow the tether to hang into the cabin, awaiting our return to the deck. This practice is our religion when we’re double-handing, and it was used when sailing with a full crew in *Carina* in last year’s Transatlantic Race, Fastnet, and Sydney-Hobart.

Proper use of the safety harness, tether, and jacklines should eliminate the possibility of losing someone over the side. Nevertheless, all crews should often discuss and practice a man overboard rescue procedure that works best on their boats. A good video guide to MOB maneuvers can be found on the UK-Halsey website (it’s linked on the Newport Bermuda Race website).



Falls are the most frequent accidents on boats. The author shows how to walk when hooked onto a jackline. (Opposite) Some of the double-hander *Lora Ann*'s safety features are visible as she charges off the starting line in the 2010 Bermuda Race.



The jacklines end short of the bow and stern to help prevent falls and keep people on deck when they happen.

A tether hanging off the backstay helps sailors stay on deck. The tail of the jackline terminating at the forward stanchion is looped over the transom to be grabbed by a swimmer needing a handhold.



Lora Ann's sailors are hooked on in the companionway. A release-under-tension snaphook is recommended for the tether's body end.



WATCH SYSTEMS

I hate systems that have everyone coming up or going down simultaneously. It's impossible to get dressed or concentrate on speed, and these systems aren't safe. When the traffic jam is over the new crew on deck has lost all continuity, with reduced situational awareness. And it's slow! You can watch a competitor's bearing slide aft as they change their watch.

I don't like the three-watch system of off/stand-by/on, although some high-performance big boats use it effectively. When I'm off watch I like to take off my gear and climb into a bunk. Neither do I like dogging watches. I want my body to settle into one habit and not get tricked.

The only system for me is simple four hours on/four hours off, except that every two hours part of the watch goes down and part comes up. This staggered system provides continuity on deck,

but with some changes in companionship. The cabin is quieter during the change, and boat speed and tactics are maintained. In the 2011 Transatlantic Race aboard *Carina*, we had eight watchstanders split into four pairs. Every two hours, one pair relieved its counterpart. The cook and navigator floated. In the Fastnet Race with a bigger crew, two pairs alternated and two triples alternated, with the navigator floating.

In a mostly upwind race like Newport Bermuda, the boat should have enough windward bunks for all the off watch. Hinged upper and aft pilot berths can be rigged if necessary. With double-handed sailing, watches are easy, four on/four off, unless you need help or are getting stupid with fatigue, in which case we rotate sooner and try to balance it out later. If the autopilot (or electric power) fails, or heavy weather and the sea state require hand steering, then get ready for exhaustion! Rich Wilson and I went four on/four off for 73 days in *Great American II*, and the time just flew by.

DAMAGE CONTROL

Oddly, it's fun preparing for the catastrophes that you might encounter at sea. This brings home the sense of adventure and being out there on your own against Mother Nature. You should assume help is not available, and that you and you alone must address the challenge and return to port without assistance. I'm not advising radio silence. Use the radio or satphone to report your position and status. But you should be prepared to successfully deal with the challenge. The late, great John Bonds put this best when he said: "Prepare, Prevent, Prevail."

The toughest damage control requirement for ocean racing is emergency steering. During spring practice, go sailing with the emergency tiller to convince yourself that it's both strong and effective. But what if the rudder or post breaks? The first problem might be flooding through the lower bearing. Every boat should carry a Forespar Tru-Plug, a 5"x9" large orange soft plug.

Jury-rigged rudders made out of on-board junk are a joke. Most crews count on steering with a drogue, but with practice the best you can do is steady the boat's motion while waiting for assistance. For most boats, a broken rudder means abandoning your boat and getting on a rescue vessel.

Lora Ann's reverse transom precludes mounting a vertical rudder without a bulky stern frame, so we built a "trunk" between the cockpit floor and bottom of the hull into which we slide an emergency rudder that breaks through a thin plate glued to the bottom. We've sailed with this rudder in 25 knots and believe we could continue racing, but not push the boat hard.

PREPARING FOR THE BERMUDA RACE

Involve your crew in the planning, especially for safety and damage control. The mandatory inspection is a valuable opportunity to get direct practical advice from your friendly expert inspector. Have a beer and sandwich available and don't allow him or her to run off quickly to the next boat!

More boats seem to get in trouble on the delivery home rather than in the race itself. This is due to smaller, less experienced crews, and perhaps also to shorter preparation and less focus on routing. The double-handed practices I've described make especially good sense for the voyage home with reduced crew. Before heading home, exchange satphone numbers and set up a radio net (SSB and VHF) with boats heading for the same area. Plan to communicate daily at 1000 and 1800 by radio, and follow up on satphone. SSB really works well since everyone can listen in.

Please contact any of the inspectors (or me) for advice and ideas! (Remember the beer and sandwich.)

Richard du Moulin has sailed 21 Bermuda Races, five of them double-handed, as well as many other ocean races and a record-setting passage between Hong Kong and New York. A former Commodore of the Storm Trysail Club, he helped establish US SAILING's Junior Safety at Sea programs.

DAMAGE CONTROL TOOLS

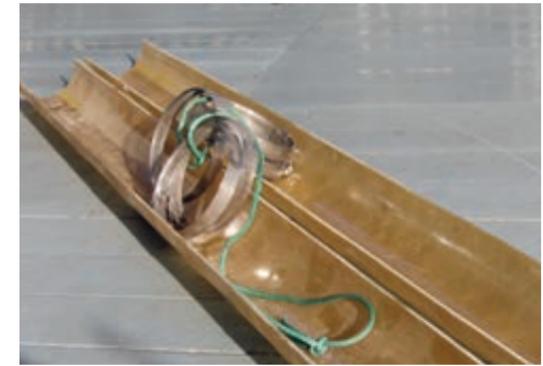
You must review all structure, systems, and rigging—and imagine what can fail and how you would respond. Most damage-control equipment has multiple uses, so the total amount of gear you need is not overwhelming. Most of my damage control equipment fills two boxes. It includes:

- *Wide span wrench.* Mine fits nicely over the packing gland nut of the stuffing box, a prime source of leaks.

- *Rolled up sheet lead pre-drilled for self tappers.* This is easily shaped to fit over damage in a curved hull. Apply 5200, mallet down the lead, brace with a 2x4 and plywood, and screw the perimeter into the hull.

- *Fiberglass splint.* Rather than carry a second spinnaker pole, we can splint a broken pole using two half-round tubes and large hose clamps (courtesy Tom Anderson, Hathaway, Reiser, and Raymond).

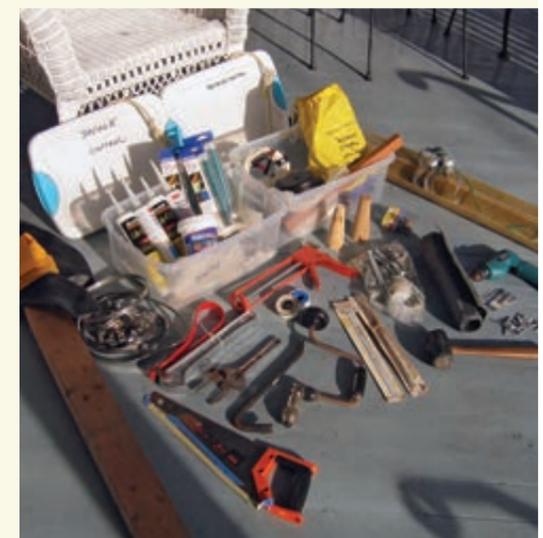
- *High-capacity pump.* Modern boats have little room in the bilge for big pumps, and short-handed crews don't have the manpower to both pump and respond to an emergency. Our high-capacity electric pump mounted on the floorboards aft of the galley discharges (through a looped hose) directly through the transom.



Rolled-up lead sheets can be shaped to fit over holes in the hull and secured with 5200 and fastenings.



The emergency rudder is dropped through a slot. (Lower) The boat's damage control equipment is chosen for multiple uses.



THE GULF STREAM: STRUCTURE & STRATEGY

A sailor-oceanographer and Bermuda Race veteran analyzes “the challenge that is the Gulf Stream”

BY W. FRANK BOHLEN

FOR THE NEWPORT BERMUDA RACER, THE POINT at which the Gulf Stream is encountered is often considered a juncture as important as the start or finish of the race itself. The location, structure, and variability of this major ocean current and its effects all present a particular challenge for every navigator and tactician. What is the nature of this challenge and how best might it be addressed?

The Gulf Stream is a portion of the large, clockwise current system affecting the entire North Atlantic Ocean. Driven by the wind field over the North Atlantic and the associated distributions of water temperature and salinity, the Gulf Stream is an energetic boundary current separating the warm waters of the Sargasso Sea from the cooler continental shelf waters adjoining New England. The resulting thermal boundary represents one of the most striking features of this current and one that is most easily measured.

From Florida to Cape Hatteras, the Gulf Stream follows a reasonably well defined northerly track along the outer limits of the U.S. continental shelf. Beyond, to the north of Hatteras, Stream-associated flows proceed along a progressively more

northeasterly-tending track, with the main body of the current separating gradually from the shelf. Horizontal flow trajectories in this area (which includes the rhumb line to Bermuda) become increasingly non-linear and wavelike, with characteristics similar to those observed in clouds of smoke trailing downwind from a chimney.

The resulting large-amplitude meanders in the main body of the Stream tend to propagate downstream, towards Europe, and grow in amplitude. On occasion these meanders will become so large that they will “pinch off,” forming independent rotating rings or eddies in the areas to the north and south of the main body of the Stream. This combination of time-variant features has the potential to affect a significant portion of the rhumb line between Newport and Bermuda well beyond the limits of the main body of the current. The extent of this influence necessarily varies significantly in space and time. This variability challenges the race navigator and establishes some particular requirements for study sufficient to resolve Stream characteristics.

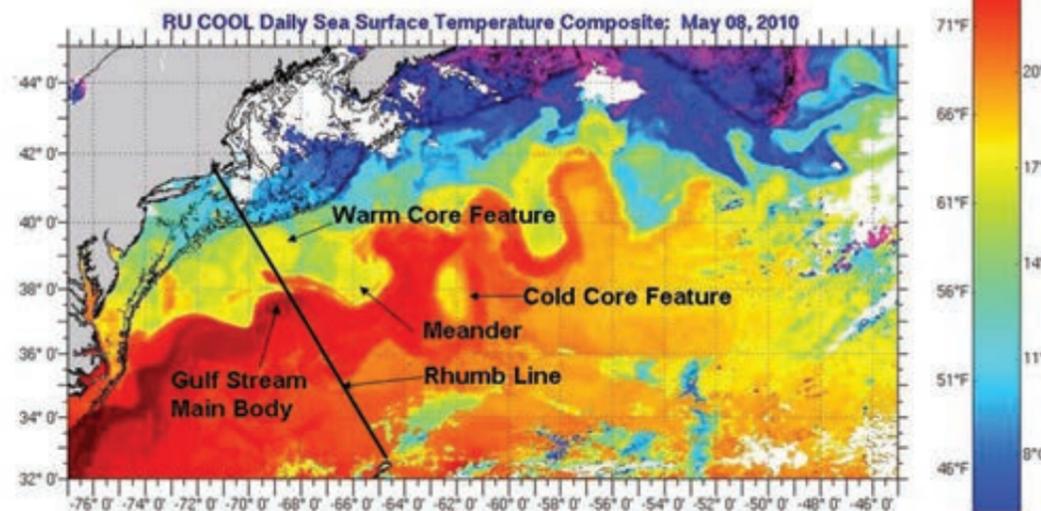


Fig. 1. Daily Composite Satellite Image, Northwest Atlantic Ocean, Showing Gulf Stream and Associated features

LOCATING THE STREAM

Given the strong thermal signature typically associated with the Gulf Stream, efforts to locate the Stream and map its primary features typically begin with the collection of satellite sea surface temperature (SST) images available at a number of web sites (marine.rutgers.edu/mrs/ or fermi.jhuapl.edu/sat_ocean.html). These images are generally provided in one of two forms, instantaneous or composite. The instantaneous image represents the view from a single satellite pass taken at some discrete time. The composite image represents what might be considered an average of multiple passes over an extended period of time (typically one day to one week).

