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# TABLE OF CONTENTS



Photo courtesy of Fran Grenon

*“There are those whose eyes are on a prized piece of hardware and those whose prize is simply the experience. All are winners, this hearty group of men and women who go down to the sea in ships.”*

Cover: “Bow Work”, Diptych on doors by Willard Bond  
 Courtesy of the artist and Annapolis Marine Art Gallery

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Land Event Schedule.....	3
The Yachts.....	5
Letter from the Editor.....	7
Third Time’s the Charm .....	9
2013 Marion Bermuda Organizing Committee.....	15
Willard Bond – A Tribute.....	17
Wending Your Way to Bermuda.....	19
A First Time for Everything .....	23
Beverly Yacht Club.....	27
Blue Water Sailing Club.....	29
Royal Hamilton Amateur Dinghy Club .....	31
One Navigator’s History of Celestial Navigation.....	33
Geoffrey Robert “Dickie” Bird – A Tribute .....	41
Promises Kept .....	43
Sheldon Brotman – A Tribute.....	47
A Family Affair.....	49
Welcome Letter – Governor of Massachusetts.....	53
Marion – It all Starts Here .....	54
Notice of Race.....	59
Starting Line .....	72
Finish Line.....	74
Welcome Letter – Bermuda Minister of Tourism.....	77
Bermuda – After You Finish.....	79
Accomplishment Not Glory.....	83
The Next Generation.....	87
2011 Race Results .....	88
Trophies.....	90
Bavier Nomination.....	93
Advertiser Index .....	96

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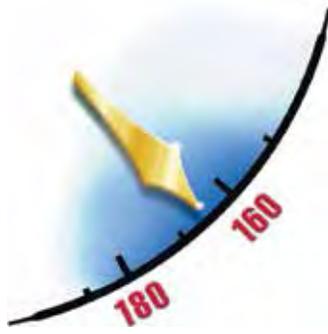
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# 2013 MARION BERMUDA CRUISING YACHT RACE

## LAND EVENT SCHEDULE

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### MARION

BEVERLY YACHT CLUB

#### Sunday, June 9

On-site Registration by appointment - contact [race@marionbermuda.com](mailto:race@marionbermuda.com)

#### Monday, June 10

On-site Registration by appointment - contact [race@marionbermuda.com](mailto:race@marionbermuda.com)

#### Tuesday, June 11

Duty Desk 1200 to 1800

On-site Registration 0900 to 1800

Regatta Store 1200 to 1800

#### Wednesday June 12

Duty Desk 0900 to 1800

On-site Registration 0900 to 1800

Regatta Store 0900 to 1800

Bermuda Welcome Dinner, Beverly Yacht Club 1900

#### Thursday, June 13

Duty Desk 0900 to 2000

On-site Registration 0900 to 1400

Regatta Store 0900 to 2000

Captains' meeting and weather briefing,

Tabor Academy, 1700

Gosling's Captain and Crew Dinner, BYC 1800

#### Friday, June 14

Duty Desk 0700 to 1200

Regatta Store 0800 to 1200

Start: First attention signal at 1230

### BERMUDA

ROYAL HAMILTON AMATEUR DINGY CLUB

#### Sunday, June 16

Traditional Sunday Brunch, RHADC

#### Monday, June 17

Duty Desk 1300 to 1800

Follow race progress from the Lower Lounge

#### Tuesday, June 18

Duty Desk 0800 to 2200

Flip Flops Dockside Bar opens as boats start arriving

#### Wednesday, June 19

Duty Desk 0800 to 2200

Gosling's Exclusive Rum Sipping Seminar: 1700 to 1800

Live musical entertainment, RHADC 1700 to 2300

#### Thursday, June 20

Duty Desk 0800 to 2200

Navigators Review presented by Ocean Navigator

Dark'n Stormy Special, RHADC 1600 to 1800

Live musical entertainment, RHADC 1700 to 2300

Live Party Music, RHADC 1900 to 2400

#### Friday, June 21

Duty Desk 0800 to 2200

"Tour of the Islands" J105 Regatta - 1300 to 1530

Gosling's Crown & Anchor Party, RHADC 1600 to 1800

Live musical entertainment, RHADC 1700 to 2300

#### Saturday, June 22

Duty Desk 0800 to 1800

Scenic Dockyard Tour, Boats board at 1645. See Duty Desk.

Prize Giving, Commissioner's House, Royal Naval Dockyard, 1830 to 1930

Gala Dinner, The Keep, Royal Naval Dockyard, 2000 to 2300

#### Sunday, June 23

Duty Desk 0800 to 1800

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# THE YACHTS

Contend in a sea which the land partially encloses  
Shielding them from the too heavy blows  
Of an ungoverned ocean which when it chooses

Tortures the biggest hulls, the best man knows  
To pit against its beatings, and sinks them pitilessly.  
Moth-like in mists, scintillant in the minute

Brilliance of cloudless days, with broad bellying sails  
They glide to the wind tossing green water  
From their sharp prows while over them the crew crawls

Ant-like, solicitously grooming them, releasing,  
Making fast as they turn, lean far over and having  
Caught the wind again, side by side, head for the mark.

In a well guarded arena of open water surrounded by  
Lesser and greater crafts which, sycophant, lumbering  
And fluttering follow them, they appear youthful, rare

As the light of a happy eye, live with the grace  
Of all that in the mind is feckless, free and  
Naturally to be desired. Now the sea which holds them

Is moody, lapping their glossy sides, as if feeling  
For some slightest flaw but fails completely.  
Today no race. Then the wind comes again. The yachts

Move, jockeying for a start, the signal is set and they  
Are off. Now the waves strike at them but they are too  
Well made, they slip through, though they take in canvas.

Arms with hands grasping seek to clutch at the prows  
Bodies thrown recklessly in the way are cut aside  
It is a sea of faces about them in agony, in despair

Until the horror of the race dawns the staggering mind,  
The whole sea becomes an entanglement of watery bodies  
Lost to the world bearing what they cannot hold. Broken

Beaten, desolate, reaching from the dead to be taken up  
They cry out, failing, failing! Their cries rising  
In waves still as the skillful yachts pass over.

A poem by William Carlos Williams,  
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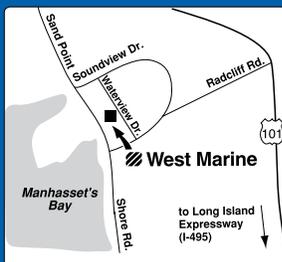
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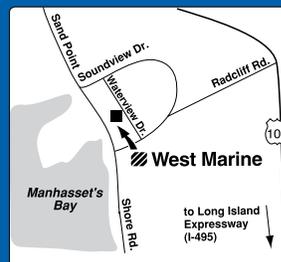


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## SEA GLASS

As the 2013 Marion-Bermuda Race Book goes to print, I find myself reflecting on the cycle of life. No place is spared the relentless passage of time and the certain but unpredictable joys and sadness, births and deaths, gains and losses that weave the fabric we call life. The sailing world has in recent months been set back on its heels by tragic accidents at sea on East and West Coasts as well as the Great Lakes that have prematurely claimed the lives of friends and fellow sailors. Closer to home, tributes in this Race Book honor the memory of men who have left their imprint on Marion-Bermuda. It is with heavy heart the sailing community honors and celebrates these lives.

At the same time, we are buoyed by hope for the future. It is found in young sailors stretching their personal envelopes with solo treks off shore and, in so doing, giving each one of us the spiritual lift that comes from sharing accomplishment. The personal stories of M-B Race participants found in this edition speak to the challenges and the joys of expanding horizons, developing new skills, honing old ones...of sharing accomplishment. Thank you to those sailors who have contributed and let us peer in.

These windows into the lives of both new and seasoned sailors reassure us that the future of the Marion-Bermuda Race is bright and the fabric of our lives is richer for it.

**WILLIAM KNUFF, EDITOR**

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## PROFILES OF MARION-BERMUDA



### THIRD TIME'S THE CHARM

BY NANCY DIPIETRO

Our racing story starts in a beach bar in the Caribbean. We ran into Ian Martin at Island Water World (St. Maarten) and later got together for a sunset drink with the prospect of a green flash. We were practically strangers. Simon & I had recently sailed across the Atlantic from Kinsale Ireland and LILLA was still new to us. Ian sailed into the Caribbean eighteen years earlier from South Africa with his wife and 3 year old son. We talked about Atlantic crossings, life in the Caribbean, the annual Heineken Regatta and Antigua Race Week. When Simon told Ian he would like to try racing LILLA, Ian said he knew some good sailors and could help make it happen. A new course was set for all. Oh, and there was a green flash!

Sure she is a heavy charter yacht but she was designed by Philippe Briand, a racing sailor. At 76ft she's not really a short course racer but what about offshore? Looking at the Calendar and the world

wide offshore races, we pin pointed the 2010 Newport-Bermuda Race. Ian assembled a team of friends and family. First recruits were son Jake Martin, Caribbean character and author D. Randy West, and fellow Heineken sailors Nigel Brennan, Andy Schwartzkopff, and Mike Lebov. Andy & Mike brought Connecticut racing mate and offshore champion Bruce Kuryla.

Then the work...paperwork...that is! There was the request to enter, the qualifications review, the approval to enter, the entry form, the crew waivers, the safety training, the safety inspections, the safety gear and other necessities to be purchased. It was daunting. But the bigger hurdle was to get LILLA measured. She needed an ORR certificate and that meant an in-water incline test and out-of-water hull measurements. The trick was, LILLA was in the Caribbean and by the time we focused on this there was only a 4 week window to



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sail safely north, complete the measurements, and meet the safety inspection deadline.

Fortunately, the weather cooperated and we were sitting pretty on the hard in the Fairhaven Shipyard in early June, ahead of schedule. Unfortunately, with 13 days to go until the start, lightning struck. Yes, the storm thundered over New Bedford and our home in Mattapoisett in the early hours of the morning. When the phone rang we knew it wasn't going to be good news. LILLA's mast was the tallest thing in that Shipyard.

All the electronics among other things were damaged. Most people told us to forget the race. It was a heart breaking week-end. We were



in mourning. We had worked hard preparing for months. The week ahead brought a lot of negativity from people outside of the team. We refused to see the worst and would not give up that easy. A meeting of the minds on Friday afternoon and the crane was ordered for Monday morning. We had to at least try.

In just 3 days we got sails off, rig out, pulled melted electronics, rewired the rig and repaired shroud end caps. The replacement electronics were all on rush order and express ship. Having passed inspection her mast went back in, she splashed in the water and the rig was returned on the dock. With only 1 day to go we got the sails back onboard and tackled the list of "still not right". The entire team assembled on the eve of the race and some were meeting each other for the first time. Mike from Newport Marine Electronics worked for days installing new equipment and was actually onboard until 2am on race day trying to resolve NEMA inputs. We didn't have a water temperature reading. We didn't have boat speed. We didn't care, we were going racing anyway. That morning we set off for Newport and the start line from 40 miles away.

The start was electric. Roughly 200 yachts charged up and excited to be racing to Bermuda. The crowd on Castle Hill was impressive. They were watching us and we were watching them. We were in good company milling around the start line with the likes of Rambler, Bella Mente, and Ran. Also, top of our own class was the Cruising Division record holder a Maxi 80, NIRVANA. It was going to be a fun race.

Our scratch sheet assignment was Class 13. We just couldn't shake that unlucky feeling. We had only nine sailors racing but we also carried another in spirit; a wax sealed bottle of Mount Gay filled with not rum but memorial notes for our recently departed friend/yacht captain Ken MacKenzie. It was Ken who had introduced us to his friend Ian Martin two years prior. We were also a little concerned taking this bottle with us. Ken had sworn off that Bermuda route. He thought he was cursed on those waters having experienced 13 survival type storms between New England and Bermuda as Captain of yacht Ticonderoga. Fortunately, our remit was to toss this bottle into the Gulf Stream and free Ken's curse - at least the southbound route.

Superstitions aside, Team LILLA finished the 2010 NBR with a respectable 5th in class. It actually turned into a light air race and the bigger yachts in our class were caught up and passed by the Swans and Beneteaus. We took pride in the fact we didn't withdraw after the lighting strike and we beat Nirvana. But, it left us all wanting more. 2011 RORC Caribbean 600 here we come!

The first 200 miles of that race were amazing. Get out a chart of the West Indies. It's a beat at the start from English Harbour Antigua until you get around to the east side, bear away to the mark at Barbuda, round the mark and raise the chute for the run down to Nevis as the sun is setting. Reach up the back of Nevis, St. Kitts, St Eustatius, and Saba under starry skies.

In the morning, it's a beat to St. Barth. That's where we were when we realized LILLA's bow was full of water and not draining, and well, that is a completely different story.