The instantaneous-single pass image tends to provide higher spatial resolution and more accurate detailing of Stream features and location, but it is often affected by the presence of clouds. By focusing on selected features over a number of passes, the process of compositing is able to reduce this sensitivity to cloud cover. Examination of a typical composite satellite image (Fig.1) shows that on May 8, 2010, about a month before the start of the 2010 Bermuda Race, the main body of the Stream, approximately 60 nm in width, crossed the rhumb line to Bermuda at a point approximately 240 nm from Newport. The crossing proceeds from west to east and is preceded by a narrow filament of warm water shed from the main body along 38N. The northern limit of the Stream displays a prominent meandering pattern that increases in amplitude to the east.

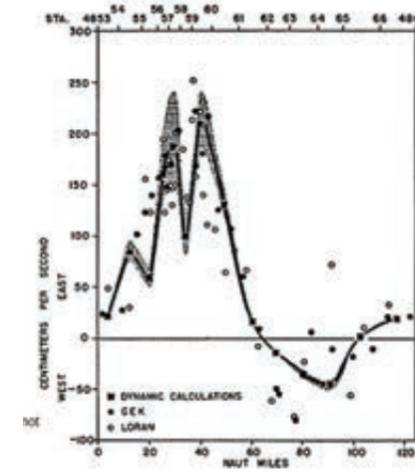


Fig. 2. Near Surface Current Speeds Along a Gulf Stream Transect

Individually, meanders generally proceed to the east similar to a wave moving across the water’s surface at speeds of approximately 10-20 nm/day. This progression can significantly alter flow directions within the main body of the Stream and the angle at which the Stream crosses the rhumb line.

Flow speeds vary across the main body with maxima occurring in the vicinity of maximum thermal gradients, which are typically found approximately 20-30 nm in from the northern edge of the Stream (Fig.2). Multiple surveys have shown these maxima to be remarkably constant with values of 4 knots +/- 0.5kt. Deviations from this speed tend to be associated with periods of high energy winds. It’s interesting to note just how narrow the high speed core of the Stream is, and also that as one proceeds to the south and east across the Stream, flow directions change from easterlies to westerlies (Fig.2). These counter flows are often observed by Newport Bermuda racers.

WARM AND COLD CORE RINGS

In addition to the location and form of the main body of the Stream, the satellite SST image shows a warm core feature to the north of the Stream east of the rhumb line (Fig.1). Typically such features are formed when meanders “pinch-off,” trapping a parcel of warm Sargasso Sea water, or when coherent masses of warm water are shed to the north from the main body of the Stream. The filament crossing the rhumb line may in time produce a similar feature.

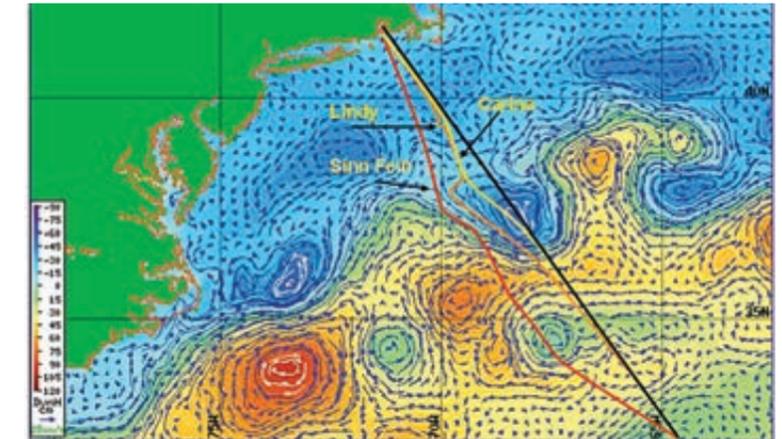


Fig. 3. Satellite Altimetry Derived Surface Currents: Northwest Atlantic Region

Alternatively, to the east, the satellite image shows an evident mass of isolated cold water near 38N 62W. The image suggests that this cold core ring, or feature, was formed by the consolidation of adjoining meanders which served to trap the cooler continental shelf water. These classes of rings all display unique circulation characteristics, with the warm core rings rotating clockwise while the cold core ring rotates counterclockwise. Maximum speeds, on the order of 2 knots, are again found in the vicinity of the maximum thermal gradients approximately 20 nm in from the edge of the ring.

Both warm and cold core rings tend to drift to the west-southwest at speeds of approximately 0.1 knot if they are clear of direct Stream influence. Warm core rings often are affected by shoaling along the edge of the continental shelf and have significantly shorter lives (about 5-6 months) than cold core rings (about 1-2 years). Both types of rings can significantly affect small boat set and drift over an area extending well to the north and south of the main body of the Stream.

Despite the value of the satellite SST image, its ultimate utility is often affected by cloud cover, which all too often occurs immediately preceding the race. Under such conditions navigators are forced to develop estimates of the Stream based on their last views of the Stream in combination with computer simulations (e.g. http://www7320.nrlssc.navy.mil/global_nlom32/gfs.html) or satellite altimetry (<http://www.aoml.noaa.gov/phod/dataphod/work/trinanes/INTERFACE/index.html>).

Of these, the plots of the modeled current field based on altimetry (**Fig.3**) are often the most useful. Experience gained on the past two Newport Bermuda Races (as well as the 2011 Bermuda 1-2 and Marion-Bermuda Races) indicates that these plots accurately depict positions of the main body of the Stream and the attendant rings. They also are often uniquely able to indicate the presence of cold core rings, such as the one shown near 34N, 67.30W (**Fig.3**). These rings are often obscured on the satellite image due to the sinking of cold ring waters below a thin surface layer of lower density warm water, and the associated loss of thermal signature. This sinking does little to reduce the effect of the ring on surface currents, making an understanding of ring location essential to route planning.

WEATHER AND SEA STATE

Beyond consideration of set and drift, the Gulf Stream also exerts significant influence on weather and sea state. The sharp thermal boundary along the northern limits of the Stream drives warm moist air aloft. This favors cloud formation and intensification of advancing pressure systems over a

large portion of the North Atlantic. Intensification is particularly pronounced in fast-moving cold fronts. When these fronts encounter the warm waters of the Stream, they increase the rate at which moisture-laden warm air moves aloft, favoring formation of intense thunderstorms replete with wind, rain, and sometimes hail.

The horizontal extent and duration of these events can vary significantly as a function of frontal trajectory and the concurrent position and form of the Stream. The combination often complicates forecasting due to model limitations, leaving the navigator to be the best judge of probable wind conditions.

Assessment of conditions to be encountered must also consider Stream effects on sea state. Energetic current flows against the wind can result in marked wave steepening and an increase in the frequency of breaking. The resulting rough seas may occur both within the main body of the Stream and the attendant rings with sea roughness depending entirely on wind speeds and relative current directions. The prevailing southwesterlies acting on the 8th of May (**Fig.1**), for example, may favor reduction in wave heights within the main body of the Stream near the rhumb line while producing rough seas along the southern margin of the warm core ring due to the countering northeasterly flows in this area. Boats will be more or less affected by these conditions depending on their hull characteristics and speeds.

This variety of features and effects, in combination with the significant spatial and temporal variability of both, forms the challenge that is the Gulf Stream. Examination of boat tracks from the 2010 Newport Bermuda Race reveals substantial differences in the way individual boats handled the conditions presented to them (**Fig.3**).

Carina, winner of the St. David's Lighthouse Trophy, sailed a near-rhumb line course, apparently with minimal concern for currents, diverging only to accommodate wind conditions. In contrast, *Lindy* and *Sinn Fein*, smaller Class 1 competitors (the latter won the St. David's Lighthouse Trophy in both 2006 and 2008), sailed longer, quite different courses seeking to optimize both current and wind conditions. They finished well behind the larger *Carina*, but within two hours of each other and close to the top of Class 1.

These different tactics illustrate the care required when developing a strategy, and the need to consider much more than simple analytical data describing Gulf Stream or wind and wave conditions. The boat's type, condition, and crew also matter. The successful integration of all of these factors is the challenge that represents the particular attraction of the Newport Bermuda Race.

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A BERMUDA RACE SEA BAG

The Bermuda Race goes through three seasons, from spring to the tropics. Here's how to dress for them.

BY TONY BESSINGER

THE DECISION ON WHAT TO BRING ABOARD FOR PERSONAL gear on a Bermuda Race can be a challenge, especially for those sailing on smaller boats or on grand-prix boats with weight and space limitations. Advances in clothing technology in the past 20 years, especially of the “wicking” and “breathing” variety, have helped a great deal, but there are still questions. What is too much? What is not enough?

Realize that there are usually three distinct parts of the race, each with its own clothing requirements.

1. NEW ENGLAND SPRING. The first part is the leg out to the Gulf Stream. The water temperature off Newport in June is still cold, and once the sun sinks below the horizon on Day One, you'll quickly realize the importance of staying warm and dry.

2. THE STREAM. The next part (a real challenge) is the Gulf Stream itself. The cool Atlantic waters quickly turn warm (very warm), and the air temperature goes up. In concert with this temperature change could be a change in the sea conditions, and while staying warm will no longer be a priority, staying dry will.

3. HAPPY VALLEY. The third leg is once you're clear of the Gulf Stream and into the warm, watery realm between the Stream and St. David's Head. Keeping cool and reducing your exposure to the sun are priorities here.

Taking these three different conditions into account, we've prepared a list of must-have gear for the race.

Your innermost layer should be a wicking, breathable layer of Capilene. Your socks should be wicking and breathable as well. The next layer, which will be worn in the first part of the race until you enter the Stream, should help keep your core temperature up. Long underwear or a salopette will do nicely.

As the air warms near the Stream, you'll need a pair of shorts or lightweight long pants and a long-sleeve, UV-resistant shirt.

And you'll need wet-weather gear. It's easy to go too far with this layer. After all, you're not going out into the Southern Ocean. High-end foulies designed for such extremes are expensive and may well be overkill for a Bermuda Race. On the other hand, your 10-year-old set of gear probably doesn't repel water all that well anymore. Pick something that fits you with two layers and a vest or pullover underneath. The fit should be comfortable. Crew work requires a lot of bending, kneeling, and sitting, and gear that's too tight can make your life on the rail torture. This gear must have reflective tape high on the head and shoulders.

What about footwear? Wet feet for four days is no fun. You may have to wait until the final forecast to decide whether to bring boots or deck shoes, or both (though some boats may ask or tell you to take one or the other). Make sure boots are comfortable with both thick and thin socks, and that they're easy to take on and off. The same with shoes. If you're buying a new pair, keep in mind that chemicals on the sole may make the shoes or boots very slippery the first few times you use them. A light sanding with fine sandpaper will solve that problem.

Headwear is also important, both on that chilly first night and later during the long days under the hot sun. A fuzzy hat will be a key item early, and a full-brimmed sun hat will be vital all the way to the dock in Hamilton.

Gloves are good. Even if you don't use sailing gloves, you should consider a pair of warm gloves for use until you reach the Stream. They take up very little space and could prove invaluable.

Other items you'll want to have on your gear list include a multitool, knife, small LED flashlight, sunscreen, sunglasses, and your passport (Bermuda is a foreign land).

Some functions after the race is over are “jacket and tie required,” so don't forget those two items or you'll find yourself on the outside looking in during the awards ceremony at Government House. Don't fold them. Roll them up. There will be many fewer wrinkles. Vacuum storage bags are space savers, and give you more room in your sea bag.

Tony Bessinger is a veteran of 10 Bermuda Races, starting when crew gear was Irish sweaters, blue jeans, and rubber-coated foul weather gear.



The race's three seasons demand careful gear selection. First comes a wicking layer.



A salopette and hood warm the core and head on the chilly first night. The Gulf Stream will be warmer - and wetter.



Don't skimp on a good sun hat for the tropical end of the race. Sea bags come in several styles and sizes. Gear courtesy Team One Newport, modeled by Eleanor Lawson.

PHOTOS BY BILLY BLACK

NEWPORT'S UNIQUE EATERIES

The food's seasoned with history at the Seamen's Church Institute, Bowen's Wharf, and The Mooring BY CHRIS MUSELER

ASAILBOAT RACE IS A ROBUST EXPERIENCE. NEVER mind the adventure of managing the numberless challenges thrown at a crew at the interface between air and water. We sailors must first navigate to a waterfront town and live there for a while. For the sailors who migrate to Newport for the Bermuda Race, nothing adds to that experience more than a good meal or a drink at an historic waterfront eatery. "The lobsters, the clam bakes, that's what I remember," says Sally Honey, who did her first Bermuda Race as a cook aboard her father's NY 32 more than three decades ago, and who navigated a Cal 40 to the Onion Patch in 2010. She rattles off the names of Newport restaurants like a favorite songs list. "The Black Pearl is a watering hole where you'll see a lot of people. The small places like the Mudville Pub are great. And we like less froufrou and more local stuff, like the places on Bowen's Wharf."

Once a coal yard, Bowen's Wharf was acquired in



Historic, charming, and providing all sorts of services to all sorts of mariners, the Seamen's Church Institute has long been a favorite breakfast and luncheon place for visitors in the know about Newport.

1969 by Bart Dunbar with a thought to making it a residential area, but stores and restaurants took over in a setting reminiscent of a working New England waterfront. The building that today houses 22 Bowen's originally was the first Chart House restaurant on the East Coast. "A group of sailors were here for a One Ton regatta and combined their love of the sport and area to create a great waterfront restaurant," says Dunbar.

Nearby, the benevolent, simple Aloha Café occupies the ground floor of the non-profit Seamen's Church Institute. "For more than 90 years the Institute has helped the people of the sea," says

David Brown, president of its board. "Our mission has always been to provide a safe haven and offer an affordable breakfast and lunch for fishermen, professional boat crews, and the public."

The country's first Seamen's Church Institute was founded in 1834 by the Episcopal Church as a floating chapel in New York City's East River. It later became a social center and hotel for merchant sailors and an advocate for seamen's rights. In 1919 Maude and Edith Wetmore, residents of the family's Newport "cottage" Chateau sur Mer, established a Newport Seamen's Church Institute in a warehouse that they soon replaced with a three-story building. Today, after a renovation, it has a lounge with free Wi-Fi, a laundry, bedrooms for mariners, a library named in honor of Henry H. Anderson (a former Commodore of the New York Yacht Club), and the intimate Chapel of the Sea, a spiritual retreat with a striking fresco depicting Jonah and the whale, and a stone and a marble floor inlaid with bronze sea life.

And there's the Aloha Café, named for a New York Yacht Club flagship owned by a relative of Anderson's, Arthur Curtiss James, whose bark-rigged *Aloha* is featured in a memorable oil painting of Narragansett Bay by William H. Drury. The café is often crowded with sailors, says David Brown. "When you come in for breakfast, you'll find racing and cruising sailors planning their voyages, and local fishermen talking about the weather and the day's catch." Lunch and dinner have their appeals, too. "We'll have a new menu come the Bermuda Race. You have to try our Portuguese kale soup. It's exceptional."

Another Newport waterfront watering hole favored by sailors is The Mooring Restaurant, on nearby Sayer's Wharf. The restaurant was built around a former mini-clubhouse called Station 6 that the New York Yacht Club maintained from 1890 to 1945. Long before a large clubhouse was established at Harbour Court in 1988, this was one of the club's 11 stations from the Hudson River to Nantucket. Here, Astors, Vanderbilts, and Morgans boarded launches to be carried out to their grand yachts.

Like the Aloha Café and Bowen's Wharf, The Mooring is special to Newport. As David Brown says, "When you sail into Newport, you see Fort Adams, the America's Cup winners, the church steeples, and the long waterfront. Then you get to shore, and that's where the history really comes to life."

CHRIS MUSELER

TO BERMUDA AND BACK WILL TAKE A TOLL ON A SAIL

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From UK Sailmakers



Jason Richter's J/35 Paladin
2010 Double-Handed Winner

For some, the Bermuda Race is just another sail on the ocean. For most, however, it is the only real blue water sailing they will do. The question becomes, "What sails should I buy that will survive a Gulf Stream blow and still be fast for coastal racing?" The answer is simple: Tape-Drive® sails from UK Sailmakers.

Twenty-five years ago, UK's Tape-Drive was introduced as the first load-path method of sailmaking. At the time, Tape-Drive sails were revolutionary: structural tapes bore the sail's stress loads and the light weight, see-thru skins were created solely to optimize aerodynamic shape.

Even after a decade of development, today's membrane sails, the highest tech sails on the market, cost more than Tape-Drive sails yet don't last nearly as long. They may be flashier out of the bag, but membrane sails end-up in a dumpster after a few short seasons. When it comes to long-lasting performance sails, new technology isn't necessarily the answer for sailors seeking coastal racing success and safe offshore racing and passagemaking.

The Benefits of Tape-Drive Sails:

Performance - Sails designed to be fast and stay fast; some sailors have made the podium using 10-year-old Tape-Drive sails. Thanks to the grid of high-strength tapes, the non-load-bearing seams don't distort. Seam creep robs a sail of its carefully designed aerodynamic shape.

Durability - The tapes' dense bundles of yarns create a barrier that stops rips from growing. As a result, only Tape-Drive sails are guaranteed against catastrophic failure.

Affordability - Tape-Drive sails are significantly less expensive than membrane sails.

Value - The extended peak performance life of Tape-Drive sails translates directly to a high return on your sail investment.

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over many millennia, precipitating from high altitude dust storms carrying the grains of the Sahara westward. During these hundreds of thousands of years, plant, bird, and sea life moved in by air and sea to inhabit the island. A veritable paradise was compiled on this spot in the Atlantic that was one of the last places on the planet to take part in the million-year migration of peoples.

THE FIRST HUMANS

As far as can be ascertained, it was a sultry day in the late autumn of 1505 when Juan de Bermudez (for whom the island is named) made the first landfall at Bermuda, on his way home to Europe. He presumably came upon this unknown place in daylight because the bones of his ship, *La Garza*, are not among the hundreds of wrecks that were caught on the surrounding reefs.

Bermudez had no human landmarks to guide his approach. It is unrecorded as to whether he set foot on the place, though he may have sent a swine or two ashore to multiply and supply meat for future shipwrecked mariners. The island would have been a sea of green from the endemic “cedar” (juniper) trees and towering palmetto palms, with a myriad of seabirds, one of which, the cahow, eventually became the last forced near extinction by the pigs and people.

For almost a century, Bermuda served only as



a navigational beacon. Then in late July 1609, in what must be one of the most remarkable sea rescues of the last four centuries, the *Sea Venture*, some weeks out of Plymouth and bound for Jamestown, was caught in a hurricane and left leaking badly. The weather cleared and Sir George Somers and some 150 souls found salvation on the only piece of land in the central part of the western North Atlantic, grounding the ship on a convenient reef near the east end of the island. Shakespeare used the ensuing epic tale for *The Tempest*.

In early July 1612, the first English settlers arrived and Bermuda became a British possession. A lookout called Rich’s Mount was erected near the

Bermuda’s natural defenses are obvious on the Hurd map (opposite) and early images of St. Catherine’s (above) and St. David’s Head, where the race finishes at the famous striped lighthouse.

BERMUDA

BY DR EDWARD HARRIS,
Executive Director, National Museum of Bermuda

EONS AGO, “MOUNT BERMUDA” BEGAN ITS SLOW life on the floor of the Atlantic Ocean, one basaltic bubble after another oozing or exploding from a hotspot perhaps near the great undersea mountain range known now as the Atlantic Ridge. At some moment in time immemorial, the lava flows ceased, possibly because Bermuda left its fountain of birth behind as it was dragged to the west with continental North America.

Whether by erosion or happenstance, the volcanic top of the mountain (which rises some 15,000 feet off the ocean floor) formed a plateau, or oceanic mesa, several hundred feet below the surface of the sea, some 50 miles long by 15 wide.

Over the course of time and a number of ice ages and interglacial eras, reefs formed on the top of the mesa and eventually contributed to the formation of dry land, through the grinding up of coral and shells to make beaches and sand dunes.

In yet more passages of time almost uncountable, the dunes consolidated in places through the action of rainwater. Thus was born Bermuda, a glorified “house of sand” comprised of various grades of limestone rock that were later used in the construction of homes, official buildings, and fortifications.

During the ice ages the dune formation slowed, allowing for the collection of red soils deposited

ILLUSTRATIONS COURTESY NATIONAL MUSEUM OF BERMUDA

LANDFALL



The Royal Bermuda Yacht Club has been in its distinctive clubhouse at Albuoy's Point for almost as long as the club has hosted the Bermuda Race. The marina has been enlarged several times.



first English town in the Americas, St. George's. Today St. David's Lighthouse fills that role, rising above the promontory of St. David's Head. It was not until 1846 that Bermuda had a decent beacon for those making landfall at night. That was when a cast-iron wonder of the industrial age, Gibbs Hill Lighthouse, was erected. St. David's Lighthouse followed several decades later. Reefs extended some 10 miles to the north, where a light was later erected at North Rock. The marking of channels did not take place until the beginning of the 1800s, following an eight-year survey by Lieutenant Thomas Hurd of the Royal Navy's Hydrographic Office. Unknown locally for over 200 years, Hurd's original chart was copied for the first time in 2010 and is reproduced here, showing the natural defenses of reefs surrounding the island.

ST. DAVID'S TO HAMILTON

The route from the Bermuda Race finish to Hamilton begins at St. David's Head. The yachts enter the channel and transit the Narrows, originally called "Hurd's Channel." At the north end of that channel stands Fort St. Catherine's, which was established in 1614 and has undergone many remodelings, the last in the 1870s. One-third of Bermuda's 90-odd forts were built in the nineteenth century to hold the island, and thus the vital Royal Naval Dockyard, against an invasion by the Americans.

Passing through Murray's Anchorage, the

sailor comes eventually to Dundonald Channel, leaving the Dockyard to starboard, with its great Commissioner's House, now the flagship of the National Museum of Bermuda and home to the late Marvin Green's exhibit on the Newport Bermuda Race. That channel was named for one of the greatest of England's admirals, the tenth Earl Dundonald, otherwise known as Lord Cochrane, who was responsible in good measure for the independence of Chile, Peru, and Brazil. Only the death of Napoleon stopped Cochrane from rescuing him from prison at St. Helena and placing him on the throne of one of those South American countries.

Two Rocks Channel appears ahead and opens into commodious Hamilton Harbour, on the north side of which stands the Royal Bermuda Yacht Club. There on the shore of one of the most delightful of all harbors, the Commodore and members await to serve up some renowned Bermuda hospitality, after the "Thrash to the Onion Patch."

Historically speaking, the way of the sea never changes. With the exception of lights at night, a landfall at Bermuda must impress the modern sailor as much as it did mariners of old. The island itself has changed considerably under human occupation, but it retains much of the charm that so attracted the likes of Mark Twain, his friend Woodrow Wilson, and other American notables at the end of the Victorian Era.

As Twain pronounced: "You can go to heaven if you like. I'd rather stay here."

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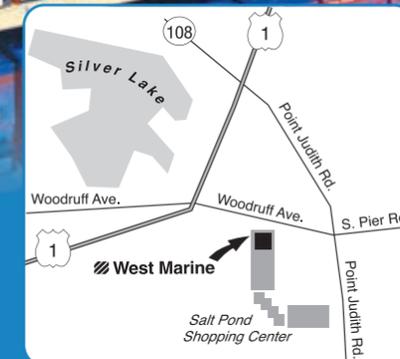


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RACE THERE, CRUISE THERE



BY SHEILA MCCURDY

HAVE BEEN SAILING TO BERMUDA IN RACES AND ON deliveries since 1976, taking great care not to trip over the outer reefs. Last summer is the first time I ventured outside the familiar channels and into and through the inner reefs that dominate the waters of the archipelago. With over 6'6" of draft, we did not have a problem on our 38-foot sloop, *Selkie*, although I did feel a twinge of concern when the Bermudians regaled us with stories of their ancestors luring ships ashore by lighting signal fires atop Wreck Hill.