Our next adventure was the 2011 Marion-Bermuda Race. Third time's the charm! LILLA was at home in Mattapoisett and ready to race. The team was strengthened by three including St. Maarten sailors Katherine Bieber and Colin Campbell, as well as local Fairhaven friend Brian Knutsen. The weather Gods were smiling. Forecast SW 20-25knts. Then, we got word that "our" bottle arrived in Scotland! Ken's spirit was with us again. It is also important to note Ken was a member and frequent visitor to the destination host yacht club, the Royal Hamilton Amateur Dinghy Club (RHADC). Ken used to say the club's other name was the Red Hole Arguing and Drinking Club. So we were graciously lent his RHADC yacht club burgee to carry onboard during this race. It would be alright for we had freed his southbound curse and it sure felt like the stars were aligning. Twelve racers plus one in spirit; maybe "13" was turning out to be our lucky number after all.

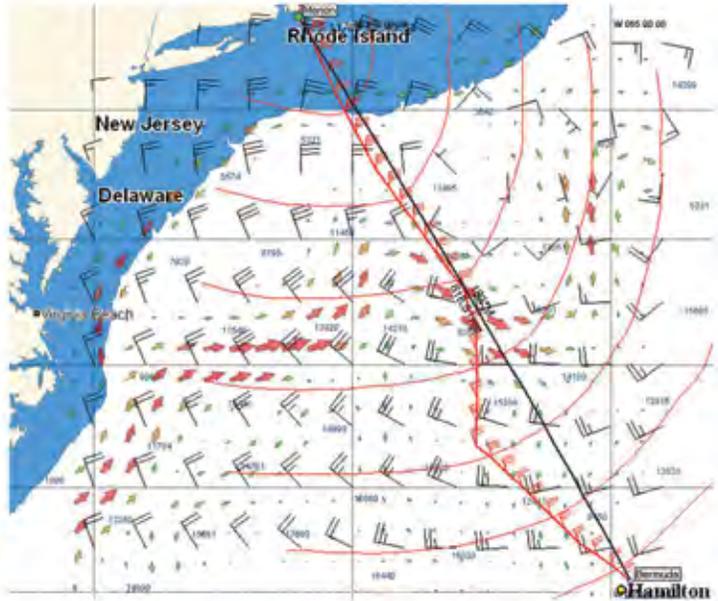
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This time we sailed to the start from home. We sported new crew gear and the excitement was in the air. We almost forgot our home cooked dinners in the house freezer but no other twists or turns. The challenge, sail fast enough to catch the back of the low pressure and hang on to 20-25knots of wind the entire way. This time we were ready and we all believed we could win.

This start line was a little different. There was some fog and it was raining so most spectators gave it a miss. While surveying the start line, the sky went black and a 40 knot wind squall screamed in to make things really interesting. We found room to maneuver in the start area, peeled away and set the reef just in time to start right. We beat hard out of Buzzard's Bay, shook out the reef, and never looked back. Team LILLA not only caught that low but actually managed to sail through it and raced into Bermuda in just under 69 hours.

Winning was one thing but breaking the all time MBR record was something really special. We were chased down at the finish line by the committee boat who insisted on handing us Champagne & ICE - in another 40 knot wind squall! We were greeted on the dock by RHADC Commodore, reporters and photographers. We were early. We attended the race committee party at St. David's Light House and had the pleasure of watching the second yacht finish as we sipped Dark-n-Stormys on the hill.

Mid week LILLA hosted a cocktail party to thank the race committee and invited anyone in the fleet who wanted to come aboard. We met some wonderful people and made fast friends with our neighboring yachts Margalo and Tuna. Comparing our different race experiences was fascinating and the camaraderie one of the highlights of the whole week.

Six members of Team LILLA hung around long enough to be at the Governor's House for high tea. The Prize Giving included a launch ride to Royal Naval Dockyard where the Governor presented the awards from the balcony of the historic Commissioner's House. The first class buffet dinner was served on the lawn below and the band had every happy spirit among us dancing the night away.

Win or lose, offshore racing is always an adventure. The stakes are high, the reward life enriching. If you enjoy the challenge, it is addictive. Many sailors have the Bermuda Race on their "bucket list". Some have competed in the run to Bermuda more times than they can count. People who have not yet experienced it want to know the difference between the Marion-Bermuda and the Newport-Bermuda. Apart from the obvious different start lines and yacht club sponsors, they are equally as challenging and Mother Nature dishes out the difference from year to year.

Team LILLA's racing story goes on. We are chasing a bucket list of our own. We have won additional trophies since but the 2011 MBR will always be special to the 12 sailors who arrived that Monday morning. 🍷

#### FOOTNOTE

I neglected to mention in 2010 there was a second rum bottle dropped in the Gulf Stream on LILLA's trip home from Bermuda by Ken's beloved Mary Lou Manley. We still had to free the northbound curse. As I started work on this story in August 2012, this second bottle arrived safe and sound on a beach in Norway.



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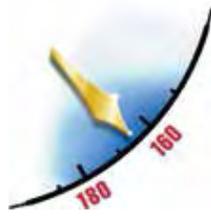
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# WILLARD GORDON BOND

## 1926-2012



## A TRIBUTE

BY WILLIAM KNUFF

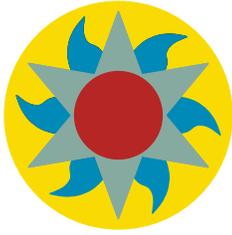
Willard Bond passed away in May of this year in Yountville, California at the age of 85. We join the sailing world in mourning the loss of this most talented marine artist. His work, spanning five decades, graces the walls of sailors and museums alike and captures the energy and color of the yacht race better than anyone in the world.



I was first taken by Mr. Bond's work many years ago while in Newport, RI. His image of a Chicago-to-Mackinac race moment captured my eye. His painting "First Around" sent me back to a similar heart-in-the-throat moment rounding No Man's Island as we exited Buzzards Bay in the midst of a chaotic fleet of Marion-Bermuda Race competitors. I am reminded of that moment every time I walk by its honored place in my home. The feeling is visceral.

Willard Gordon Bond was born in Colfax, Wisconsin to Arthur and Hallie Gilleland Bond. It was not until his teens that he fell in love with sailing on Lake Coeur d'Alene in Idaho. After serving in the Pacific theater during WWII, Mr. Bond studied at the Art Institute of Chicago later graduating from the Pratt Institute in New York. Supporting himself as an artist and set designer in New York City, it was not until the mid-seventies as a pier master at South Street Seaport that he turned his attention to marine art. Working from his home in Brooklyn Heights and studio in the Catskills for the rest of his life this man with a twinkle in his eye transported us to a ring side seat to see sailing yachts in the heat of the battle. Although not racing, Mr. Bond sailed his Chesapeake Bay skipjack off Long Island for as long as he was able.

We are honored that Mr. Bond and Annapolis Marine Art Gallery have again graciously permitted us to feature his work on our 2013 Race Book cover. The Marion-Bermuda Cruising Yacht Race Association and the yachting world is blessed to have had an ambassador as skilled as Willard Gordon Bond. Through his art he will remain so forever.



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# WENDING YOUR WAY TO BERMUDA

BY BILL BIEWENGA



Whether you're cruising to the Caribbean or doing your first major long distance offshore race, it seems that along the east coast of the U.S. all roads lead to Bermuda. Even if all of the roads don't quite take you to Bermuda, understanding the various meteorological and oceanographic elements involved in getting there can benefit all of us.

I've sailed into, out of, or right past Bermuda in almost any given month of the year. Each month can have its own set of rewards and tribulations. Some are distinctly more pleasant than others. Probably the nicest time of the year to sail to Bermuda is during late May and June, depending on your port of origination. Although hurricanes have been recorded in the Atlantic in every month of the year except April, generally they begin their annual debut in July, continue to increase in August and reach a peak in September.

Very early last spring, as I was helping to deliver a 66' sloop from Florida to Rhode Island, we were faced with crossing the Gulf Stream on a close reach with wind against current. The winds immediately outside of the Stream were 20 to 25 knots

with seas of about 15 feet. In the Stream, the winds were 32 gusting to 40 knots and the seas were 20 to 25 feet high, closer together and steeper. After 6 hours of sailing to cross the Stream, conditions reverted to the original as the water temperature east of Virginia began to cool again. Even if you have some constraints on your timing – whether that’s because of your work schedule, the school year or if you’re involved in a race with a pre-set starting date – doing a climatological study will help your understanding of what the conditions will be and how you may best route yourself to Bermuda.

Climo studies can be done well in advance of your departure. You can find historical information on the internet for a variety of buoys. Most of the weather information you will be interested in is collected at [www.weather4sailors.com](http://www.weather4sailors.com) if you click on The Weather Routing Wizard. The site not only aggregates buoy data but also weather fax maps, marine text forecasts for the U.S. and parts of Europe, satellite imagery, worldwide ships’ reports, tide information, and a reference library to help you understand how to interpret and use the weather information in creating your own routes.

If you are doing your own pre-departure analysis, remember that seasons vary and trends vary with the season. If you are doing a thorough pre-departure study, looking for existing trends and plan on a June departure as summer patterns begin to establish themselves in late May or early June. To get an understanding of how the weather trends are actually developing, I have found it helpful to collect data 3 or 4 weeks in advance of departure.

Information can be accessed and printed from a variety of websites daily. This daily information gathering starts with the NWS (National Weather Service) Marine Charts presented at <http://weather.noaa.gov/fax/marine.shtml> Weather charts provided at this site are the same charts available over HF radio in the form of weather faxes. Every morning, the most recent surface analysis, 24 hr, 48 hr, and 96 hr surface forecasts and the 500 Mb analyses can be printed out and saved in a 3 ring binder. An effort should be made to acquire forecasts with the same VT (Valid Time) as the Surface Analysis for later comparison. It’s important to not only understand the weather patterns as they are taking place, it’s also important to build a confidence level in the data that will be acquired during the passage. Additional clarification and confirmation in specific areas can be obtained and printed from the National Data Buoy Center’s website at: <http://seaboard.ndbc.noaa.gov/>. It is desirable to have an understanding of how the sea buoys relate to the on-shore weather conditions as well as get an understanding of how closely the Surface Analysis relate to the actual buoy data. That understanding, acquired over time, provides the navigator with a sense of trust in the data. Also linked from the NDBC site is the printed transcript of the verbal coastal forecast provided via VHF radio for U.S. waters. Bermuda also has a website that provides weather information, complete with an online camera view of St. Georges Harbor from a location near the offices of Bermuda Harbor radio.

Microwave satellite imagery can also be accessed daily and recorded prior to the passage providing wind speed and direction. Low earth orbiting satellites send down microwaves that penetrate cloud cover

measuring surface temperatures and the amount of aeration in the sea surface – a relationship that can provide amazingly accurate wind speed data over a large area of the ocean. The data is often less than an hour old and can be compared to the surface analysis. The Indian weather satellite makes graphical information available at: <http://manati.star.nesdis.noaa.gov/datasets/OSCATData.php> displayed in the form of color coded wind barbs providing both wind speed and direction information with the pertinent satellite picture in the background. This particular display not only gives a navigator the relevant wind data, it also provides him with a sense of how the surface winds relate to the cloud formations. The pictures provide a very useful way to practice reading satellite pictures and gain an understanding about how they can be interpreted.

By organizing the Surface Analyses maps, 24 hour, 48 hour and 96 hour forecasts separately and in sequence, it is relatively easy to go back and compare the 24 or 48 hour forecast with the Surface Analysis with the same Valid Time. How accurate are those forecasts? Are the high pressure systems correctly placed, the fronts in approximately the expected positions and the shapes of the systems similar to those expected in the forecast one or two days earlier? How are these systems compared to more climatologically “typical” patterns? Is the high pressure further to the north or west than usual?

How long does the system take to revert to a more normal position? The answers to these questions will begin to provide a visceral understanding of how the systems are developing.

In most cases you will find that even the 96 hour forecasts are remarkably close to the mark, while 24 hour and 48 hour Marine Weather Faxes are quite often spot on. A high degree of confidence can be placed in the forecasts that will be available during the passage. The only way to really know is to confirm the accuracy or discover the information’s limitations beforehand. The higher the forecast accuracy, the higher degree of confidence you will have in your decisions. Even setting up for an atypical approach to Bermuda might be undertaken if the expected weather patterns suggested such a course of action.

But what is a “typical” way to set up for Bermuda and how does one arrive at a conclusion about determining the exact route? A Great Circle route may be the shortest or a rhumbline course may be the most “direct”, but is it the fastest, safest or most comfortable? Almost never! But that’s not to say that those routes aren’t worthy of your attention.