The next day I was following these same people closely through Hogfish Cut with looming coral heads on either side, trying to remember the instructions to turn left half-way between the last channel marker and the unmarked Southwest Breaker (which, we were told, might not be breaking).

Our cruise in company around and through Bermuda was organized by the more than 30 members of the Cruising Club of America's Bermuda Station and chaired by Ralph Richardson, a CCA member and former Commodore of the Royal Bermuda Yacht Club. We could get a late start – all the better to see coral heads – sail lazily for a few miles before anchoring for a swim, then dressing casually for cocktails and dinner with our friends on the other boats and on shore. Some boats in the fleet of 10 were local, and *Selkie* and several others sailed out from North America. In June 2011 Bermuda extended the maximum stay for visiting yachts and crews to 90 days to encourage yachts to linger and enjoy Bermudian hospitality and services.

When Ralph Richardson said that the cruise demonstrated the viability of Bermuda cruising for offshore yachtsmen, he was making the point that Bermuda sailing has a little-known but fascinating side that deserves time and exploration. A longer stay offers a fine opportunity to explore the islands



Another side of Bermuda sailing presents itself during a leisurely cruise through the archipelago

and harbors well beyond the familiar boundaries of the Customs Dock and the yacht club marinas so familiar to boats that stop over only briefly after finishing a Bermuda Race or while heading south.

HIDDEN SPOTS

While the road signs of Bermuda give visitors good directions, navigation on the water requires attention and understanding of local marks. A few passages are navigable for boats with 9-plus foot draft only at high tide (Ralph had checked this out by taking soundings in his careful pre-cruise survey). The Bermuda navigational aids are IALA B, as in the U.S., but several areas have short day beacons. Our hosts guided us into local hidden spots that are not identified on the chart. Paradise Lake is a cozy anchorage amid islands named from the Greek alphabet just south of Two Rock Passage. There are few houses and steep green slopes that keep the cove very peaceful except on boisterous summer weekends.

The next day we sailed across Great Sound and anchored at the South Basin on Ireland Island near the Dockyard and Maritime Museum for lunch, before proceeding north around the fort. There is

a marked channel along the northwest side, but it didn't show up on the U.S. chart. We anchored in Mangrove Bay and went on our friends' trawlers to the edge of the reef to snorkel over three shallow wrecks of ships that all missed the "cut." We ate ashore pub style at the Country Squire with a wonderful sunset. On the third day we motored out past Ely's Harbor – a place I look forward to investigating next time – and reached along the length of the south shore, seeing the beaches and communities from a short way offshore.

HOME OF THE CAHOW

We tucked into Castle Harbour and anchored behind the 14-acre Nonsuch Island, a nature reserve and a breeding ground for tropicbirds and the rare Bermuda petrel, the cahow. We were given a wonderful pre-arranged tour and saw the efforts David Wingate and other naturalists have made in restoring the island to native flora and fauna. That evening we took dinghies ashore to Tom Moore's Tavern, a lovely restaurant in a 1652 house next to the Walsingham Nature Reserve. The Reserve's trails wind through 12 acres of overgrown, ancient geological formations with ponds and limestone

caves. It is a bird-watching haven known locally as Tom Moore's Jungle, named for an Irishman who wrote poems while sitting under a calabash tree in the early 1800s.

The following day we sailed out of Castle Harbour and around St. David's Island, avoiding the reefs and staying more or less in the middle of the unmarked channel into a comfortable anchorage south of Smith's Island. Many local boats are moored there but there was room for our fleet. We dinghied ashore to the Black Horse Tavern for an excellent fish dinner under a clear sky.

We completed our circumnavigation with a three-hour run from Dolly Bay to Hamilton. We glanced into St. George's Harbour where the replica of *Deliverance* sits on Ordinance Island. It might be said that the first "cruisers" to Bermuda wrecked their vessel *Sea Venture* in 1609 and spent a year building *Deliverance* to take them the rest of the way to Virginia. Cruising is far more appealing in the 21st Century.

I could have lingered longer at each of the places we visited. I look forward to dropping the hook in those warm, pastel waters once again after the 2012 race.

Mangrove Bay was one of the corners of Bermuda that charmed the author, shown on the facing page with CCA Commodore Dan Dyer (left) and cruise organizer Ralph Richardson.



THE ONION PATCH — ONE TOUGH SERIES

Racing in and between Newport and Bermuda, this unusual international triathlon is turning 50. BY TALBOT WILSON

NEARLY 50 YEARS AGO, THREE BERMUDA SAILORS were in England competing for the Royal Ocean Racing Club's Admiral's Cup. It was a demanding series of races between national teams in the tidal currents of the Solent and English Channel, ending with the tough race out to Fastnet Rock and back. As they raced, the brothers Shorty and Jerry Trimmingham and their shipmate Warren Brown hatched the idea of bringing the Admiral's Cup idea to America.

"Having sailed with Jerry in Shorty's boat in the Fastnet, I was well aware of what they wished to do with the Onion Patch," Brown recently recalled. "The formula was to use the Admiral's Cup as a guide."

In 1962 the Royal Bermuda Yacht Club deeded the Onion Patch Trophy for competition by national teams of three yachts entered in the Newport Bermuda Race, the famous "thrash to the Onion Patch." The first series, in 1964, had a

BARRY PICKTHALL/PPL

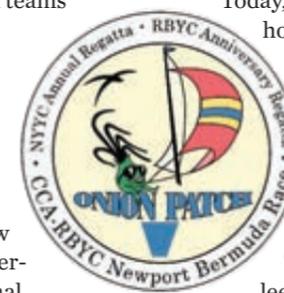
25-mile race at Newport, then the Bermuda Race, and finally another 25-miler off Bermuda's south shore. That first Onion Patch attracted teams from Bermuda, the United States, and Argentina.

The Onion Patch Series was a tough triathlon of yacht racing for teams going for the Onion Patch Trophy and individual yachts racing for the Henry B. du Pont Trophy. The format was later changed to racing in multiple New England events, concluding with the Bermuda Race. It is now close to the original, beginning with two races in the New York Yacht Club Annual Regatta off Newport, followed by the Newport Bermuda Race, and concluding with the

two-race Royal Bermuda Yacht Club Anniversary Regatta.

Today, boats racing in the St. David's Lighthouse or Gibbs Hill Lighthouse Divisions of the Newport Bermuda Race are eligible. They enter individually to compete for the Henry B. du Pont Trophy and may also form three-boat teams to race for the Onion Patch Trophy. The series is sailed under the IRC rule.

The day races are held over windward-leeward courses except for the second race at the Anniversary Regatta, when the boats sail an intriguing "island tour," with a winding route into beautiful corners of Great Sound,



Rán (grey hull, Niklas Zennstrom) gets her bow out in front in the 2010 RBYC Anniversary Regatta.



Cabady (Randall Baldwin) sails into Hamilton Harbour in the second race in the 2008 Onion Patch Series on the traditional "island tour" course. She was top boat that year.

Granaway Deep and Hamilton Harbour. Rich Long, tactician of Randall Baldwin's 2008 du Pont Trophy winner *Cabady*, spoke for everyone when he described it as "a navigator's course."

In the early days, when the Onion Patch was purely for international teams, the fleet was small because of the expense of sailing or shipping boats long distances from England, Europe, and South America to New York or Newport. In the early 1990s more emphasis was placed on individual entries, with teams representing yacht clubs, sailing associations, or other organizations as well as countries. In 1994, the year of the Royal Bermuda Yacht Club's 150th anniversary, 45 yachts raced for the trophy, with seven three-boat teams. Those numbers have held up, with the 2010 series attracting 38 entries and five teams of professional and amateur sailors.

"The Onion Patch is a tough series to win as an individual entry," says Rives Potts, owner of *Carina*, winner of the St. David's Lighthouse Trophy in the 2010 Newport Bermuda Race. *Carina* was fifth overall in the 2010 Onion Patch and has yet to win the series. "You have to be very good in all conditions and on all types of race courses. Not many boats or crews excel at both. The guys who do well in the Onion Patch have a lot to be proud of. They prepare their boats right, are able to shift

gears from long-legged races to short-legged races, and have very good sailors on board."

Top boat in the 2010 Onion Patch was Niklas Zennstrom's British 72-footer *Rán*, coming off strong finishes in the Fastnet, Sydney-Hobart, and Newport Bermuda races. The Onion Patch Trophy was won by the New York Yacht Club team of *Sforzando* (Clay Deutsch), *Rambler* (George David), and *Bella Mente* (Hap Fauth). *Bella Mente* was second behind *Rán* for the du Pont trophy.

According to Potts, winning the Onion Patch Trophy as a team is even harder than being overall winner. "All three boats have to do very well in all three phases of the series. The winning team is usually the team that makes the fewest mistakes and is consistent throughout."

Potts echoes what sailors have been saying about the Onion Patch Series for almost half a century. Sailed over a scant three weeks in June, with three spectacular events and venues, the Onion Patch triathlon is one tough series to win.

Entry for the Onion Patch Series may be made on the New York Yacht Club website: <http://www.nyyc.org/158th-annual-reggatta-jun8-10/>. For more on the Onion Patch Series, <http://www.onionpatchseries.com/>.

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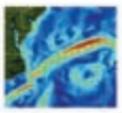


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 NEW ENGLAND BOATWORKS

“MOMMY SAYS IT’S TIME TO SHAKE OUT THE REEF”

And other tales of the Bermuda Race family experience
BY CHRIS MUESLER

ONE AFTERNOON IN THE BERMUDA RACE PRESS room after the 2010 race, John Rousmaniere looked up and said, “What is that?” “That” was the pitter-patter of little feet and high-pitched giggles during a game of tag in the Royal Bermuda Yacht Club’s hallway. “You didn’t see or hear this in the old days,” said John.

The Bermuda Race is well known for being a family affair. A wife and husband sailed down in the first race in 1906, and some families have long regarded racing to Bermuda as a rite of passage for teenagers. But the family aspect has taken on



Anne and Larry Glenn (second and third from left, front row) and their family crew relax on *Runaway* at the Royal Bermuda Yacht Club after the 2010 Bermuda Race.

a whole new value recently, since the William L. Glenn Family Participation Prize was first awarded in 2008.

The award is given to the top performing boats in the Cruiser and St. David’s Lighthouse Divisions that have at least four immediate family crewmembers, one of whom must be the skipper, navigator, or a watch captain. Eighteen boats registered for the trophy in 2010. “The Cruising Club of America and the race saw this as an opportunity to encourage family sailing, and I’ve been very heartened by the number of people going for it,” says Larry Glenn, who donated the trophy in honor of his brother. “Will was such a wonderful model for sailors. He brought everyone up around him.”

Will Glenn was a top sailor for many years at the Seawanhaka Corinthian Yacht Club, in Oyster Bay,

N.Y., where Glenn family members have served as Commodore of both the big club and the junior club. Will sailed all his life in every kind of boat, from ocean racers to Lasers, in which he was competing in retirement. The Glenn award honors him and the Bermuda Race. The perpetual prize is the brass sextant that Larry presented to his brother when Will bought *Winnie of Bourne*, a Concordia yawl that competed in the race many times under the command of another Seawanhaka sailor, CCA historian Jack Parkinson.

Among the 18 family entries in 2010 was the J-44 *Runaway*, owned by Larry Glenn and his wife, Anne, and sailed by a mostly family crew including a daughter, son, a son-in-law, and two nephews. “We each have our strengths and everyone respects each other,” says Anne. Daughter D’Arcy has her own take: “Even if we don’t do well it’s still fun. We learn an awful lot about each other. It’s much cheaper than therapy.”

It can be entertaining, too. Larry Glenn recalls with a laugh a memorable command voiced during a nasty night in the Gulf Stream when Anne’s watch was on deck. “The boat was going like hell in the pouring rain when Larry Jr. took a break and came below for a cup of coffee. Then a shout came down the companionway, ‘Larry, Mommy says it’s time to shake out the reef!’”