In planning my route to Bermuda and after understanding the weather constraints, I get a printed version of a Gulf Stream analysis. I take the printed version to Kinko’s and blow it up to the size of the chart table. Next I draw the Great Circle and rhumbline courses on the chart. Ideally, if the weather and Gulf Stream were unusually cooperative, the shortest course would be the best. I would like to stay as close as possible to either the Great Circle or rhumbline as I can. But there are a series of “hurdles” that I must identify, evaluate, weigh, and negotiate in order to establish my waypoints.

*To get an understanding of how the weather trends are actually developing, I have found it helpful to collect data 3 or 4 weeks in advance of departure.*

From a departure standpoint, my first hurdle is the local tide. How will it effect the departure time? Can it augment my progress? How far will it take me away from the shortest course to the destination? In other words, what are the constraints and trade-offs?

The next hurdle is the weather forecast. What do the weather forecasts look like? Is the beginning of the passage expected to be light winds? If so, are the stronger winds filling in from the west, making the western side of the course look more desirable? How far do I need to go to get better conditions? Adding 150 miles to my overall distance in order to get a 5% speed boost is probably not worth it. If the total distance of the shortest course is 630 nm. Which way do I need to go in order to improve my conditions? That question takes us to the next hurdle.

The third hurdle concerns the Gulf Stream. Are there eddies that will assist my progress? Is there a significant meander that I can ride on my way to Bermuda? Since the greatest amount of current in the Gulf Stream is along the north or west wall of the Stream, if there's advantage to be gained, that would be the place to get the greatest advantage. But do I need to go out of my way to get to the best place to use the Gulf Stream? How far? If I need to add 10 nm to my overall distance in order to get into a well-identified meander that has 3 knots of positive current and will carry me for 180 miles, it's probably worth investing the 10 miles. If I also gain better weather conditions because my earlier meteorological hurdle set me up to go toward the meander, then it's a win-win situation. When I cross the Gulf Stream, will the wind be going with or against the current? What are my priorities? Safety and comfort or speed, and if my priority is tilted toward speed, what is the risk vs gain that I'm willing to put on the line? That line of reasoning can become rather subjective, but it's one that must be analyzed.

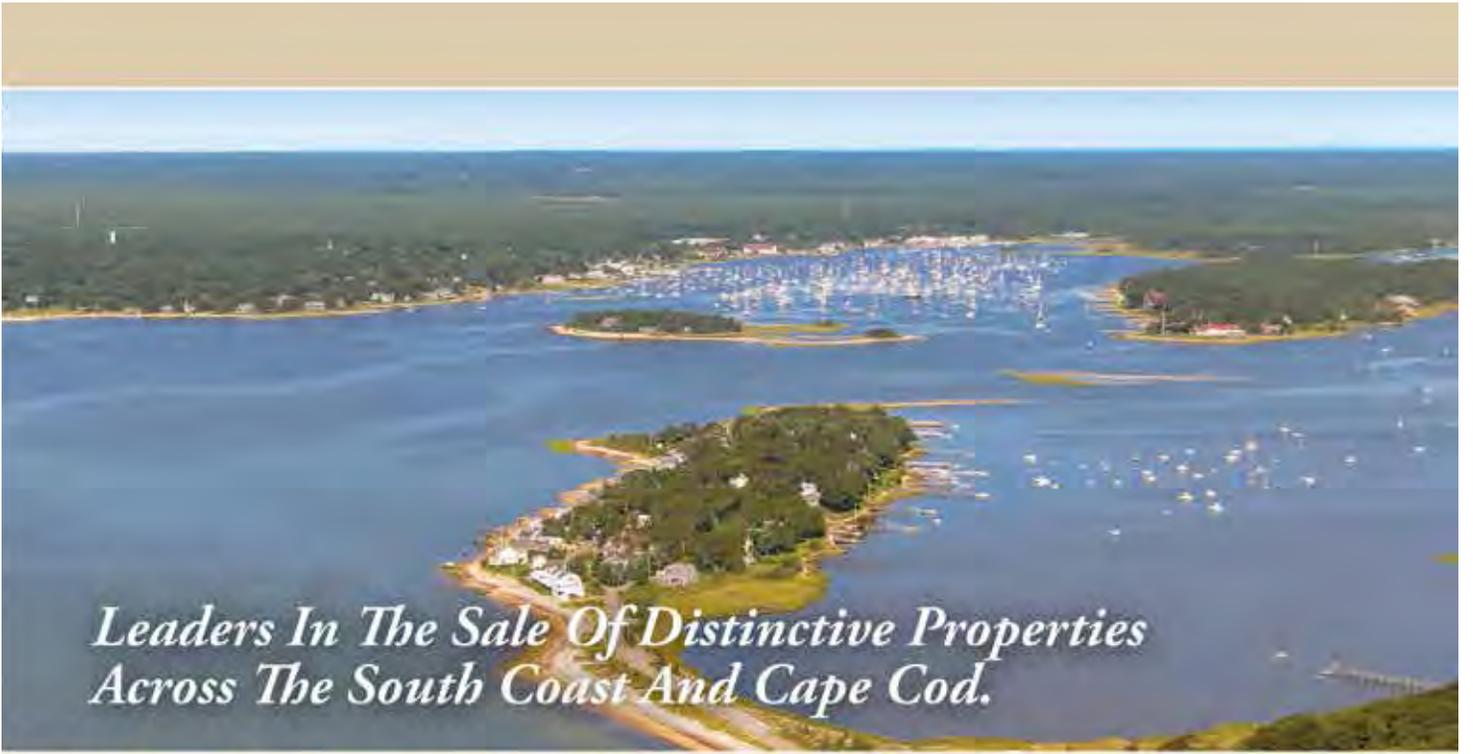
As you approach the Gulf Stream, there can be numerous signs to watch for. Clouds often hover over the Stream as the warmer water creates its own warm air. The air rises and condenses into clouds during the day, and those fair weather cumulus clouds can be visible for quite a few miles. Flying fish will start to dart out of the wave tops as you get closer, and long trails of Sargasso weed will lie in your path as you negotiate the eddies and get closer to the Stream. Towering cumulus clouds may also be more prevalent if conditions are suitable for their formation. Care should be given to those large, high altitude clouds that can reach up to heights of 50,000 feet. If the towering cumulus cloud has a tall, flat top with upper air ventilating the convection, it's almost certain that there will be an increased wind under the cloud. Downbursts are possible in the larger of the species. Because they are heat-fed systems, the warm water of the Gulf Stream can help to provide the energy to form these large, billowing clouds.



The final hurdle is to set up for your approach to Bermuda. You will need to know what weather conditions you can expect in Bermuda. Studying the incoming weather faxes will give you a good start, but that is not the entire solution. What time of day do you expect to arrive? If you think you will be making your approach in June or July – warm months – and the time of day is mid afternoon, you can look for a wind shift as the sea breeze creates an effect on the gradient wind indicated on the weather faxes. Look for low, fair weather cumulus clouds over Bermuda as the day heats up and the air begins to rise over the hot landmass. A mini “heat low” could be forming, creating a slight counter-clockwise rotation in the wind. If you're approaching from the north such as from Marion, and you're making an afternoon approach, the winds could go from a gradient southwesterly to a southeasterly on your final approach to St. David's Lighthouse. A nighttime approach may not have that left-hand shift because the land is no longer heating or the air rising over the islands.

All roads may or may not lead to Bermuda. Along the U.S. East Coast many of them do. But understanding how to read the “road maps” – the various weather signs – will help you on your way toward your own destination. Enjoy the passage to Bermuda and beyond. 🍌

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## PROFILES OF MARION-BERMUDA



### A FIRST TIME FOR EVERYTHING

BY LISA GABRIELSON

*We were waiting for the starting gun to begin our 645-mile marathon race to Bermuda. I was perched on the bow pulpit as we watched the clouds roll in. What the heck am I doing up here? I thought. A number of boats had doused their Jibs and were reefing their Mains. Lyra, my dad's 50' Yawl, bombed along under half a Jib, half a Main, and a Mizzen. I had one boot wedged in the anchor windlass and one jammed under a cleat as she heeled to port. This better not be how this entire race is going to go, I worried, No one is going to sleep.*

*We rounded up toward the line as the horn sounded for our one minute warning. There was a lot of yelling, "STARBOARD!" and the commotion of luffing sails. Finally, a starting gun! Lyra's bow bore down off the wind and we were off.*

My participation in the Marion Bermuda 2011 race was somewhat of an anomaly- I am a woman, I was 20 years old, and I had no offshore experience. What I did have, however, was a boat full of "old" guys who were willing to take me 645 miles from New England and share with me one of the most incredible sailing experiences I will undoubtedly ever have.

Lyra had up until recently been a favorite reading and nap spot of mine, and not much else. In college, as the world of competitive sailing slowly opened up to me, I wanted more. When my dad walked up to me one day in our kitchen and plainly stated, "I'm going to race the boat to Bermuda this year," I knew I had to jump on board. The crew was assembled: the Skipper, a lifelong sailor; the Navigator, an MIT engineer; the Tactician, a six-time race veteran; two Watch Captains, both seasoned sailors...and Me! My first



offshore and long distance race was certainly exciting. We experienced it all, from knockdown force winds to dead calm, from near freezing temperatures to burning sun. We tore a sail, blew out a halyard, and ate A LOT of fruit snacks - maybe that was just me! I learned that personal space is a blessing but the bond that a crew shares after six days together in that small space is even more incredible.

The fleet bore down out of Buzzards Bay in a clump. The sea was angry, the air was cold, and yet, somehow by morning not a single boat was in sight. "It's a big ocean," said my dad with a shrug. Not only that, we couldn't see land either. There is a certain take-your-breath-away feeling that comes with knowing you are suspended over hundreds of feet of empty- or what you hope is empty- blackness. Until we crossed the halfway mark to Bermuda, it was almost impossible to avoid imagining not only the things beneath us but also the distance between our boat and the nearest person. The ocean is vast and there is little room for error. I was reminded of the months of meticulous preparation and of the importance of on-board safety and began to appreciate my Dad's attention to detail.

Seasickness is no joke I had never felt as horrible as I did those first 36 hours of the race. I was equally sure that if it continued, swimming the 100 miles back to Massachusetts would start to look attractive. In the Marine Medical Manual, one of the symptoms of severe seasickness is a loss of will to live. It used to sound like an exaggeration.

My dad was at the helm, windblown and smiling, as the navigator told him we would soon be at "the stream". His salt and pepper hair stood straight up from his head, stiffened with the salt spray. As the hours past, the seas began to calm and turn the most incredible sapphire blue, a color I had never seen before. This sea creature

highway brings not only calm sweeping seas but also the warm weather and, as we peeled off our layers of foul weather gear, my nausea subsided. I began to feel more in rhythm with the boat. We flew down the Gulf Stream towards Bermuda with Lyra's wheel lightly feathering in my hands. Our watch schedule allowed me to be on the helm for about an hour at a time, with breaks for naps and snacking. Under the watchful eyes of the experienced sailors on the boat, I learned how to notice wind moving across the water, how to take a site with a sextant, and how to steer with no points of reference on land.

By reading the sun and the stars with the guidance of our navigator, I gained an immense amount of respect for sailors of past eras. Learning to handle a sextant is something I can say, without a doubt, no one in my college class has ever done. I also gained a great appreciation for the GPS, but it was liberating to realize that I would never need one.

The other incredible characteristic of the Gulf Stream is the experience of riding it at night. You can stare out ahead, behind, and in any direction and see nothing but luminously blue water, alarmingly starry skies, and seas flecked with phosphorescent plankton. If you're lucky, you'll spot the occasional dolphin dorsal. One night, as Dave and I sat quietly looking up at the stars, a dolphin started a conversation with our squeaky mizzen boom. They chattered back and forth for a few minutes until the dolphin, probably bored with the conversation, moved on.

Perhaps the most pulse-raising part of our journey was when our spinnaker halyard blew. I was on the foredeck in the middle of day four of the race when suddenly what sounded like a gunshot rang out. Like a sheet of paper fluttering from above, the spinnaker began to

slowly collapse and drift down into the sea. I know as much as any other kid that one of the priorities on a boat, besides keeping it afloat, is to not lose things overboard. So, without thinking, I grabbed the foot of the sail and held on for dear life as the snuffer filled with water, acting as a sea anchor for Lyra. A 50 ft boat going nine knots does not slow down without a lot of force. As the snuffer filled with the warm water of the Gulf Stream and strained against my shoulders, I quickly realized this. Luckily Dave, our tactician, managed to clamor his way around the foredeck chaos and also take hold of the foot. Together, with a good amount of wriggling and expressive language, we wrestled the rascal sail aboard.