Family crews tend to tell lively stories. The late Mitchell Gibbons-Neff used to say that when he and his three brothers raced the family boat, *Prim*, to Bermuda, they always brought along two chap-erones. “We had four Neffs and two refs.” Each family deals with tension in its own ways. After the 2010 race Charlie Kiefer said that in the family’s maxi *Nirvana*, “Watching a movie in surround sound while eating ice cream keeps everyone happy.” Brother David adds, “Each time we come to Bermuda it really has that ‘reunion’ feeling. Some in the family don’t want to do the race down, but they’ll fly down for the party.”

Carina for years was sailed by the Nye family (they won the Bermuda Race together in two *Carinas*, in 1952 and 1970), and now the Potts family is in command. “The main reason I got this boat



Will Glenn’s old sextant is the perpetual prize for the Family Participation Award.

was to sail with my children,” says Rives Potts. “I was able to sail all over the place when I was young and I wanted to give them the same experience. Once I decided that’s what I wanted, it really was fun.” He started taking his sons, Allen and Walker, racing when they were 11 and 12, and now *Carina* is a true family boat. Her 2010 Bermuda Race crew consisted of Potts, his two sons, and nephew Rives Sunderland, plus three Crumps, two Gahagans, navigator Patricia Young and her husband Paul Hamilton – and, yes, one non-family friend. Their last-night meal was the epitome of family style: spaghetti and meat sauce, raspberry crumble, and ice cream.

Says Rives Potts, “My most cherished time spent during the race is with my sons on the weather rail on a star-lit night talking about all things, big and small.”

Family sailing is also successful sailing. Three of the initial four winners of the William L. Glenn Family Participation Prize finished at or near the top of their divisions. In 2010 *Carina* won the family prize and the St. David’s Lighthouse Division, while Barbara and Robert Cavanagh’s *Eclipse* won the Cruiser Division family prize. In 2008 Colin Couper’s *Babe* won the prize and finished third in the St. David’s Lighthouse Division, as Ann and Brad Willauer’s Glenn prize winner *Breezing Up* was fifth in the Cruiser Division.

After the Glenn family’s *Runaway* finished second in Class 5 of the St. David’s Lighthouse Division in the 2010 race, one of her crew, Ned Glenn, explained why: “My motto is always marry a better sailor than you. I married up.” Comments Larry, “There’s going to be at least one grandchild with one hell of a gene pool.”

CHRIS MUESLER

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BY WORTH AND HARVEY LOOMIS

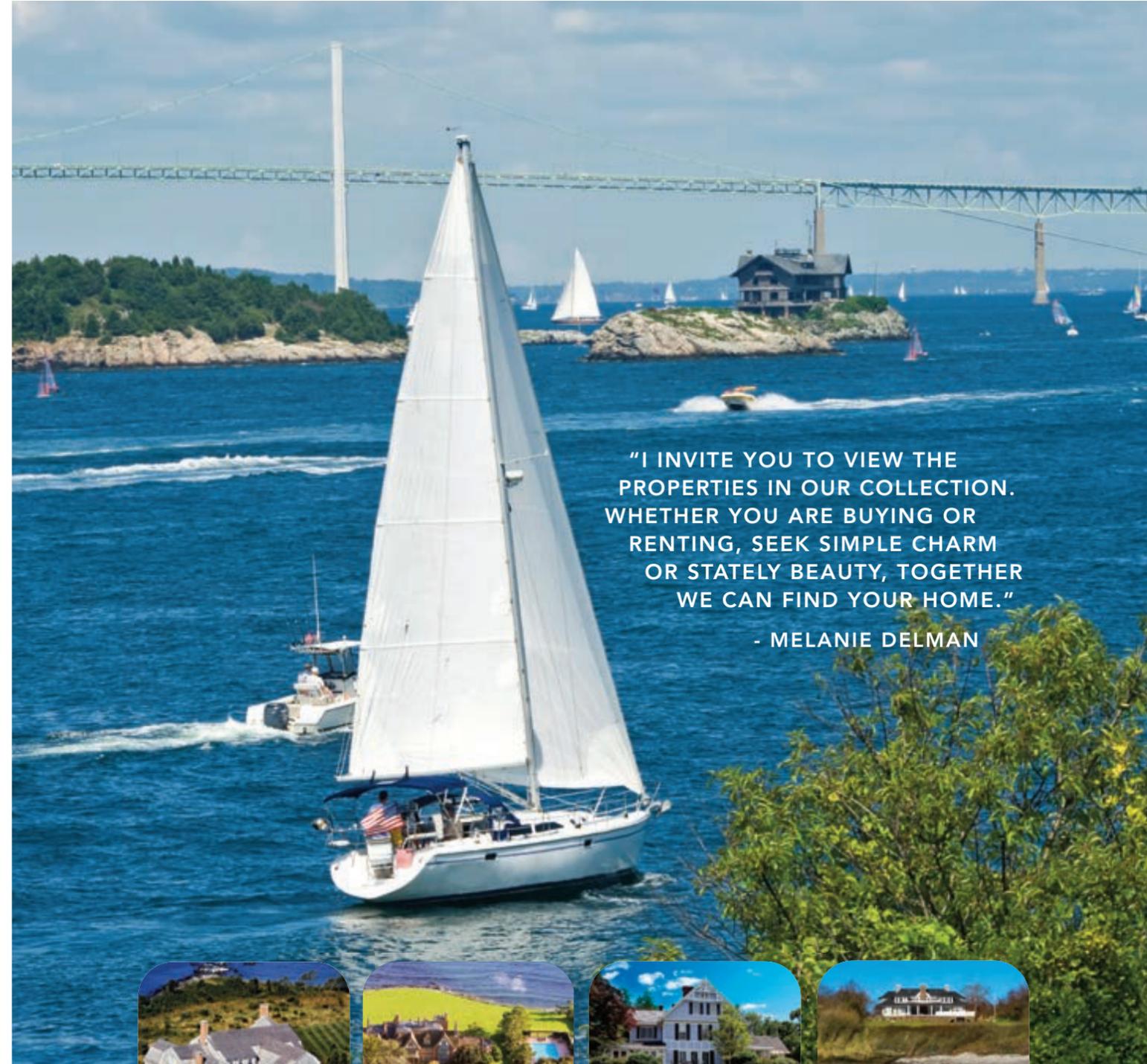
Oh, I don't want to race
To Bermuda on my face,
I've never felt like this before.
All I do is wet my tail
Trimming sheets down to the rail -
Bedroom sheets have never made me sore.
So next time the wind is dead ahead
I'll be sleeping with my red-a-head,
You can take your ocean racing,
And by accurately placing,
You can shove every rail,
Every plank and every sail
Right up where they won't bother me no more.

Oh, I have had my fill
Of that bloody foredeck drill,
I've changed too many jibs in the Gulf Stream sea.
So it's time to close the hatch
On the dear old Onion Patch --
The rum is fine but the rhumb line's not for me.
So next time the bunks are cold and wet,
I'll be sleeping you know where, you bet.
And it would be no surprise
To find that all those other guys
Would trade their sheets, large and small,
Main, jib, spinnaker and all,
For the sheets beneath my red-a-head and me.

"Fannies Wet All Day and Night"

BY GRAHAM BIGELOW
(COMPOSED IN BRILLIANT, 1932)

Fannies wet all day and night,
Brilliant sailing like a kite.
Get that damned club topsail set,
Just to make us curse and sweat.
Set the guinny on the sprit,
Sheet her down and watch her split.
Gulf Stream squalls we drive right through,
Brilliant, here's to you!



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RECOMMENDATIONS

The Bermuda Race Organizing Committee strongly urges Captains and crews to give serious consideration to these recommendations, all of which are based on the experience of many sailors.

NEWPORT BERMUDA RACE RECOMMENDATIONS

- Attendance at a US SAILING sanctioned safety at sea seminar with hands-on training is recommended for all race and delivery crew members.
- There should be a pre-race safety briefing for all crew members.
- Each crew should be prepared for contingencies with appropriate training, a medical kit, a written emergency plan, lists of important radio frequencies and satphone numbers, and a prominently displayed plan of the yacht indicating the location of through-hulls, bilge pumps, flashlights, flares, safety equipment, tools, etc.
- Safety equipment should be inspected regularly and replaced after seven years. Manufacturer-recommended shelf lives should be observed. Items susceptible to damage due to UV, weather, and chafe should be inspected frequently.
- Captains should inspect bilge pumps and collision mats and review procedures to prevent downflooding.
- Crew on deck should wear an inflatable life jacket equipped with a whistle, a white strobe light, and crotch/thigh straps. They should also wear a safety harness and have a tether with a release-under-tension snaphook at the body end.
- Slippery hatches should be fitted with non-skid tape or other means of providing traction.
- Batteries should be closed or gel cell or AGM.

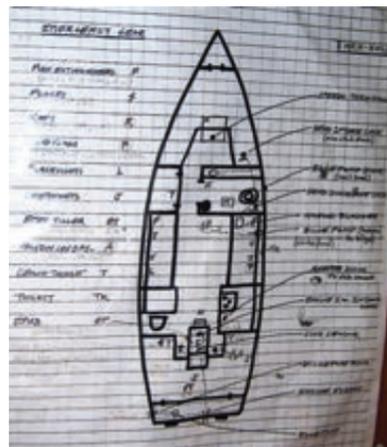
- An appropriate drogue or sea anchor should be on board.
- Storm sails should have permanently attached sheets.
- For cutting away rigging, yachts should carry hydraulic or other cutters, hacksaws with spare blades, or drift punches capable of driving out clevis pins.
- A means of identifying the vessel to airborne rescue personnel should be available.
- The abandon ship bag should contain at a minimum a VHF radio, a 406MHz EPIRB, whistles, flares, sun cream, fishing tackle, sponges, plastic bags, a watermaker, and a raft repair kit with plugs.

THE SAFETY BRIEFING

The Captain and crew should review:

- Lessons learned from training and safety seminars
- Use of safety harnesses, boom preventer, life raft, bilge pumps, storm sails, and other gear
- MOB rescue, going aloft safely, loss of steering, calling for help, abandoning ship, and other skills
- Medical issues including seasickness, hypothermia, and medications
- Use of the stove and other potential explosive devices
- Watch-standing, cleaning up, and other routines
- Each sailor's duty to constantly think about safety and the consequences of every action

Lora Ann's plan locates gear and problem areas. The nav station is the boat's library. Note the MOB instructions in the upper right-hand corner.



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Notice of Race as of Feb. 12, 2012

Any amendment will be announced on the race website, www.BermudaRace.com

The Newport Bermuda Race® is open to eligible yachts whose Captains have been invited to participate by the Bermuda Race Organizing Committee. The race will be scored under ORR and IRC. The first warning is scheduled for 1250 EDT, Friday, June 15, 2012. The race is a major part of the Onion Patch series and a qualifying event for the Northern Ocean Racing Trophy and New England Lighthouse Series. All times herein are North American EDT; all monies are USD.

1 MANAGEMENT

1.1 The Organizing Authority (OA) is the Bermuda Race Organizing Committee (BROC) through the joint efforts of the Cruising Club of America (CCA) and the Royal Bermuda Yacht Club (RBYC).

1.2 The OA shall have the authority to interpret the conditions governing the event, accept or reject entries, and assign yachts to divisions.

2 RULES

The Newport Bermuda Race® will be governed by the following:

2.1 The rules as defined in The Racing Rules of Sailing (RRS), except as modified below:

a) 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;

b) RRS 44.1(a) and 44.2, the Turn Penalties, shall not apply; and

c) The jury may impose suitable penalties other than disqualification, including time penalties, for breaches of a rule. This changes RRS 64.1.