It turned out the riggers had used the wrong size spinnaker sheave that had, under the stress and motion of the sail, sawed through the halyard. So, like any resourceful sailor would do, we got up there and duct taped it so that it fit and put the sail back up. Off we went on our merry way southeast, with one eye on the horizon and the other on the masthead waiting for the tape to blow. Calm sneaks up on you. It is not jarring like slamming on the brakes but the result is the same. After the past few days of maelstrom a quiet descended and everything stopped. I was off watch in my berth and woke up when I realized we had stopped moving. My first thought was that we had docked in Bermuda and no one cared enough to tell me. But, considering when I climbed into my bunk a few hours earlier we were still about 250 miles from the island, it was doubtful. No, what we did was sail right into the middle of a big, fat low-pressure system. Nothing was moving except the Portuguese Man-O-War jellies we saw bobbing past.

We were in finger-tap mode and helpless to do anything about it. While sitting still in the middle of the Atlantic Ocean is frustrating, it

is also the point of the race I remember most fondly. I heard about Dave's goofy grandkids, Mark's sailing adventures, and countless of other stories including plenty of teasing aimed at my dad.

One of the challenges of the Marion Bermuda race is reading weather systems and knowing where - and where not - to go. We made a mistake. Instead of aiming above where we thought a low pressure system would be, and then pull us down toward Bermuda, we landed smack in the middle of it. As irritating as this can be it is also one of the most challenging lessons of the race. Learning to read the wind, the waves, and the GRIB files, and making tough choices about course and strategy, were all interesting and exciting. On the second day of our hot weather siesta we all sat in the cockpit eating our lunch and looking hopefully out over the glassy water for signs of a ripple or a puff. Suddenly, off of the starboard crosshairs, I saw something. It wasn't much, but it was better than nothing. Slowly, so as not to scare it away, I made my way over to the helm and switched the autopilot off. My college dinghy experience came in handy and with a light hand Lyra started to come to life moving only a few tenths of a knot at first. As we reached the edge of the low a few hours later, she was moving at a few knots. Slowly but surely, we were again making headway to Bermuda. A haze of light reflects off the ocean and sky surrounding Bermuda. It signals you nearing the end of our journey and is strangely disconcerting. After six days seeing no one besides your crewmates the glow of streetlamps from 50 miles away makes the world seem strangely small. Approaching the dock, I suddenly felt an urge to leap off, run up the hill and roll around in the grass. The second I stepped on the dock and was presented the first of what turned out to be a week full of Dark N'Stormys, the first thought that came into my mind: "When does the next MB race start?" 🍌



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In this the 37th year of the running of one of the premier ocean races in the world, the Officers, Council, members and staff of the Beverly Yacht Club welcome you to our Club and to the Town of Marion. We are your hosts and in that capacity we will do our best to help in your enjoyment of the 2013 Marion Bermuda Race.

The Beverly Yacht Club was created in 1872 by an enthusiastic group of yachtsmen with the sole purpose of promoting racing and good fellowship among its members. Throughout the history of the Club, we have maintained that focus and it is just as strong today as it was 141 years ago. The BYC races five days a week between May and September initiating over three hundred starts in addition to regional, national and international events that take place each summer. Skip-pers and crew of both large and small boats can find a venue within our schedule to test their skill. Each week well over one hundred boats will find their way to the starting line.

The Beverly understands that its future is in its youth. Our Junior Sailing Program each year teaches nearly two hundred energetic, focused children how to enjoy the sport at a variety of levels from five year old Harbor Mice learning the joy of being around boats and on the water to serious C420 racing teens competing in regatta's every week as part of the advanced racing program. One of our past Junior Sailors, Stu McNay, carried the BYC burgee to the 2012 London Olympics this year representing the US in the 470 class. We are very proud of Stu and his accomplishments and equally proud of the Junior Sailing Program that helped him reach his goals.

BYC members have competed in and brought home trophies and medals from World Championships, the Olympic Games, and

numerous National Championships. Our members are adventurous cruisers, sailing their own boats to both near and far ports. Our members have always competed in the Marion Bermuda Race. We supported the 2011 race by entering nine boats sailed by over fifty BYC members winning the team trophy for an unprecedented fourth time.

The 2013 Race is the culmination of a tremendous amount of work by the Marion Bermuda Race Organizing Committee and the legion of volunteers from the three hosts clubs; Beverly Yacht Club, Royal Hamilton Amateur Dinghy Club and the Blue Water Sailing Club. The organizers deserve a huge thank you for their time and effort putting this event together and managing the race at the very highest level.



Raymond J. Cullum, Commodore  
Beverly Yacht Club

Competing in the Marion Bermuda Race is always a thrill whether it is your first time or nineteenth. The joy of including friends and family in this experience is the foundation for a lifetime of memories. I am certain that the 2013 Race will bring the same level of joy and memories to all who participate in this fantastic event. I know it will for me. The very best of luck and safe passage and fair winds to all in 2013.



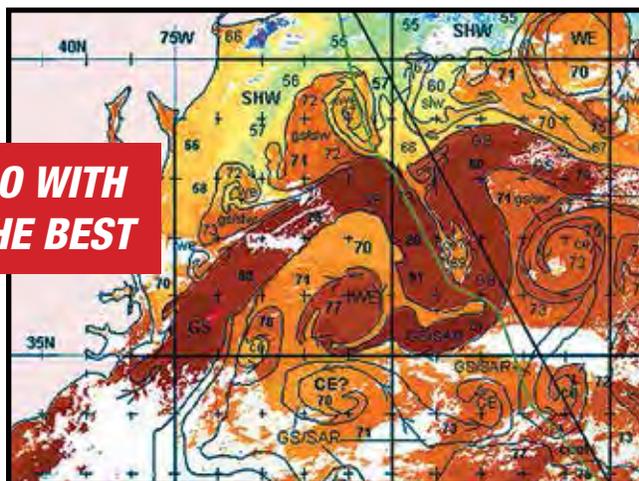
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## *This Race is All about the Gulfstream...* **Jenifer Clark's Gulfstream**



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Eric Crawford in the 2012 Newport to Bermuda Race said, “I have used Jenifer Clark’s Gulfstream information since I started ocean racing in 1993 and wouldn’t do a race to Bermuda without it. This includes being a navigator for an overall win ( “Restless” 2000), and four class wins (“Restless” 1996, 2000; “Belle Aurore” 2010, 2012)”.

*Jenifer and Dane Clark with over 30 years experience briefing Bermuda Racers will present a pre Race Seminar. Also available are large NOAA charts with forecast currents, crew briefings, pre-Race Ocean charts for planning and preparation, ocean current grib files and private spring seminars.*

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The Blue Water Sailing Club, as one of the three sponsoring clubs, is pleased to welcome you to the 2013 Marion-Bermuda Cruising Yacht Race. Since its inception in 1977, the biennial Marion Bermuda Race has been a premier ocean race and sailing event which appeals to a broad range of cruising and sail racing enthusiasts. The three sponsoring clubs, the Beverly Yacht Club, the Royal Hamilton Amateur Dinghy Club, and the Blue Water Sailing Club, have again this Marion Bermuda Race focused on bringing together cruising yachts and their crews to experience the pure pleasure of sailing, competition and camaraderie that only this type of offshore event in conjunction with the associated onshore activities can provide.

The Marion Bermuda Race has always focused on family and fun with yachts and crew participating for the joy and pleasure of sailing, competition, and the camaraderie that accompanies this event, while encouraging the development of blue water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew. The organizing committee has again this year kept these goals in mind as they have prepared for the Safety At Sea Symposium held in Boston in March 2013, the pre-race activities held in Marion, and the post-race activities in Bermuda, and of course the 2013 Marion-Bermuda Cruising Yacht Race, itself. As with past years, the Blue Water Sailing Club will be conducting the Safety At Sea Symposium for the race participants and any other interested sailors. The Symposium is a must for first time participants as well as being a great refresher for seasoned offshore sailors.

The Marion Bermuda Race is organized and run entirely by members of the three sponsoring clubs. The 2013 Marion-Bermuda Cruising Yacht Race is the culmination of months of hard work by these

volunteering members, who deserve huge thanks for their time and effort putting this year's Race together.

Consistent with the Marion Bermuda Race, the Blue Water Sailing Club, founded in 1959 by a group of ardent sailors, pursues and promotes safe boating, family cruising, racing and good fellowship among members throughout the year. Our membership includes sailors from many locations throughout New England, the Chesapeake Bay area and Florida. Our membership by their volunteerism run and manage all of our events, which include seminars, social gatherings, regattas and cruises.

Our involved members along with other competitors in the Marion Bermuda Race have many wonderful memories and gained valuable experience by competing in the Race. Again this year,



David Patton, Commodore  
Blue Water Sailing Club

we anticipate that the 2013 Race will provide unique memories and lessons that each of you will cherish for many years.

We look forward to seeing all of you whether racers, family, friends, or volunteers during the 2013 Race events. Good luck and fair winds to all the competitors in the 2013 race.

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The Royal Hamilton Amateur Dinghy Club welcomes the 2013 Marion Bermuda Race sailors, families and friends. As co-sponsors with the Beverley Yacht Club and the Blue Water Sailing Club of Massachusetts we are all proud and pleased to present the 19th edition of this prestigious race which began back in 1977.

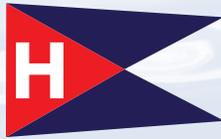
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## PROFILES OF MARION-BERMUDA



### ONE NAVIGATOR'S HISTORY OF CELESTIAL NAVIGATION

BY GAIL GREENWALD

In 1802, shortly after the publication of *The New American Practical Navigator*, Nathaniel Bowditch went to sea, in command of the *Putnam*. After a 13-month voyage to Sumatra and Mauritius, the *Putnam* was returning home to Salem Harbor on Christmas Day 1803 when it encountered snow, heavy fog, and gale-force conditions. Relying on a noon sight from the day before and careful dead reckoning, Bowditch navigated his ship through the rocky entrance to the harbor and brought it safely home. By the time he set sail on the *Putnam*, Bowditch had successfully navigated other ships on voyages as far as the Philippines, and had devoted many years to studying celestial navigation and doing the laborious calculations that were necessary to correct

*The moving moon went up the sky,  
And nowhere did abide  
Softly she was going up,  
And a star or two beside.*

*The Rime of the Ancient Mariner*  
Samuel Taylor Coleridge

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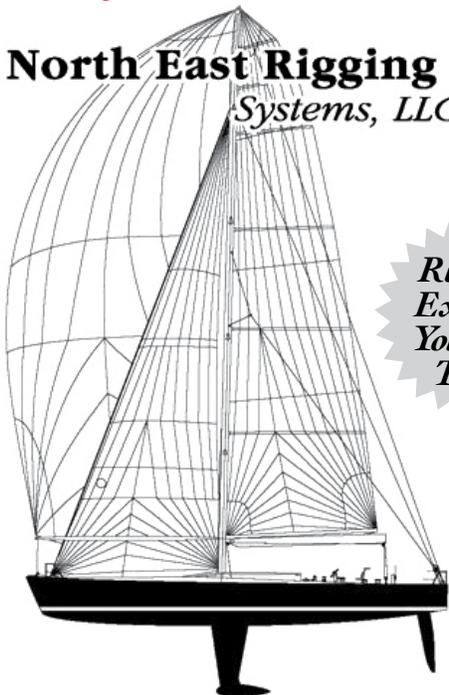
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thousands of inaccuracies in the navigation tables of the time. Over 200 years later, his landmark book is still the definitive work on navigation. According to Amazon, it has been updated 75 times and a million copies have been printed. There is a copy on every Navy ship and, as far as I can tell, on the bookshelf of every serious sailor.

So I should make it clear from the outset that I am no Nathaniel Bowditch! Prior to our first Marion-Bermuda race in 2003, I had used celestial navigation precisely once, during a week-long ASA course on celestial navigation and offshore passage making. After some classroom instruction, five students were tasked with finding our way from Ft. Lauderdale to Bermuda. Our captain, an expert celestial navigator, nudged us in the right direction as needed.

In 2003, my husband, Roy, and I had just taken delivery on our Valiant 42, Cordelia. After a shakeout season, we wanted to start doing more offshore sailing. Entering the Marion-Bermuda race seemed to be a good way to get started, since we would have crew with us and would be accompanied by around 80 other boats, a nice safety net.

Among our five crew members, three of us – Roy, Dana (whom we had met in the ASA course), and I -- had a smattering of knowledge about celestial navigation. On a lark, we decided to enter the celestial division, and I brashly agreed to take on the role of navigator. Since I had already forgotten most of what I had learned two years earlier, I brushed up on celestial navigation by reading Tom Cunliffe's book, *A Yachtmaster's Guide to Celestial Navigation* (Fernhurst Books, England, 1989). I have reread this book twice more since then, in preparation for the 2005 and 2007 races. It is a short and easy read, and delightfully entertaining. My dog-eared and highlighted copy is always with me when we go offshore, and I recommend it to everyone who wants to learn how to do celestial navigation – or just learn a bit about it -- without getting bogged down in the math.

I also invested in a new sextant to replace the cheap plastic one I had used in the ASA course. They make very good sextants nowadays in lightweight aluminum alloys, making my sextant much easier for me to use than the old and beautiful -- but very

heavy -- brass sextant that Roy got from his father. I think the purchase of a "real" sextant was the mental hump I needed to get over to start thinking of myself as a celestial navigator.

As it turned out, the 2003 race experience did give me something in common with Nathaniel Bowditch – a need to navigate with few sights and a lot of dead reckoning. A low pressure system off the coast gave us plenty of northeast wind for the first few days -- which is a wonderful thing to have if you're trying to get out of Buzzard's Bay on a heavy, slow boat that doesn't tack worth a hoot.

But it also gave us overcast skies. The race started in the early afternoon on Friday. I didn't get my first sun sight until late Saturday afternoon and was unable to get any star or planet sights at morning or evening twilight on Saturday.

Besides navigating, I was standing a full watch on our dogged 6-6-4-4-4 schedule – a big mistake, and one that we rectified in later races. By Sunday morning I was exhausted, and my stress level was exacerbated by a failed attempt to get a fix from sights of Mars and the moon that morning at dawn. Both sights turned out to be worthless and created some rework for me later.



By Sunday morning my estimated position showed us as being close to the Gulf Stream, but it was based on that single Sumner Line (or Line of Position – more about that later) from late Saturday afternoon and dead reckoning. In truth, I had no confidence that

we were anywhere near where I thought we were. The crew tiptoed around me and made sympathetic jokes. I found out later that they had dubbed me the “navigatrix” and were rightfully wondering what they’d gotten themselves into.

Thankfully, the sun came out on Sunday, and I got three good sights that day. I had studied Jenifer Clark’s chart of the Gulf Stream (a must-have for me in every Marion-Bermuda race) and was aiming for a particular entry point just west of the rhumb line, hoping to catch a favorable meander.

The Sunday morning sun sight clued me in to the fact that my dead reckoning was not that far off – thanks mostly to the great log kept by the crew (another must have) – but we were east of the rhumb line. This was not the plan, but it worked out well. My noon sight that day enabled me to get a running fix. We made a course change that brought us back to the rhumb line by Monday morning and, as it turned out, enabled us to ride the Gulf Stream south for a very long time.

Figure 1 is my plotting sheet for Sunday, showing the Sumner lines for 8:55 am and 12:40 (noon), and the running fix at 12:40. It may not look pretty to you, but it was beautiful to me.

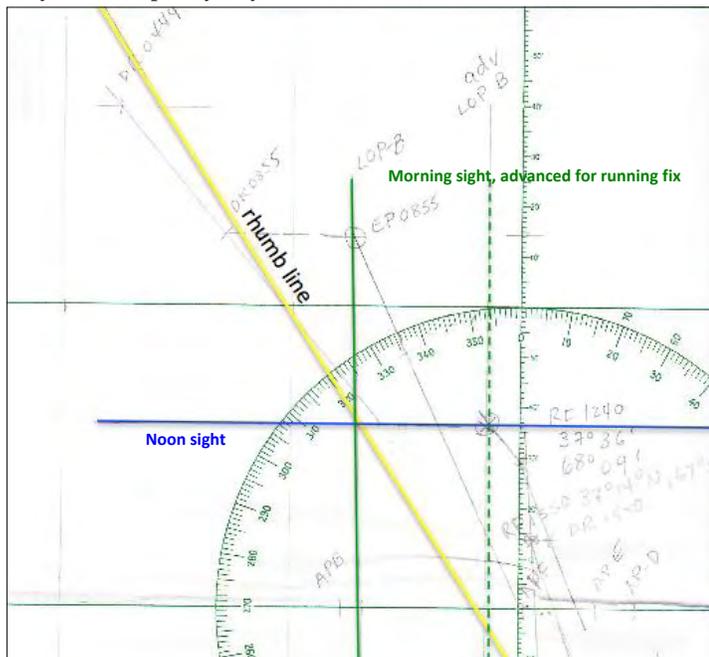


Figure 1. Sunday Plot

The sun made occasional appearances Monday and Tuesday, as well, so I was able to keep navigating based on running fixes. I’ve heard that most celestial navigators rely mostly on sun sights, and that was true for me in this race. The noon sight has always been my favorite, if I can get it. There is only a tiny bit of arithmetic involved in reducing a noon sight and you’ve got your latitude. For the Marion-Bermuda race, which runs mostly north to south, knowing your latitude is at least half the battle.

The winds backed around to the southwest but remained strong, and far enough off our bow to enable us to maintain our starboard tack down the rhumb line. We made fast progress, and by Tuesday morning we were getting close to Bermuda. Here’s another reason you don’t have to be a Nathaniel Bowditch to enter the celestial division of the Marion-Bermuda race: celestial navigators get to turn on their GPS systems when they’re within 50 miles of Ber-

muda, eliminating the risk of going astray in the treacherous reefs around Bermuda. So I was not faced with the dangers that Bowditch faced in bringing his ship safely to port.

When we turned on the GPS at shortly after 10 am on Tuesday, we were less than 40 miles from Bermuda and 7 miles from where I thought we were. We finished the race Tuesday evening with an uncorrected time of 4 days and 5 hours, still our fastest passage. We had to tack to get across the finish line, our first and only tack of the race. To our astonishment, we placed first in the celestial division, first in class, and third overall. And I won the Navigator’s Trophy! This officially ranks me among the all-time leaders in the category of beginner’s luck.

Before I go on to the other two races, let me digress for a moment with another historical anecdote. In December 1837 another Massachusetts native, Captain Thomas Sumner, was sailing his vessel between Ireland and Wales. By that time, the science of celestial navigation was fairly advanced. Mariners had been calculating their latitudes for centuries. The chronometer, developed by John Harrison seventy years earlier, was by then in widespread use. It solved the problem of longitude by enabling mariners to take a “time sight” when the sun was in the east or west and derive their longitude. And Bowditch’s tables eliminated much of the complexity and risk of error. Captain Sumner was an experienced navigator, but he was worried. The weather was bad, and his dead reckoning relied on sights that were three days old. The rocky coast of Ireland was the lee shore. Based on a lead sounding, he knew he was close to shore. Unable to set a safe course, he tacked back and forth to hold his position until finally, the sun broke through and he got a single “time” sight early in the morning. Deriving longitude from a time sight required an assumed latitude, and Sumner’s last known latitude was three days old. His first calculation put him fifteen minutes east of his dead reckoning. Sumner knew that if his actual latitude were north of his estimate, he would be closer to the rocks. So he did two more calculations assuming successively higher latitudes.

Then he plotted the results, and made his important discovery -- something that to us nowadays seems obvious, but which no navigator had previously noticed. The three points were on a straight line. Sumner realized that even though he didn’t know his latitude or longitude, his ship must lie on that line. And this critical piece of information enabled him to steer a course that kept his ship out of danger and got him safely to port. And so the Sumner line was born -- a line of position on which one’s boat must lie, a line that requires only one heavenly body, that is not constrained to be either latitude or longitude but can point in any direction, and that can be combined with one other line to get a fix or advanced with successive sights to get a running fix. It is the central element of celestial navigation as we practice it today.

I read this story in a book titled *The Sky and the Sailor: A History of Celestial Navigation*, which was written by H.A. Calahan, a lieutenant commander in the U.S. Navy. It was published in 1952. In his chapter on Captain Sumner’s achievement, Calahan noted that “the Sumner Line is the only term in navigation named for a man.” He bemoaned the then-current

fashion to change the name of the Sumner Line to the more descriptive term “Line of Position,” and he issues a plea to all who read his book to honor the memory of the great American discoverer by keeping the term “Sumner Line” alive.

Sixty years later, Lt. Commander Calahan’s fears have proven well founded, and the term “line of position” – or LOP – is in common use. In fact, I had never heard the term “Sumner Line” until I read his book. But I heard his plea and so am trying to do my small part to revive the term.

Anyway, the 2003 race and our double-handed return trip made Roy and me pretty comfortable with offshore sailing, so in 2004-05 we took two lengthy vacations to sail Cordelia on an Atlantic circle – across to the Azores and down to Madeira and the Canaries during the first trip, and – after hurricane season ended in late 2004 -- back to the Caribbean. Then we shipped her home in time for the 2005 race.

The 2005 Marion-Bermuda race was similar to the '03 race in some respects and different in others. The Gulf Stream had a similar but somewhat less favorable meander. Southwest winds at the start meant tacking out of Buzzard’s Bay, but we got a great northeast wind for a day or so in the middle of the race, and then steady west winds to the finish.

We had our same crew and the same 6-6-4-4-4 watch schedule. But this time Roy and I shared a watch, which made life infinitely easier for me. The skies were clear, so we had plenty of opportunities for sights. Roy and Dana both helped by taking sights if I was



asleep, and I reduced them when I woke up. Unlike 2003, we not only had plentiful sun sights but abundant stars and planets that made their appearance at twilight.

Figure 2 shows a nice “cocked hat” – i.e., a three-point fix from Jupiter, Spica and Vega – on Tuesday night. I’m sure it’s not as tight as the truly expert celestial navigators like to see, but it’s as good as it gets for me. On the same plotting sheet can be seen the my DR position at 0600 on Wednesday morning – inside the 50-mile radius -- and the fix that we got when we turned on the GPS, which was about 4 miles from my estimated position.

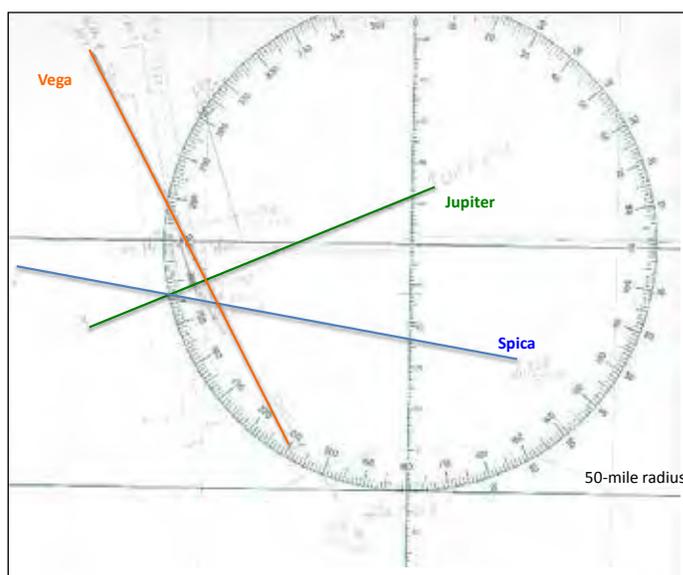


Figure 2. Tuesday Plot

So all in all, this was a much easier and less stressful race for the navigatrix. We finished in 4 days and 22.5 hours, placing second in the celestial division (and class) and fourth overall. We missed first place in celestial by less than 5 minutes on corrected time, but were more than happy with that result.

In 2007 we entered our third and final (well, maybe not!) Marion-Bermuda race. Perhaps we should have realized our luck had turned when we discovered that the knotmeter wasn’t working as we were motoring out to the starting line. This, of course, is a huge issue for a celestial boat, which can’t use GPS or the speed over the ground (SOG) instrument. Fortunately, Marion is our home port, and our friends at Burr Brothers had a spare, which they obligingly delivered to us right before the start. We replaced it after the start, as we sailed down Buzzard’s Bay.

Like 2005, the skies were clear and we got plenty of sights. By this race, I was feeling pretty comfortable with my navigation skills and starting to actually believe that I knew where we were, more or less, throughout the race. The Gulf Stream does present a challenge for a celestial boat, especially during the long night between evening and morning twilights, when one must navigate by dead reckoning without knowing what the current is doing.

For the first few days, we had good winds and made great progress. (In fact, we learned later that iBoat was projecting us as the overall first-place finisher.) But then on Tuesday morning, when we were 35 miles from Bermuda, our winds dropped to under 6 knots and our boat speed dropped to 2-3 knots. In the wee hours Wednesday morning, the wind died completely.

The Marion-Bermuda race presents several challenges. Some, such as getting out of Buzzard’s Bay if the winds are in your face (as they often are) are straightforward. Others involve many considerations, including knowledge about your boat and guesswork about the Gulf Stream and the weather that one will encounter before, during, and after the stream.

Deciding where to enter the stream and how to capitalize on its currents and those of the eddies around it is the subject of most race strategy discussions, and had been my focus in previous

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In 2009 and 2011 we elected to do the Bermuda 1-2 instead of Marion-Bermuda. Then in late 2011 we set sail from Marion, sailed south to Panama, through the canal and into the Pacific. During 2012 we have sailed Cordelia from Costa Rica to the Galapagos, and then on to the Marquesas, Tuamotus and Society Islands in French Polynesia. (If you're interested in learning more about our adventures, including some hair-raising experiences in the Atlantic during Tropical Storm Sean in November 2011, please visit my blog: [www.svcordelia.net](http://www.svcordelia.net).) Cordelia will spend typhoon season (November 2012-March 2013) on the hard in French Polynesia. In 2013 our goal is to sail on to Fiji, Tonga, New Zealand and Australia.