2.2 The US SAILING prescriptions to the rules, except as may be changed by the Sailing Instructions;

2.3 The Class Rules for yachts participating in eligible one-design classes;

2.4 The 2012 IRC Rule (IRC), where applicable;

2.5 The 2012 Offshore Racing Rule (ORR);

2.6 The 2012-2013 International Sailing Federation (ISAF) Offshore Special Regulations (OSR) Category 1, including the US SAILING prescriptions, except as modified by Appendix A of this Notice of Race;

2.7 This Notice of Race (NOR); and

2.8 The Sailing Instructions, including any changes to the rules that appear therein.

2.9 Succeeding rules in the above list shall take precedence where there is a conflict. This changes RRS 63.7.

2.10 Rules documents are posted or linked on the race website at www.bermudarace.com.

2.11 The Official Notice Board will be located at Race Headquarters (NOR 19).

3 ADVERTISING

In accordance with RRS 80, advertising on yachts shall comply with ISAF Regulation 20. Yachts shall provide a brief description of any advertising carried during the race upon Entry. The OA will reject any advertising not compliant with ISAF Regulation 20.2.3.

4 ELIGIBILITY

4.1 Yacht Eligibility

a) Yachts eligible for entry must be single-hulled sailing vessels having fundamentally:

i. applied for a valid "Full Measurement" ORR Rating Certificate;

ii. an ORR Stability Index (SD) of not less than 115.0;

iii. an ORR "L" of at least 27.5 feet, unless waived under NOR 4.1(c);

iv. inboard auxiliary power; and

v. a minimum complement of four persons, except as otherwise provided herein, consisting of a captain and crew who have demonstrated and documented recent competency in offshore yacht racing or passages to

the satisfaction of the OA.

b) Yachts with an age or series date of December 2009 or earlier shall supply evidence of compliance with OSR 3.03 (Scantlings) by proof of American Bureau of Shipping or European Recreational Craft Directive Category A status. In the absence of such evidence, the OA may consider the qualification of a yacht by virtue of its offshore history and/or a current survey that specifically addresses characteristics of design, construction and maintenance that determine the suitability of the yacht for Category 1 offshore racing.

c) At its discretion, the OA may waive the minimum ORR "L" of 27.5 feet herein specified for all divisions for yachts that have previously participated in the Newport Bermuda Race®.

4.2 Competitor Eligibility

a) The term "competitor," as used in this NOR and the Sailing Instructions, means any person who will be aboard an entered yacht during the race. "Crew" is the yacht's full complement of competitors including the Captain.

b) The term "Captain," as used in this NOR and the Sailing Instructions, means the person, whether or not the owner of the yacht, who is designated on the entry form as "Captain" and who is the "Person in Charge" of the yacht during the race, including for purposes of RRS 46 and OSR 1.02. The Captain is responsible, at a minimum, for: (1) the yacht; (2) her handling and safety; (3) the conduct of her crew before, during and after the race; and (4) compliance with the rules.

c) Captains must be current members of their Member National Authority (MNA).

d) The Newport Bermuda Race® is not a race for novices. Every competitor should have experience sailing a yacht offshore and be prepared to encounter heavy weather. The Captain and Navigator shall have successfully completed the 2008 or 2010 Newport Bermuda Race® in their respective capacities. Otherwise, the OA may require the Captain, Navigator and Watch Captains to provide evidence of offshore experience on an Offshore Experience Form.

5 ENTRY & FEES

5.1 The Newport Bermuda Race® is an invitational event. The OA reserves the right to accept or reject the entry of any yacht or competitor, and limit the total number of entries accepted. Entry is a four-step process preceding Measurements (NOR 6).

5.2 Step 1. A Captain who wishes to enter a yacht may request an invitation by completing an "Application for Entry" (AFE) and paying a non-refundable \$50.00 deposit at www.bermudarace.com before 1700, April 15, 2012.

5.3 The OA will evaluate the AFE and may require the Captain to submit an Offshore Experience Form pursuant to NOR 4.2(d). Upon determining Eligibility of the yacht and her crew, the OA may invite the Captain to enter the race, and in such case will grant the Captain access to the online entry system.

5.4 Step 2. Invited Captains may then enter the race using the online entry system and by filing all supporting documentation (listed below) with the OA no later than the "Entry Deadline" of 1700, May 15, 2012, via documents@bermudarace.com, fax: (401) 537-9155, or via online form if applicable.

- Supplemental Information Form online form
- On-Shore Contact Person online form
- Special Trophy Information online form
- Onion Patch Entry Form online form
- Captain's Waiver (download) NOR 15
- Details of Advertising Carried NOR 3
- Evidence of OSR 3.03 compliance (if applicable) NOR 4.1(b)
- Stability Calculations for Movable Ballast Yachts OSR App. K

• Explanation of charter, or agreement copy (if applicable) NOR 5.7

• Valid rating certificates (if available) NOR 6.1

5.5 Step 3. Yachts shall pay entry fees, as defined below, by credit card online or check payable to Cruising Club of America by the Entry Deadline.

• Race Entry Fee: \$1,100.00; and

• Crewmember Fee: \$65.00 per competitor.

5.6 Step 4. All competitors shall use the online entry system to complete a Crew Information & Waiver Form before printing and signing it. Captains should compile and deliver the signed, completed forms to the OA via email or fax before the Entry Deadline, but in no case later than the "Crew Deadline" of 1700, June 1, 2012. The OA will use information collected on these forms to determine the eligibility of the Captain's yacht for certain divisions, and populate Crew Lists for publication on June 2, 2012. Note: Competitors shall complete and submit this form entirely online, then print it for manual signature and delivery to the Captain.

5.7 As a condition of entry, the OA may require a Captain to provide a copy of the charter agreement or an explanation thereof when entering a yacht not owned by the Captain or an affiliated competitor.

5.8 At its discretion, the OA may accept entry related documentation or changes after the relevant deadline upon payment of a \$300.00 fee per document.

6 MEASUREMENTS

6.1 Ratings

a) The OA strongly encourages yachts to submit their rating certificates along with their race entry supporting documentation by the Entry Deadline. Otherwise, all yachts shall submit their valid "Full Measurement" ORR certificate to the OA with their Pre-Inspection Documentation (NOR 6.2(b)). Yachts entering a division with dual scoring and electing to race under both ORR and IRC shall also submit their "Endorsed" IRC certificate in that manner.

b) Rating certificates of yachts sailing with water or movable ballast shall reflect this fact.

c) Attention is drawn to IRC Rule 21.6.1 (a): "Boats carrying more than three spinnakers in total on board while racing will incur an increase in rating." For the 2012 Newport Bermuda Race®, the US SAILING prescription issued in accordance with IRC Rule 21.6.1(b), which modifies IRC Rule 21.6.1(a) for Category 3 and above racing, shall apply. This prescription allows four spinnakers that are no larger than the yacht's rated SPA without an increase in IRC rating. IRC-rated yachts racing with more than four spinnakers or with any spinnaker larger than the yacht's rated SPA must contact US SAILING for a rating-adjusted certificate, and shall submit that certificate for the 2012 Newport Bermuda Race®.

d) If a yacht has design features not allowed under ORR Rules, that yacht shall make an application in writing to the OA for the use of an Experimental ORR certificate. At its sole discretion, the OA may evaluate those design features and, if it determines that those features can be fairly rated, the OA will petition the Offshore Racing Association (ORA) to consider approval of an experimental rating certificate, and recommend to US SAILING the approval of same. Such certificates will be issued for entry in the Open Division of the 2012 Newport Bermuda Race® only.

6.2 Inspections. Yachts are subject to inspection and re-inspection by the OA both before and after the race, including immediately after finishing. Failure to be in compliance may subject the yacht to rejection of her entry or protest.

a) The OA will inspect all yachts for compliance with certain rules. However, it remains the Captain's responsibility to both comply with the rules and arrange with a race inspector a mutually acceptable time and place for the Pre-Race Inspection. Pre-Race Inspections should take place as soon as possible after the Captain pays the entry fee(s)

NOTICE OF RACE

and the yacht is ready, but no later than the "Measurement Deadline" of 1700, June 5, 2012. Pre-Race Inspections scheduled after that time may be subject to a \$300.00 administrative fee to be paid in advance. A list of inspectors and a copy of the Pre-Race Inspection Checklist will be available on the race website.

b) Pre-Inspection Documentation. Yachts shall file the following materials with the OA at least four (4) days before the Pre-Race Inspection, but not later than 1700, June 1, 2012. Yachts should make this timely filing in a complete packet using the relevant forms available on the race website, and by submitting them via documents@bermudarace.com or fax: (401) 537-9155.

• Documentation of Cockpit Volume OSR 3.09.7

• Stability Index (Rating Certificate(s)) NOR 4.1(a)ii, OSR 3.04

• Life Raft Inspection Certificate OSR 4.20.5

• 406 EPIRB Registration OSR 4.19

• Safety-at-Sea Participant List OSR 6

• On Board Training Certificate NOR App. A, 6.04.1

• Confirmation of Mast Step & Lifelines OSR 3.12, 3.14

• Confirmation of Bilge Pumps & Discharge OSR 3.09.8, 3.23

• CPR and First Aid Certificates OSR 6.05.2

c) Pre-Race Inspection. Before the on board Pre-Race Inspection, the Captain should print the Pre-Race Inspection Checklist, review it with the OSR and NOR Appendix A, and initial those items that are in compliance. The Captain, Navigator or a Watch Captain who will be aboard for the race must be aboard for the Pre-Race Inspection. This person shall be familiar with the yacht and the use and stowage of all required equipment. Yachts will not be eligible for Newport Check-In (NOR 14.2) before all inspection items have been resolved to the satisfaction of her inspector or the Chief Inspector.

d) The OA intends to inspect the first, second and third place finishers in each class. Failure to be in compliance may subject the yacht to protest.

7 DIVISIONS

7.1 The OA will use the following division descriptions as guidelines to assign yachts to appropriate divisions and ensure even competition. Division assignments by the OA are final and are not subject to protest or redress. 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. Numbers associated with the 2011 ORR will be adjusted appropriately for the finalized 2012 ORR.

7.2 The following divisions in the Newport Bermuda Race® are spinnaker divisions: St. David's Lighthouse Division, Gibbs Hill Lighthouse Division, Cruiser Division, Double-Handed Division, and Open Division.

7.3 The OA will divide the St. David's Lighthouse Division and Gibbs Hill Lighthouse Division yachts by the classification composition rules defined herein (NOR 8).

7.4 Yachts shall sail in full compliance with RRS 51, except that RRS 51 is modified to allow the moving of declared water ballast or cant keel ballast in the divisions where movable ballast is specifically permitted. Yachts with movable water ballast may sail in the Double-Handed or Open Divisions. Yachts with cant keel movable ballast may sail in the Open Division only. At the discretion of the OA, yachts with moveable water ballast that have previously competed in the Gibbs Hill Lighthouse Division of the Newport Bermuda Race® may be granted a waiver to participate in that Division.

7.5 Yachts shall sail in full compliance with RRS 52 (Manual Power) except as modified below for the Cruiser, Double-Handed, and Open Divisions. This modifies IRC Rule 15.

7.6 Yachts in the St. David's Lighthouse Division and the Gibbs Hill Lighthouse Division will compete for the fastest elapsed time record.

7.7 St. David's Lighthouse Division

a) Yacht Eligibility:

i. The ORR GPH value shall not be less than (faster than) 400 seconds



per mile based on the 2011 ORR Rule; and

ii. LOA shall not be greater than 100 feet (30.48 meters).

b) Yachts entering the St. David's Lighthouse Division may elect to compete under both ORR and IRC.

7.8 Gibbs Hill Lighthouse Division

a) Yacht Eligibility:

i. The ORR GPH value shall not be less than (faster than) 340 seconds per mile nor greater than (slower than) 600 seconds per mile based on the 2011 ORR Rule; and

ii. LOA shall not be greater than 100 feet (30.48 meters).

b) Yachts entering the Gibbs Hill Lighthouse Division may elect to compete under both ORR and IRC.