After that, who knows? One idea we're tossing around is to ship her back to New England for a few years and then head over to the Mediterranean. If we do that,

we'd love to dust off that sextant, reread Cunliffe's book, practice a few sights, and take one more shot at that navigator's trophy in Marion-Bermuda 2015.

But deciding where to exit the stream and how to approach Bermuda has been an even more critical piece of many races. So this was our first real taste of the famous Bermuda high, and it was a humbling experience. I'm not given to second guessing, but as we sat virtually motionless for 30 hours, so near Bermuda that we could hear the faster boats announcing their finishes on the radio, I worried that a single course change I made on Monday night (during that long time span between twilights) and subsequently reversed the following morning when I got a fix – had cost us several hours and, thus, the race.

Why do Marion-Bermuda again? Because every time I talk, write or think about celestial navigation, I remember how cool it is to be able to do it, however inexpertly. Calahan, the author of the 1952 book that told Captain Sumner's story, proved prescient in another respect. He predicted that "loran and future developments now undreamed of" would eventually allow a ship to know its position accurately at all times and in all weathers. So, he said, celestial navigation would eventually be relegated to stand-by status. This, of course, has proven to be true.

Not winning the race, mind you, but finishing it. Our crew's spouses and families awaited them in Bermuda. Other boats nearby were calling it quits, and we weren't having much fun. But enough whining. We decided to stick it out for a while longer, and Roy contributed greatly to crew harmony by suspending the no-alcohol rule and breaking out some beer. Mercifully, around 2:00 pm the wind finally filled in, and we finished several hours later on Wednesday evening, in an uncorrected time of 5 days and 6 hours. And guess what, there was a pretty happy ending when all was said and done. We placed first in class, fourth (out of 14) in the celestial division, and 20th (out of 72) overall.

But let's hope that Calahan was wrong when he went on to suggest that someday the science of celestial navigation will be forgotten as a lost art. For as Tom Cunliffe writes: "whilst the satellite navigation devices of the late twentieth century can only stand to increase man's pride in his own works, the celestial navigation of the ages encourages a deep humility which, at sea in a small vessel, is no bad thing."

True that. 🍯

**SPECTRUM PHOTO** by Fran Grenon      Start to Finish photography of the Marion to Bermuda Race      [www.spectrumphotoofg.com](http://www.spectrumphotoofg.com)




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Gained respect of intelligent men, who has filled  
His niche and accomplished his task;  
Who leaves the world better than he found it, whether  
By an improved poppy, a perfect poem or a rescued soul;  
Who never lacked appreciation of earth's beauty nor  
Failed to express it; who looked for the best in others,  
And gave the best he had*

“Success” by Bessie Stanley 1905



## A TRIBUTE

BY WILLIAM KNUFF

Some people are simply larger than life. You know them. They are people who light up the room when they enter - not with fanfare but rather with grace.

Geoffrey Robert “Dickie” Bird was just such a man. He was Husband, Father, Royal Navy Officer, Sailor, Visionary, Builder, Public Servant, Thespian, Birder, Gardener, and simply Friend to so many. Above all Dickie

loved Bermuda, his adopted home of over 60 years, and has left his indelible fingerprints on this island paradise.

Born in Lowestoft, England to a family of educators Dickie Bird was destined to break the pattern. As a teenager he enlisted in the Royal Navy and had a distinguished career as a carrier-based pilot before getting on with the rest of his life. After the war, he arrived in Bermuda to oversee the rehabilitation of the Hamilton Princess Hotel and never looked back. As the first City Engineer & Surveyor he was responsible for construction of such notable infrastructure as the Corporation of Hamilton City Hall, the system of paved roads, and notably, the Bird Cage on Front Street. In 1963 Dickie formally left public service to begin a successful business career founding Geoffrey Bird & Company.

Dickie arrived in Bermuda with some salt water in his veins. An avid ocean and dinghy sailor, he served as Commodore of the RHADC and as a founder of the Marion-Bermuda Cruising Yacht Race is the reason you find yourself here today. In 1972 Water Gipsy was moored at RHADC near Keramos as David Kingery of Massachusetts was passing through Bermuda on his way home to Marion. The two men became friends and often, with Bloody Marys in hand, discussed organizing a race between their two home ports. These discussions became the genesis of principles which still govern the Marion-Bermuda Race today. Their idea further gained traction when in 1975 the two men jointly approached the Dinghy Club and the Blue Water Sailing Club to request sponsorship. In 1977 the inaugural Marion-Bermuda Race was run and, as they say, the rest is history.

As you prepare for the 2013 edition of Marion-Bermuda please take a moment to raise a Bloody Mary in remembrance of its founder and fellow sailor, Geoffrey Robert “Dickie” Bird.



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## PROFILES OF MARION-BERMUDA



### PROMISES KEPT

BY GEORGE "TWICE" TOUGAS

The 2011 Marion Bermuda Race was a huge milestone in my life. It is certainly one of those events I will never forget. Not only was it fantastic sail to Bermuda, it was an opportunity for me to keep a promise, fulfill many dreams, and develop brotherly relationships. As many people find, this race is much more than just a "race."

As we all know, planning for the MBR takes a great amount of time and effort. One experienced sailor told me, 'planning for your next race starts the day you finish your last.' For me, planning for the 2011 MBR started back in 1983. My father was an avid and dedicated sailor. He has been my sailing hero for as long as I can remember. Watching the start of the 1983 MBR, we both decided it was time to start planning for a Bermuda Race. I was 15 years old and could not have been more excited. We talked about the race all the time – watch schedules, safety equipment, navigation, crew, etc. We attended a Safety at Sea Seminar that winter. To this day I remember the lunch

break, when we were talking to other sailors. The excitement and anticipation was overwhelming.

As the 1985 race approached, my father decided we and the boat were not ready. He was asked to crew on a Bristol 45, but declined. I often wonder if this decision was based on the effect it would have had on me to be left behind. I did not start to ponder this until I became a father myself. As the years went by, the time was never "right." Our 1972 Gulfstar 41 Jane Anne III was getting older. She needed more work every year to make her race ready. Life and time marched on. The dream was still there, but was slipping away. The idea was rekindled in 1996. My parents decided it was time to sail the boat south! My father was going to finally live his dream, and simply sail away. The 1997 MBR became a popular topic as we were prepping the boat. I promised Dad I could get crew and prepare the boat. Dad would navigate and I would handle everything else. The dream was once again on the horizon.

I grew up sailing and had many miles under my belt. I knew our family boat well, and was comfortable or maybe naive enough, to think I could go anywhere. I am not sure my father agreed. One particular day in July of 1996, a storm was predicted to come through Buzzards Bay – southeast wind, blowing 30 knots plus. Many people were busy adding extra docklines and mooring lines. That afternoon, Dad called and suggested we take a sail, just the two of us. This was very uncharacteristic; he was typically a very conservative sailor! I jumped at the opportunity and off we went. As I drove the boat, with a reefed main and small jib, my father stood right behind me. He reached around a few times and grabbed the wheel, gently easing her in the direction he felt she should go. It was a rite of passage and a great experience. Bermuda here we come! In August, with Jane Anne sitting at the dock ready to head south, my father passed away unexpectedly. In the months that followed, I was wrestling with so much grief that the dream of Bermuda was temporarily lost. It was too painful to think about. Over the winter and into the next summer, I thought about it fleetingly, but was too busy to think more about it. But in the back of my mind, the thought of Bermuda kept nagging me. It was a promise I needed to keep, not only to myself, but also to Dad.

In 2001, Chip Johns was bringing his beautiful C&C 43 Margalo to the Caribbean. His plan was to spend the school year with his family, onboard Margalo, sailing through the Caribbean. Chip asked me to join him for the first leg, Marion to Bermuda. This was it – my opportunity to make the trip. I quickly said yes! As we sailed out of Marion Harbor I looked over at Jane Anne on her mooring. She and my father had never sailed into Bermuda. I was doing this for both of them. The sail to Bermuda was amazing, and I learned an incredible amount from Chip. I also learned that growing up sailing on Buzzards Bay does not mean you can easily handle anything!

In 2005, I was asked by Sam Vineyard to do the race on his family J/46, Hawke. After talking to my very understanding wife, I accepted Sam's offer. I left my wife, Becky, standing on the dock with our two

sons. Cam was 10 and Luke was 4 weeks old. It was at that moment that I first saw the desire in Cam's eyes. He asked a question that ultimately led to me writing this article: "Dad, when can I race to Bermuda?" I made a promise to him that day that we would do the race together. I could tell that he believed me, and had faith I would someday come through. I would not let him down.

We had a great race in 2005. Hawke finished first in Class A! We worked hard as a team and Sam skippered the boat with great confidence and ability. Sam's father, Dr. Gordon Vineyard, was our navigator. As I watched Sam and Dr. Vineyard together, I could not help thinking of my father, and also of the promise I had made to Cam. The race was great, the finish was great, and the rum drinks at the Royal Hamilton Amateur Dinghy Club were great. But it had become very apparent that I needed to fulfill my promise – to reach the goal set in 1983. Somehow, some way, I would find a way race to Bermuda with my son. A new dream was also established; I wanted Becky waiting on the dock when we arrived! Having her there to greet us would make it even better.

Years passed and life rolled on, Cam continued to grow as a sailor and continued to remind me of my promise. In 2010, destiny stepped in. I bumped into a very old friend, Joe Ciffolillo, the older brother of one of my best friends. Joe mentioned he had recently bought a sailboat. Of course I asked what he had bought, and he responded, "a Hinckley Sou'wester 59." The first thing out of my mouth was, "Do you want to do the Marion Bermuda Race?" Without hesitation he replied, "Yes."

A few weeks later, we met for dinner and finalized the decision – we were racing to Bermuda. I would do the all the organization, prepare boat and crew, and skipper the boat during the race. Joe is ultimately our Captain – the entire crew respects him as such, but he was going to allow me to run with this one. I started by assembling our crew. This was actually easy; I reached out to old friends



and family first. Cam was obviously on my list, but since he would be just 16 at the time of the race, I felt I needed Joe's blessing. Joe, a dedicated father and family man, had no problems and Cam became official crew. Our crew of 10 consisted of old friends, new friends, brothers, a father, a son, and a boat named Pescatore (Fisherman in Italian).

I had sailed to Bermuda before, but never as a skipper and never as the one who organized and prepared for the entire race. I was responsible for safely delivering our crew to Bermuda. I took this responsibility very seriously, and knew I needed some help. I decided the best method was taking advantage of the great mentoring program that the race offers. I was delighted to see David Risch's name on the list of mentors. I had known David for several years and was always impressed with his attitude and abilities. I reached out to David and he quickly signed on as our mentor.

David went above and beyond in his role as mentor. We met several times throughout the winter to discuss the preparation process. If you know David, you know that these meetings were usually fun! We met at restaurants and onboard Pescatore. David put our minds at ease, sharing all his secrets (I think) including meals, navigation tips, medical tips, clothing, rigging tips and even cigar suggestions to our cigar-smoking crew. One day in April, 2011, I walked into David's office – unannounced – carrying charts, parallels, sailing instructions and a look of being lost! He immediately sat me down and spread out all my charts. After listening to my questions and concerns, he loosened his tie, put his hand on my shoulder and gave me a look that said, "Sit down, junior. School is now in session!" An hour later, I walked out feeling confident and ready to head for Bermuda. In the weeks before the start, David touched base weekly, making sure we were ready to go. It was great knowing he was watching out for us.

When the start of the Marion to Bermuda Race arrived on June 17, Pescatore was ready and the entire crew was ready. Our crew consisted of Joe Ciffolillo, Jamie Ciffolillo, Jon Ciffolillo, Sam Robinson, Jeff Egger, Chuck Lord, Chance Jones, Ed Basse, Cam Tougas and me. We had worked hard for over a year preparing for the race, and the day had finally arrived.

The first day was challenging, to say the least. We crossed the starting line in 40 knots of breeze. A squall had come though 15 minutes before our starting time. Trial by fire! The crew jumped into action and we quickly shortened sail. Pescatore handled it beautifully. The wind lay down a bit, but we were still sailing out of the bay in 25 knots of breeze. When we got south of Martha's Vineyard, we were greeted by big seas and thunder and lightning. This is where we made our first mistake, by not listening to our mentor. David had stressed the importance of the first dinner at sea. He told us that on his boat, a C&C 40-2 named Corsair, they eat a very light and gentle dinner the first night out – nothing heavy or greasy – and he strongly urged us to do the same. Sadly, we did not listen. The crew was hungry, and we all put down several bowls of lasagna, the kind that leaves a puddle of grease at the bottom of the bowl. That evening, most of the crew had lost the lasagna. The others came close. When it comes to your diet, listen to your mentor!

One of Pescatore's many beautiful attributes is her hydraulic roller furling jib. When the wind picks up, it is very easy to shorten sail. On our first night, however, our headfoils snapped! This left us with no way to furl the headsails. We were now going old school, on a cruising boat that carries big, heavy jibs. I do not mean to sound arrogant; I realize this is reality for many sailboats, but it was not our reality until 2100 hours on June 17. But the crew rose to the occasion, changing headsails whenever we felt it was necessary. If we felt we could gain a knot by dropping the #3 and going to the #2, we did it.

The entire crew proved to have an incredible work ethic and desire to compete. Everyone was always early to his watch and willing to do whatever was needed to keep us moving fast. No one slipped into "cruising mode." All of us, including Pescatore, watched out for each other. We all gave 110%, all the time. In my opinion, this is how Brotherhood is born.

One morning we were in 30 + knots of breeze in big Gulf Stream seas – conditions that require focus. I was driving at the time. I found myself watching the wind speed gauge as it rose – 33...34...35...36... In those few seconds, I lost focus on my job and Pescatore rounded up. Twenty-three tons doing 10 knots suddenly out of control! I was turning the wheel, but it was useless – the rudder had lost its hold. Pescatore heeled over to an alarming angle. Cam very calmly eased himself from the windward side down to leeward and released the staysail sheet. That was enough to allow us to regain control. As the color returned to our faces, Cam looked at me and said, "Don't worry about it, Dad. It's OK, but you really need to focus in these conditions!" My mind quickly returned to an evening sail on Buzzards Bay in July 1996. I was once again sailing with a calm, gentle and confident sailor. I guess some things are truly in the blood, even though they might skip a generation!

We crossed the finish line on June 21 at 05:20, 86 hours, 50 minutes and 57 seconds after the starting gun in Marion. We were 3rd to finish, 2nd in class, 2nd overall, and the fastest New England boat.

The other day, while on Pescatore, I pulled out the logbook for the 2011 Marion Bermuda Race. The last entry I made, on the morning of June 21, was, "I am so proud to be part of this crew." I think that log entry is more important to me than our results. I was and still am truly proud of the entire crew. The morning we finished, I sat on the bow with Cam as we motored into Hamilton. Our dream had become reality! I shared a moment with my son that I will never forget. I am sure my father was there, too. When we arrived at the Royal Hamilton Amateur Dinghy Club, Becky and Luke were standing on the dock. Another dream had come true.

I would like to thank the entire Marion to Bermuda Race Committee, the Mentoring Program and David Risch for helping me accomplish this goal. Team Pescatore will be racing to Bermuda in June, and we are once again counting the days. By the way, I have made a promise to Luke that he and I will also race to Bermuda together – another promise I intend to keep! See you at the starting line. 🍷



# **CRANBERRY PRINT AD**

# SHELDON BROTMAN

## 1941-2010



## A TRIBUTE

BY HIS CREW

Whisper's bow wake glided through the glassy surface and heavy fog on that May 2011 morning. Our heading, 44° N bound for Castine Maine, was not the typical course our Captain, Dr. Sheldon Brotman, and crew had come to know over five years competing in Bermuda Races together. Early spring weekends meant shakedown sails in Vineyard Sound which he believed was the only true test for crew and vessel in preparation for conditions for a North Wall crossing. Yet the B&G wind instrument read 0.0 knots, as if in silent protest. Meanwhile, the diesel engine pushed her forward out of Narragansett Bay for the trip north.

Peals of laughter broke the gray mood this day with a Sheldon quote we all knew well. Gathered on deck, as sheets of rain pelted the topside, we talked for hours exchanging 'Sheldon-isms' while day turned to night and a defiant stillness continued to protested our passage north in heavy fog. Stories of past Bermuda Races and countless weekends spent together in preparation brought into focus the cohesion of our crew, the affection we felt for one another, and now, the sudden depth of our loss. "Can you believe we actually won?" wistfully asked by one crew member. The culmination of our grit and determination was realized in the 2009 Marion Race. After nearly three days of gale force winds and heavy seas Whisper won the IRC Class, placed second in ORR, and was honored with Best Performance from a New England Yacht. Sheldon's proud yet humble disposition as he collected each trophy touched us all. Something we had come to understand after twenty-four Bermuda Races – Sheldon Brotman's "blue water obsession" is what brought us all together in the first place and afforded this new generation of ocean racers the chance to learn from a man who, with the very essence of his being, lived for this experience year after year. Arriving at Whisper's new home at Maine Maritime Academy where a new generation of young sailors may benefit from the rigor of racing an 'old boat' our crew said a final "Farewell" to our Captain and his beloved ocean-racer. We took solace in our belief that Sheldon would have approved.

Dr. Sheldon Brotman, among his many achievements and prestigious recognition in the field of Trauma Medicine & Surgery, was most proud of his accomplishment in completing twenty-four Bermuda Races while sharing his knowledge and passion of ocean racing with those who loved it too. Dr. Brotman is survived by his wife, Marilyn, whom he considered his best friend and steadfast on-shore crewmate.

The Crew of Whisper: S. Burton, M. Gervais, R. Hoyt, D. Kopack, M. McGillivray, R. Racca, J. Rosato, C. Tobian



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## PROFILES OF MARION-BERMUDA

*"We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch - we are going back from whence we came."*

- John F. Kennedy



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## MERIDIAN A FAMILY AFFAIR

BY HILLARY BEACH

We were at dinner when my dad first mentioned the possibility of sailing in the 2011 Marion to Bermuda race. It sounded like an epic adventure and the entire family was excitedly talking about how much fun it would be. I immediately volunteered. That first night however I lay in bed and was hit with the scope of the journey. I was plagued with nightmares of huge rolling waves and crewmembers being washed overboard. It played much like *The Perfect Storm*, yet I was not nearly as brave or ruggedly handsome as George Clooney. Our family had never done anything like this. What did you bring on such a voyage? How much food? What type of clothes? Where was Bermuda exactly? These anxieties persisted over the following weeks although they remained unspoken as I remained buoyed by my father's clear enthusiasm and confidence. Dad wouldn't really sacrifice four of his children and throw himself into the danger as well... right?

Our next logical step was to practice. We were set on entering the family division of the race, but managing six people's schedules is no easy accomplishment. My father, Murray, was captain. The crew was comprised of three of my brothers Max (27), Bryan (17), Alex (15), and me, (24), the lone woman. We were allowed to bring one non-family member along so we chose my friend Colin (24) who had a lot of race experience. There was never a good time for the six of us to get together and it ended up that we only got one four-hour sail as a complete team. We did man overboard drills. Let's just say this didn't make me feel any better.

The start of the race quickly approached and I even contemplated bowing out. It seemed like we were gleefully rushing into peril. It didn't help that everyone I told about the race either looked at me as if I were crazy or like they would never see me again. My parents, however, had done their job too well and quitting something I had promised to do was not an option. As we traveled to the boat on the morning of June 17th, I tried to convince myself that we were just going for a nice little day sail and that the comforting land under my feet would never truly be too far away. Boy, did the start ever shatter that little protective cocoon!



*"No one would have crossed the ocean if he could have gotten off the ship in the storm." - Charles Kettering*

The start of the Marion to Bermuda race was the exact opposite of a "nice little day sail." A few moments of that morning stand out in clear detail: watching the wind meter increase from 10, to 20, to 35 knots as we wove about the starting area waiting for our division, seeing Dad brace himself in the companionway while he shouted orders no one could hear; hearing Bryan on the helm yelling "I can't hold the course anymore!" as we were just passing the starting boat; and peering over the high-side of Meridian into the wide eyes of the racing officials in 35 knots of wind, heeled over so far that my feet were dangling.

Fortunately things calmed down relatively quickly after the start. Once the squall passed, the crew settled into our watch rhythm: three hours on deck, three hours off, three hours "on call." Each pair - Colin & Alex, Max & Bryan, Dad & myself - had its own distinct personality and outlook. Colin and Alex were the competitive team. With their headphones securely in place, each pumping up with techno or rap, they were constantly making small adjustments and were never afraid to push the boat faster and faster. Max and Bryan were much more cautious. Their watch became known for reefing early and often, and they consis-

tently questioned each tactical maneuver to cover all possible outcomes. Dad and I were the quiet watch. Dad had so many responsibilities that typically he would be down below for at least half of the time leaving me up on deck gazing out to sea. It is breathtaking and humbling to look in all directions, seeing nothing but ocean and sky, hearing only the fluttering of sails, the humming of taut ropes and the lapping of water on the side of a boat, speeding toward an unseen speck of land.

Meals were the best times because all three watches would come together. One of my favorite memories is all of us sitting in the cockpit on the day after the start. It was 70 degrees with clear skies and the sun was sparkling on the water. As we ate lunch, a pod of about twenty dolphins came alongside and began to play around and under Meridian. Their presence brought joy and laughter to the crew and their spirit remained with us for the rest of the race.



*"The ocean is a mighty harmonist."  
-William Wordsworth*

Over the next four days our journey ebbed and flowed. After our glorious day of dolphins, the

wind dropped to below two knots and we were stuck in the doldrums, but we were able to celebrate Father's Day doing what my Dad loves most in the world. We soon put up our genaker, gaining speed and confidence... until we were pressing too hard and, in the blink of an eye, a gust hit blowing out the sail. We were able to reset the genoa and soon we were roaring ahead with 30 knots of breeze. We passed five boats! It was easy sailing... until our autopilot failed. Our watches suddenly became much more demanding as evening fell and a lightning storm sped our way. We experienced some of our highest highs and lowest lows, moments that were exhilarating and moments that were truly frightening, all while we pushed ever onward toward Bermuda.

In the end, it was lucky that we approached in the dark. The sea was heavy enough that some of Bermuda's lights were occluded from time to time - it would have been very hard to see the markers in the day between wave tops. As it was, we skirted the correct lights, posts and polls that marked the bounds of the danger-zone. But then there was a last, unmarked light post in the sea. We watched it for a few minutes - not sure what it signified. Then it dawned on us that this post was actually moving. It was another boat! Their port/starboard light in the bow was out and as the white top-light gradually shifted to green, we knew that we were going to have to deal with this racer.

By this time, we had fallen off more than we'd wanted to as we had sought to go around the mysterious 'post.' We changed to a starboard tack just as our competition did. We started to raise our halyard and shake out a reef when we saw the other boat come about. So as not to collide, we tacked again - but we were VERY close to the wind and not sure that we'd make the

windward side of the finish line buoy. I remember seeing the huge white bobbing buoy pass within ten feet of our side. If we had been a second or two earlier in our tack – or if we hadn't been going over a wave as we passed, we might very well have collided.

We had done it. Despite my fears before the race and all of our challenges throughout, we had found that beautiful speck of land. Throughout our voyage, everyone had naturally looked to Dad for instructions – after all it was his boat – but he carried the responsibility naturally and with ease. His leadership held the crew together and led us to winning the Beverly Family Trophy, which fittingly depicts a group of dolphins. In an email to our friends and family, my Dad wrote:

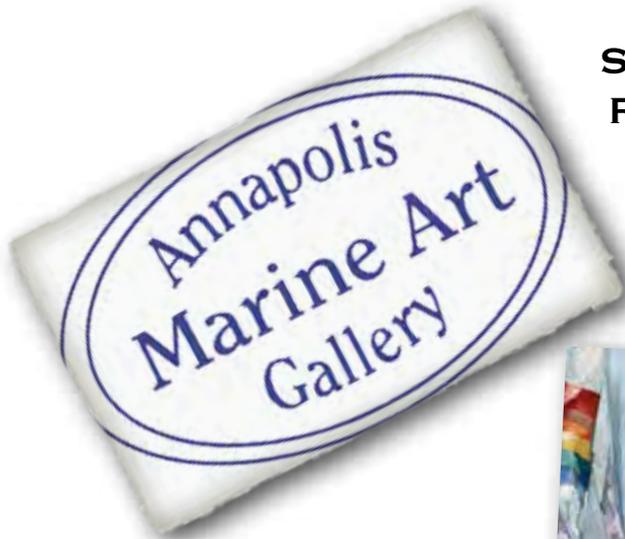
“I am so proud of how the entire team did. Hillary was the life of the crew and made each day really enjoyable. She took every watch, did every turn at the wheel and kept the greatest spirit of all of us. Max, was always the pragmatist and man of reason. He helped us think out our strategy and to calculate our most ambitious, yet reasonable course of action. Colin was a super leader and crew chief. He was able to handle every task and did it totally willingly. Alex was a super team player. He loved his watches with Colin and has emerged

*We had done it. Despite my fears before the race and all of our challenges throughout, we had found that beautiful speck of land.*

as the comedian in the crew (hard to believe!) And in the end, Bryan was there to handle the boat when the pressure was on. At both the start and through the last evening, Bryan was pushing us the whole time to go faster and make a bolder move. What was most enjoyable was how well we worked together. No egos, just cooperation and camaraderie. For a Dad, this is the best part of the race. I had the time of my life helping to make this take place for all of us. It will be an event that all six of us will cherish for the rest of our lives.”