7.9 Cruiser Division

a) Yacht Eligibility:

i. The ORR GPH value shall not be less than (faster than) 400 seconds per mile based on the 2011 ORR Rule; and

ii. LOA shall not be greater than 85.3 feet (26.000 meters).

b) Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted. This modifies RRS 52.

c) Whisker poles longer than "J" are not permitted for winging out jibs. Headsails shall not be winged out on the same side as the mainsail.

d) Cruiser Division yachts shall not carry a light staysail as defined in ORR 10.02.1. Only one jib may be set on a given forestay at a time. Luffs of jibs must be fully attached to a forestay.

e) Yachts may carry only one declared spinnaker for use while racing. The tack of this spinnaker shall be attached at the centerline of the yacht. The tack may be at the stem, end of a bowsprit, or end of a sprit permanently installed at the bow of the yacht for the purpose of tacking down an asymmetrical cruising spinnaker. The sail must be made of nylon or polyester. Sail measurements and tack point shall be reflected in the ORR certificate of any yacht electing to use a spinnaker.

f) Yachts carrying a cruising spinnaker according to NOR 7.9(e) may carry a whisker pole for winging out a jib. This paragraph supercedes ORR Rule 9.05.1.b. If a whisker pole is carried aboard the yacht, it shall not be used to shift the tack of the spinnaker, nor may it be used for sheeting the spinnaker. A winged-out jib shall not be flown at the same time as the cruising asymmetrical spinnaker.

7.10 Double-Handed Division

a) Yacht Eligibility:

i. The ORR GPH value shall not be less than (faster than) 520 seconds per mile based on the 2011 ORR Rule; and

ii. LOA shall not be greater than 65.6 feet (20.00 meters).

b) Power-driven winches and furlers, and mechanical and electro-mechanical steering devices are permitted; this modifies RRS 52. Yachts shall sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of declared water ballast only.

c) There shall be two competitors aboard all yachts in the Double-Handed Division.

7.11 Open Division

a) Yacht Eligibility: LOA shall not be greater than 100 feet (30.48 meters).

b) Power-driven winches and furlers are permitted. This modifies RRS 52. The use of power-driven winches and/or furlers shall be declared at the time of entry, and will result in a rating adjustment to be determined by the OA and applied to the yacht's ORR rating certificate. Yachts shall sail in full compliance with RRS 51, except RRS 51 is modified to allow the moving of declared water ballast and cant keels only.

8 CLASSIFICATION

The following classification requirements shall apply (see RRS 79):

8.1 The ISAF Sailor Classification Code, ISAF Regulation 22, applies to all competitors. Both the OA and ISAF Classification Commission strongly caution competitors to understand the specific implications herein concerning classification, especially with respect to Group 3 competitors, as defined in the ISAF Sailor Classification Code. ORR Rule

4.03 entitled "Crew Limitations on Professionals" shall not apply.

8.2 St. David's Lighthouse and Cruiser Division Group 3 Competitor Limitations. Crews in these divisions may include Group 3 competitors within the limits below:

a) St. David's Lighthouse Division yacht crews:

Total Crew:	4-5	6-9	10-13	14-17	18-21	22-25	26-29	30+
Limit:	1	2	3	4	5	6	7	9

b) Cruiser Division yacht crews:

Total Crew:	4-7	8-12	13-17	18-22	23-27	28-32	33+
Limit:	1	2	3	4	5	6	7

c) Group 3 competitors shall not steer a yacht in either of these divisions while racing, unless that competitor has at least a one-third partner interest in ownership of the yacht. In accordance with RRS 64.1(a), the jury may waive or impose penalties other than disqualification for infringements of this rule.

8.3 Double-Handed Division Competitor Limitations. For the Double-Handed Division, one Group 3 competitor per yacht is permitted. Both crewmembers may steer while racing.

8.4 There are no classification limits or restrictions in the Gibbs Hill Lighthouse and Open Divisions.

8.5 Classification Protests. Yachts may challenge any competitor's ISAF Sailor Classification by protest before the Classification Protest Time Limit of 1700, Friday, June 8, 2012. The OA or Jury Secretary will post such protests on the Official Notice Board by 0900, Saturday, June 9, 2012. There is no time limit for classification protests filed by the OA.

9 GENERAL REQUIREMENTS FOR ALL DIVISIONS

9.1 Safety Requirements. All Captains shall read this NOR, its Appendix A, and the Inspection Checklist in their entirety and certify compliance at Newport Check-In (NOR 14.2).

9.2 Sails. Except as otherwise provided herein or in the Sailing Instructions, all yachts shall adhere to the sail restrictions outlined in ORR 10.02.1 and (if she is entered in IRC) by IRC 21. Sails other than those permitted by these rules may be aboard provided they are stowed separately and clearly marked "not for racing."

9.3 Communications. Communications procedures and specifics will be outlined in the Sailing Instructions and supplements distributed at the Captains' Meeting. In addition:

a) Position Reporting. Each yacht shall have installed a tracking transponder as specified and supplied by the OA, upon payment of a security deposit. The transponder shall remain on while the yacht is racing, and should be employed aboard yachts leaving Bermuda after racing. The Sailing Instructions shall require yachts to make at least daily position reports in the event of a transponder failure.

b) Outside Help. During the race, competitors may not receive weather, current or navigational information except from a publicized source available at no cost to all competitors. 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. The OA authorizes the general use of the internet and publicly available websites to obtain weather and Gulf Stream information, including all National Weather Service data. Yachts may not receive routing data developed specifically for the race while racing. Such routing includes, but is not limited to, weather, ocean currents and tactics. Protests alleging infringement of this paragraph may be initiated by the OA only. This changes RRS 60.1.

9.4 Misconduct Afloat or Ashore. In the event of a serious breach of conduct by a competitor while in Newport, Bermuda or in between, the pertinent yacht may be subject to protest by the OA and penalties or disqualification.

9.5 Environment of the Sea. Every competitor should adopt and promote the "leave-no-trace" approach outlined in "Dealing With Trash During the Bermuda Race," which is available on the race website. Serious breaches of this policy may come within NOR 9.4.

10 THE START

10.1 The race will start in the vicinity of Castle Hill in Newport, RI.

10.2 The first warning is scheduled for 1250, Friday, June 15, 2012.

11 THE COURSE

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

11.2 The course length is approximately 635 nautical miles.

12 SAILING INSTRUCTIONS

Sailing Instructions will be available at the Captains' Meeting and may be available sooner online at bermudarace.com.

13 PENALTY SYSTEM

13.1 An International Jury will be constituted in accordance with RRS 70.5 and Appendix N.

13.2 Decisions of the jury will be final in accordance with RRS 70.5.

13.3 The jury may impose suitable penalties, which may include time penalties, for breaches of a rule.

14 REGISTRATION

14.1 The OA will not score yachts failing to comply with this section albeit relevant ashore.

14.2 Newport Check-In. Each Captain, or his agent bearing the Captain's express written authorization, shall report to Race Headquarters in Newport for Check-In after Noon, Sunday, June 10, 2012, but no later than 1600, Wednesday, June 13, 2012. The following tasks shall be completed at Newport Check-In:

- Submit all outstanding documents and fees;
- Attest to having read this NOR, its Appendix A, and the Inspection Checklist in their entirety;
- Receive two tickets to the Captains' Meeting; and
- Receive Bermuda customs and immigration forms, race and Bermuda information.

b) The OA will not check in any yacht whose entry and inspection procedures are incomplete. The OA may consider conducting the Newport Check-In process for a yacht after the deadline upon payment of an additional administrative late fee of \$500.00.

c) Yachts and each crewmember should pre-clear Bermuda Customs at Race Headquarters in Newport. Yachts not pre-clearing Customs in Newport will be required to clear Customs upon arrival in Bermuda. Bermuda Customs may require a yacht pre-cleared in Newport to also clear Customs in Bermuda upon arrival.

14.3 Captains' Meeting. The OA will hold a Captains' Meeting at 1700, Thursday, June 14, 2012, at Jane Pickens Theater in Newport (tickets required). Not more than two (2) competitors from each yacht shall attend the Captains' Meeting.

14.4 Bermuda Check-In. Each Captain shall report to the Race Headquarters Duty Desk at the RBYC as soon as practicable but not more than 18 hours after finishing. The following documents shall be submitted at Bermuda Check-In:

- Accident, Gear Failure, Injury and Illness Report;
- Bermuda Customs & Immigration Forms;
- Bermuda Department of Tourism Survey;
- On Board Training Certificate (if not already filed); and
- Certificate of Compliance.

15 RESPONSIBILITY, LIABILITY & MEDIA

15.1 Specific attention is directed to the following Fundamental Rules: Rule 1.1 - Helping Those in Danger. A boat or competitor shall give all possible help to any person or vessel in danger. Rule 4 - Decision to Race. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

NOTICE OF RACE

15.2 All Captains are solely responsible for the structural integrity of their yachts and their ability to undertake a safe ocean voyage.

15.3 Risk. Competitors participate in this race entirely at their own risk. See RRS 4, Decision to Race. The BROCC, CCA, RBYC, race sponsors and affiliated companies bear no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race or related activities. The Captain's responsibility is as set out in the OSR and defined on the Entry Forms, including a Captain's Waiver.

15.4 Waiver of Liability. As a condition of entry, the owner or charterer of an entered yacht and each competitor shall submit a signed Crew Information & Waiver Form to the OA by the Entry Deadline. See NOR 5.6 and 15.3.

15.5 Media and Commercial Rights. Competitors shall acknowledge on the Crew Information & Waiver Form that the OA owns all media and commercial rights to the Newport Bermuda Race®. Competitors will further grant to the OA the unrestricted and perpetual right to use and publish any biographical information, text and images arising from the Newport Bermuda Race®. The OA will exercise these rights in its sole discretion or as it may agree with the race's sponsors. Newport Bermuda Race®, 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 Cruising Club of America in the United States and other countries. All Rights Reserved. Use is prohibited without written permission of the Secretary of the pertinent club.

16 SCHEDULE

16.1 The OA will maintain an official race and social schedule at bermudarace.com, including:

- 1700, April 15 Application for Entry Deadline (requesting an invitation to enter)
- 1700, May 15 Entry Deadline (Forms, Fees, Documents and Waivers)
- 1700, June 1 Latest Pre-Inspection Documentation Deadline (including Ratings)
- 1700, June 1 Crew Deadline (Crew Information & Waiver Forms)
- 1700, June 5 Measurements Deadline (Inspections)
- 1700, June 8 Classification Protest Time Limit
- June 10-13 Newport Headquarters Open for Check-In
- 1700, June 14 Captains' Meeting
- 1250, June 15 First Warning
- June 17-23 Bermuda Headquarters Open for Check-In
- June 23 Prize Giving

17 SCORING

17.1 The Newport Bermuda Race® will be scored using the Offshore Racing Rule (ORR). Certain divisions may also be scored with IRC as provided herein.

17.2 Scoring will be in accordance with RRS APPENDIX A.

17.3 Corrected Times for all ORR yachts will be calculated using Performance Curve Scoring (PCS) for Ocean Course.

17.4 Time allowances for IRC yachts will be calculated using the yacht's TCC on a Time On Time (TOT) basis.

17.5 The course distance for scoring all Divisions will be 635 nautical miles.

18 PRIZES

18.1 The OA will present class and overall prizes at Prize Giving on Saturday, June 23, 2012. Attendance at Prize Giving is by invitation only. The OA will provide two invitations (both plus guest) to each yacht at Bermuda Check-In. The OA will endeavor to provide limited additional invitations to winning yachts.

18.2 Corrected Time Class Prizes. The OA will present class prizes and medallions for up to the first four places on corrected time in each ORR class, depending upon the number of yachts in that class. The OA will



present first place class medallions in the St. David's Lighthouse and Gibbs Hill Lighthouse Divisions for yachts submitting valid Endorsed IRC certificates.

18.3 Corrected Time Division Prizes. The OA will present the following prizes for First Place in each Division on corrected time under the scoring system in parentheses:

St. David's Lighthouse Division St. David's Lighthouse Trophy (ORR)
Gibbs Hill Lighthouse Division Gibbs Hill Lighthouse Trophy (ORR)
St. David's & Gibbs Hill Div.'s combined North Rock Beacon Trophy (IRC)

Cruiser Division Carleton Mitchell Finisterre Trophy (ORR)

Double-Handed Division Phillip S. Weld and Moxie Prizes (ORR)

Open Division Royal Mail Cup (ORR)

18.4 Elapsed Time Prizes. The OA will present prizes to the first yacht to finish in these divisions:

St. David's and Gibbs Hill Light. Div.'s combined The Corporation of Hamilton Trophy

Cruiser Division The Herbert L. Stone Memorial Trophy

Open Division First to Finish Prize

18.5 The OA will present the Bermuda Ocean Cruising Yacht Trophy to the Captain in the Cruiser Division with the best combined performance, as specified by the OA, in the 2011 Marion Bermuda Race and the 2012 Newport Bermuda Race®.

18.6 The OA will present the Olin J. Stephens Ocean Racing Trophy to the Captain in the St. David's Lighthouse or Gibbs Hill Lighthouse Division with the best combined performance, as specified by the OA, in the 2011 Marblehead to Halifax Ocean Race and the 2012 Newport Bermuda Race®.

18.7 Other prizes and trophies may be awarded as specified in the Sailing Instructions, or at the discretion of the OA.

19 FOR MORE INFORMATION

Bermuda Race Organizing Committee

www.bermudarace.com

Entry Documents Filing: documents@bermudarace.com or fax: (401) 537-9155

Race Chairman: John Osmond chairman@bermudarace.com

Participation: Fred Deichmann participation@bermudarace.com

Qualifications: Hank Halsted & Joe Harris qualifications@bermudarace.com

Safety-at-Sea: Ron Trossbach safety@bermudarace.com

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Race Headquarters – Newport

June 10-15 (receiving mail April 2)

Bermuda Race Organizing Committee

c/o New York Yacht Club

Sailing Center, Harbour Court

5 Halidon Avenue

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Race Headquarters – Bermuda

After June 15

Bermuda Race Organizing Committee

c/o Royal Bermuda Yacht Club

15 Point Pleasant Road

Hamilton HM DX, Bermuda

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APPENDIX A:

NEWPORT BERMUDA RACE® SPECIAL PRESCRIPTIONS to the OSR As per NOR 2.6, the Newport Bermuda Race® is governed in part by the 2012-2013 International Sailing Federation (ISAF) Offshore Special Regulations (OSR), Category 1, including the US SAILING prescriptions, except as modified by this Appendix A. The BROC prescriptions appear below with the citation and headings for the relevant OSR, and supercede both the OSR and US SAILING prescriptions where there is a conflict.

Note: Requirements are in bold italicized text and include the word "shall." Recommendations follow.

REQUIREMENTS

3.14.6(a) Lifeline Minimum Diameters, Required Materials, Specifications

BROC prescribes that lifelines shall be made of stranded stainless steel wire and follow the minimum dimensions as per OSR 3.14.6 Table 8.

That is, the use of Dyneema rope lifelines is prohibited.

3.21.2 Drinking Water

BROC prescribes that a minimum of five (5) US gallons (19 liters) of fresh water shall be carried for each person aboard.

3.28.3(b) Fuel Systems

BROC prescribes that sufficient fuel shall be carried to provide a cruising range under power of at least 100 nautical miles after finishing.

3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS

3.29.1(b) BROC prescribes that all installed DSC-capable VHF radios shall be connected to a EPFS source (e.g. GPS). All yachts should review the emergency features of DSC, including the response to a DSC Distress Call.

BROC prescribes that both VHF transceivers shall be operable in "international" channel mode.

BROC prescribes that all yachts shall carry a satellite telephone that:

(a) is programmed to operate with a satellite communications provider of continuous, uninterrupted signals for two-way voice communications on the western North Atlantic Ocean;

(b) is powered by, or re-chargeable from, the vessel's electrical system;

(c) is operable below decks using a mounted external antenna;

(d) shall remain "on" and ready to accept incoming voice calls, except when making necessary intermittent data connections, commencing on the day before the start until the vessel arrives at a port; and

(e) has a telephone number filed with the BROC before the close of Newport Check-in.

3.29.1(f) BROC prescribes that all yachts shall carry a shortwave receiver able to receive upper sideband transmissions on the frequencies listed below in the table entitled "SSB Frequencies." SSB Frequencies (kilohertz)

	Use Channel	Ship Tx	Ship Rx	Type
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

4.21.2 Grab Bags to Accompany Life Rafts

BROC prescribes that all yachts shall carry an abandon-ship grab bag or bags to accompany each life raft. Yachts should be guided by OSR 4.21.3 in determining the contents of the grab bag(s).

5.01 Lifejacket

BROC prescribes that the US SAILING prescription to this rule regarding personal floatation "while starting and finishing" shall not apply.

5.02 BROC prescribes that safety harnesses and lifejackets shall be worn while on deck:

(a) from sunset to sunrise; and/or

(b) when the mainsail is reefed or being reefed.

5.11 Preventer or Boom Restraining Device

BROC prescribes that the preventer or boom restraining device shall be installed and demonstrated at the time of the yacht's Pre-Race Inspection. A process and plan for its use shall be part of the crew's training and practice.

6.01 TRAINING

BROC prescribes that: (1) the crew satisfying OSR 6.01 shall include the navigator or watch captain, and (2) training under OSR 6.03 is recommended but not required.

6.04 Routine Training Onboard

6.04.1 BROC prescribes that 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, lifejackets, 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.

6.04.2 BROC prescribes that yachts shall be able to demonstrate the ability to return to a man-overboard in reasonable time, to the satisfaction of the BROC.

6.04.3 BROC prescribes that the Captain and 100% of the crew shall attend a meeting aboard the yacht on the day of her start before her warning signal, during which meeting:

(a) The Captain or designee shall review safety topics he or she deems appropriate, including, at a minimum, a description of the yacht's policy and applicable rules regarding the use of lifejackets, harnesses and tethers as required herein and by the OSR; and

(b) The entire yacht's complement shall don lifejackets, harnesses, tethers and crotch straps; and then mark and stow the gear below decks where they will have individual access to it once underway.

The Captain shall certify compliance with this prescription on the Certificate of Compliance to be submitted at Bermuda Check-In (NOR 14.4).

App. K Movable and Variable Ballast

BROC prescribes that yachts with movable ballast (water or cant keel) shall comply with Appendix K.

RECOMMENDATIONS & WAIVERS

1.02 Responsibility of Person in Charge

BROC prescribes that Captains should conduct a pre-race, on-board, safety briefing of all crewmembers to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Captain should:

- Summarize the lessons learned from the training drills required by NOR Appendix A (MOB, Abandon Ship, Dismasting, Loss of Rudder/Steering, and sailing with the Storm Trysail);
- Review yacht stowage plan showing and touching all safety equipment;
- Review boom preventer procedures to be used;
- Assign a ship's doctor in advance to allow preparation of medical supplies;

NOTICE OF RACE

- Review medical status of competitors taking medications, including seasickness remedies;
- Review cooking stove, and other fire and explosion hazards;
- Review procedures for preventing the sea from entering the yacht through companionways, hatches and ports;
- Review flooding control procedures, including high-capacity bilge pumps and collision mats;
- Review safety harness and safety line procedures to be used;
- Review man aloft procedures including the use of a helmet and harness to prevent head injury while going aloft; and
- Urge each competitor to constantly think about safety and the consequences of every action.

2.03.1 General Requirements. All equipment required by Special Regulations shall:-

BROC prescribes that Safety equipment should be carefully inspected for wear and deterioration and replaced after seven to ten years of use. Manufacturer recommended shelf life on items like inflatable lifejackets and MOM's should be observed. Items susceptible to UV, weather and chafe damage, especially safety harnesses, safety lines and jackstays, should receive frequent checks when underway.

3.08.3 Hatches & Companionways. A hatch shall be:

BROC prescribes that hatches of acrylic, polycarbonate, or other surfaces that are slippery-when-wet should be fitted with non-skid tape or other means of providing traction.

3.21.1 Drinking Water Tanks

BROC prescribes that OSR 3.21.1(a)ii shall not apply. Drinking water may be carried in one or more permanently-installed tanks.

3.28.4 Battery Systems

BROC prescribes that the yacht's permanently installed batteries should be of the closed or gel cell or AGM type.

3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS

3.29.1(b) BROC prescribes that yachts should carry a properly installed marine Single Sideband transceiver (SSB) capable of operating on upper sideband on the frequencies listed in the table entitled "SSB Frequencies" under the BROC prescription to 3.29.1(b). The transceiver should remain on, tuned to 4125 kilohertz, and be ready to receive transmissions between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (all EDT) each day until the vessel arrives at a port.

3.29.1(n) (an AIS Transponder)

BROC prescribes that OSR 3.29.1(n) shall not apply. An AIS Transponder is recommended and yachts should install and use an AIS Transponder conforming to the ISAF Regulations during the race and for the return trip.

4.02 Hull Marking (colour blaze)

BROC prescribes that yachts should carry on deck a means of identifying the vessel to air/sea rescue personnel such as that recommended by the OSR or a removable placard.

4.16 Tools and Spare Parts

BROC prescribes that yachts should carry adequate rig cutters and/or two hacksaws plus six new blades, as well as two drift punches capable of driving out all standing rigging clevis pins. A hydraulic cutter is recommended for yachts with rod rigging.

4.21.2 Grab Bags to Accompany Life Rafts

BROC prescribes that careful consideration should be given to the contents of the abandon ship grab bag required by this prescription. The contents should include at least the following: a spare sea anchor (larger than is packed in the raft), a VHF designated as waterproof by the manufacturer, a 406Mhz EPIRB, a signaling whistle, sunburn cream, fishing tackle, extra sponges, plastic bags, water makers (desalinators), repair kits capable of working when the raft is wet, six emergency buoyancy tube leak stopping plugs, and other safety equipment recommended by the OSR.

Pre-Race abandon ship drills should emphasize getting life rafts to the



rail from stowage areas and procedures for not deploying them until the last minute, just before leaving the yacht. Personnel should be reminded to wear floatation, harnesses and safety lines when abandoning ship. Pre-Race training should include procedures for righting an overturned raft. Care shall be taken to ensure that the weight of the contents of any single grab bag does not exceed the inherent floatation capacity of the bag.

4.26.4 Storm & Heavy Weather Sails. The following shall be provided:-
BROC prescribes that storm sails should have permanently-attached sheets.

4.27 Drogue, Sea Anchor
BROC prescribes that an appropriately-sized heavy weather drogue or sea anchor should be aboard, stowed and ready for easy deployment.

4.29 Safety Manual
BROC prescribes that all yachts should maintain and carry a printed yacht manual documenting all safety and sailing procedures.

5.01 Lifejacket
5.01.1 BROC prescribes that bulky lifejackets should be avoided in favor of inflatable types and vests that meet the requirements of the OSR and their prescriptions.

5.02 Safety Harness and Safety Lines (Tethers)
BROC prescribes that crewmembers on deck should wear a safety harness, an inflatable lifejacket equipped with a whistle, white strobe light, along with crotch/thigh straps. BROC reminds sailors that the US SAILING Prescription OSR 5.02.4 requires safety harnesses and lifejackets to be worn on deck from sundown to sun up.

BROC prescribes that safety lines (tethers) should have release-under-tension snaphooks at the body and be attached to non-/low stretch jackstays or strong attachment points. Extra safety lines should be provided for stations where handholds are not within easy reach.

6 Training
BROC prescribes that all competitors should attend the CCA Safety-at-Sea Seminar and Pre-Race Briefing to be held in Newport on March 17, 2012 (on March 18 there is a Race Preparations Seminar, a First Aid and CPR Course, and a Hands On Training Course) or other sanctioned Safety-at-Sea Seminar.

6.05.2 Medical Training
BROC prescribes that training under OSR 6.01 is recommended but not required of the crew members satisfying OSR 6.05.2.
BROC prescribes that in addition to 6.05.2, competitors should be adequately prepared for offshore medical contingencies, with appropriate crew training and medical kits. For reference, see the Fleet Surgeon's Memorandum, found on the Race Resources and Information section of the Official Materials tab on the race website.

App. E Hypothermia
BROC prescribes that crew on deck during rough, cold or otherwise inclement weather should wear clothing to protect them from hypothermia.



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