The adventures that I experienced during the race changed how I view the world and altered the core of my being. It was a journey that tied my brothers, father and friend together and one that we will never forget. I cannot fully tell all of our fish stories, but get us all together (a small, enclosed space will make the memories all the more immediate),

and you're sure to hear of red moon rises, sailing among lighting, dolphins and phosphorescent algae, laughter and candle-lit dinners and moments when we worked, not as six individuals, but as one, cohesive unit. It was an honor to sail on Meridian and the call of the ocean is strong within me. Just give the word, raise the anchor and off to the sea I will gladly go. 🍀



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January 2013

Dear Friends:

On behalf of the Commonwealth of Massachusetts, I send warm greetings as you gather for the 2013 Marion-Bermuda Race.

Since 1977, the Marion-Bermuda Race has provided an opportunity for cruising yachts and amateur crews to participate in an ocean race. Bringing families and friends together in Bermuda, the race creates long lasting friendships and bonds through experiences unique to the journey. We thank the Blue Water Sailing Club and the Beverly Yacht Club of Massachusetts as well as the Royal Hamilton Amateur Dinghy Club of Bermuda for sponsoring and supporting this marvelous event.

Good luck to all. Please accept my best wishes for a safe and enjoyable race.

Best regards,



A handwritten signature in blue ink, appearing to read "Deval Patrick".

# MARION TO BERMUDA IT ALL STARTS HERE

*Sippican is unique among the many harbors on the south shore of Massachusetts. It is small and relatively shallow but well protected. It is in a proportion to allow seafaring vessels anchorage, but not so large as to overwhelm the small town.*



Many a person is drawn to the mystery of the sea. Some seek fortune and fame while others are in search of accomplishment. Marion, over the centuries has been a harbor benefitting both goals. Whalers have voyaged from her harbor to further seas returning with whale oil and bones and the riches they bring. Yachtsmen have raced to Bermuda returning with trophies and tales of adventure. The song of the sea, the thrum of wind in rigging, the pulse of ocean: all are sirens to many souls. Those who venture off can never forget the melody.

The Sippican Indians who originally settled the harbor benefitted from the bounty of the sea and shared their name with the town and harbor. In 1855 Sippican became Marion, eponymous for a Revolutionary War general from S. Carolina, however, Sippican Harbor remains.

Sippican is unique among the many harbors on the south shore of Massachusetts. It is small and relatively shallow but well protected. It is in a proportion to allow seafaring vessels anchorage, but not so large as to overwhelm the small town. Small whaling vessels and coastal schooners and many sea captains all came from Marion. At one time as many as 87 sea captains called Marion home. In the early 1800's, when the Atlantic teemed with whales, smaller vessels could navigate Marion's harbor and go whaling in the Atlantic. Marion was also a major supplier of salt produced from the evaporation of sea water - an industry developed because of the heavy duty England placed on salt prior to the revolutionary war.

Two intriguing stories ensure Marion will not slip into obscurity. At the beginning of the Civil War the vessel *Altamaha* departed on its whaling voyage south. It was seized by the Confederate vessel *CSS Alabama* and burned. It was a fate to befall many commercial vessels meeting a Confederate Navy hell bent on harassing commercial vessels from the North.

Better known is the mystery of the *Mary Celeste*, captained by Benjamin Spooner Briggs of Marion, MA. The vessel was bound for Italy with a cargo of commercial alcohol, allegedly to fortify the wines of Italy. Aboard the *Mary Celeste* were Captain Briggs, his wife, their daughter, and a crew of seven. On December 4, 1872, the *Mary Celeste* was found adrift in the Atlantic with no sign of damage, six months of food and water, a cargo virtually untouched, and no sign of struggle or crew. One life boat was missing, but the crew was never to be found nor the cause understood.

With the discovery of oil in Pennsylvania, a decline in the nearby whale population requiring larger ships with deeper harbors, as well as new methods of preserving foods led to a decline in Marion's economy. Fortunately by 1852 the railroads had improved land transportation and people were able to escape the summer heat of cities like Boston and New York and enjoy the sea breezes. The beautiful harbor



and wonderful sea breezes remain making Marion the perfect place to begin a yacht race. Welcome to the 19th running of the Marion to Bermuda Cruising Yacht Race.

The following information will help you find our way around the area and make your stay more comfortable and fun.

### YOUR HOST:

**Beverly Yacht Club**, one of the oldest and most distinguished yacht clubs in America, was founded in 1872 by a group of sailors from the Eastern Yacht Club who disliked club rules that excluded “small” boats (less than 30 feet at the waterline) from club racing. It remains to this day primarily a club for people who love boats of all kinds and sizes, and who use them a lot. Located on the west side of the harbor, the BYC is where you need to register your yacht before 1400 hours on Thursday, June 16th. You can also reach us at (508) 748-0540 or [office@beverlyyachtclub.org](mailto:office@beverlyyachtclub.org). Pre-race festivities will be held at the BYC’s cozy little clubhouse on the water. See the Schedule of Land Events for Duty Desk hours of operation, registration times, and other pre-race matters.

### GETTING ASHORE:

During the run-up to Marion-Bermuda **Launch Service** will be provided by the Beverly Yacht Club, local boatyards and Tabor Academy. They can all be hailed on VHF CH68. Allow ample time to get ashore as launches will be very busy. Once ashore, most things are within walking distance. If you need a ride, the duty desk at BYC will help you get where you need to go. Marion has no taxi service, though you can call a **Taxi** in from nearby Wareham (508) 295-5459. If you want to hire a car, Enterprise Car Rental in Buzzards Bay (508)743-0830 or (508) 759-2299 will pick you up and bring you to the agency.

### MOORINGS:

Sippican Harbor is exceptionally well sheltered and navigable. The first industries, going back to Colonial times, were all about the harbor: shipbuilding, salt works, and whaling. What this means today is that all but the very largest private yachts can safely moor here, if they can find a space. There are roughly 940 moorings in Sippican Harbor, but just about every one of them has a boat hanging on it. Rafting is permitted, but only two boats may raft to any mooring, and at least one person must be aboard the raft at all times. Hail the **BYC** on CH68 for a mooring assignment. Both **Barden’s Boat Yard** and **Burr Brothers**

**Boat Yard** also have moorings and launch service. They monitor VHF CH68. It is not possible to anchor in the inner harbor.

### DOCKSIDE SERVICES:

The Island Wharf Town Dock has fresh water. Holding tank pump-out services are available free of charge at your mooring and at dockside. Call the Marion Harbormaster’s office on VHF CH9 or CH16, or (508) 748-3535 for an appointment. At low tide, there is about eight feet of water alongside the float attached to the Town Dock, but beware of marked rocks that are submerged a few yards north of the float (to the right, as you approach from the water).

**Barden’s Boat Yard** is a full service yard next door to Island Wharf. They can be reached on VHF CH68 or (508) 748-0250, (800) 748-0250, or at [bardensboatyard@comcast.net](mailto:bardensboatyard@comcast.net). You will find fresh water, ice, diesel, gasoline, haul-out and a full range of boatyard services.

Burr Brothers Boat Yard is a full service yard near the head of Sippican Harbor. They can be reached on VHF CH68 or (508) 748-0541 or at [burrbros@burrbros.com](mailto:burrbros@burrbros.com). You will find fresh water, ice, diesel, gasoline, ships store, haul-out and a full range of boatyard services.

Getting to Burr Brothers dock can be a little tricky for large yachts because the channel is narrow, and not much more than four feet deep at low tide. Call for advice on how best to proceed.

**Kingman Yacht Center** is a full service yard on the eastern shore of Buzzards Bay in Red Brook Harbor about an hour by boat from Marion. They can be reached at (508) 563-7136 or VHF CH71 or [tarap@kingmanyachtcenter.com](mailto:tarap@kingmanyachtcenter.com). You will find fresh water, ice, diesel, gasoline, haul-out and a full range of boatyard services.

If you need a complete refit and repair, further to the west in Portsmouth, RI, you’ll find **New England Boatworks** (401) 683-4000.

### SHIPS CHANDLERY AND MARINE SERVICES:

**West Marine** is located at 137 Popes Island Road in New Bedford (508) 884-1122. It offers an extensive inventory, including custom line braiding and splicing. It is about 20 minutes by car. **Harding Sails** (508) 748-0334 is located on Route 6, a mile and a half west of Route 105. The address is 732 Mill Street, but like many a New England town, street signs can be scarce. **Sperry Sails** (508) 748-2581 is located at 11 Marconi Lane and is most easily accessed through the back of the West Marine Express parking lot. Just ask for directions.

For navigation, safety equipment, life rafts and other offshore survival gear and equipment, contact **Landfall Navigation** (800)941-2219 and **Life Raft & Survival Equipment** (800)451-2127. Call **North East Rigging** (978) 287-0060 for your rigging needs



### PROVISIONING AND SUPPLIES:

Marion General Store (508) 748-0340 is located on Front Street, about a block west of the BYC where you can supplement your supply of groceries, meats, sundries and liquor.

**Spirits** (508) 748-0004 is also located on Front Street and offers wide selection of beer, fine wine and liquor. A supermarket and pharmacy

**TURKS** Restaurant | Seafood Market | Sushi Bar



*Turk's Seafood is famous throughout the South Coast of MA. We offer a delicious variety of grilled, sauteed, baked and fried seafood, salads, soups and sushi. Our fresh fish market has a terrific variety of the freshest seafood on the Southeast Coast of MA.*

**Hours:**

Restaurant: Mon.-Sat. 11am-9pm, Sun. Noon-9pm

Market: Open Everyday, 10am-10pm

Sushi Bar: Open 7 days a week 4pm-10pm

**83 Marion Road, Mattapoisett**

Restaurant: 508-758-3117

Sushi Bar & Market: 508-758-3113

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## Newport Bermuda Race 2014

The 635 mile course from Newport to Bermuda is a test of yacht and crew, the reward for which is an incomparable blue-water experience.

The next Newport Bermuda Race is June 20, 2014, organized by The Cruising Club of America and the Royal Bermuda Yacht Club. The race is open to blue-water capable monohulls, from family cruisers to state-of-the-art racing machines.

Typically one boat out of four is commanded by a first-time skipper. Our Ambassador Program guides new skippers through the entry process. For information and assistance contact [Participation@BermudaRace.com](mailto:Participation@BermudaRace.com).

A trophy is given for the best combined time in the 2013 Marion-Bermuda Race and 2014 Newport-Bermuda Race. Another trophy is presented for the best combined time in the 2013 Marblehead-Halifax Race and 2014 Newport-Bermuda Race



©Billy Black



(508) 295-7813 is located in the Wareham Plaza a short drive east on Route 6 beyond the Weweantic River. **Aubuchon Hardware** (508) 295-2123 is located in the Wareham Plaza next to the supermarket. A convenience store is located at the intersection of Front and Mill Streets (Rte. 105 & Rte. 6). Liquor stores can also be found if you turn east on Route 6.

### SHOPPING AND OTHER SERVICES:

Take a walk on Front Street to find a gift shop, book store, sporting goods, and clothing stores. If you feel the need for a full-immersion shopping experience before heading out to sea, get in a car and head for Wareham Crossing, a shopping mall just north of Exit 21 off Interstate 195. On Front Street walking toward Route 6 is a bank with an ATM.

Looking for special photographs of your family, crew and/or boat while you're in Marion or at the start of the Race? Contact **Anne T. Converse** (508) 748-0638 in Marion or Fran Grenon of **Spectrum Photo** (508) 717-7997 in Mattapoisett. If you need weather cloths, burgees or flags made up for your boat – contact **Brewer Banner Designs** (508) 996-6006 in New Bedford. Once you've fallen in love with this quaint New England town and region, perhaps investing in some local real estate is on your horizon! Contact **Converse Company Realtors** (508) 748-0200 and **Robert Paul Properties** (508)748-2400.

### ACCOMMODATIONS:

Inns and budget friendly motels abound, but a neat local spot is **Briarwood Beach Motel**, (508) 295-2766 quietly situated by the Weweantic River, off Route 6, on the Wareham-Marion line. A total of seven comfortable rooms are available, each with a view of the Weweantic River.

### DINING:

Within easy walking distance you will find Harriett's Outback (508) 748-2053, a catering service to provide you and your crew with a welcome break from whatever you've stashed in your galley's icebox. In the far end of a small plaza at the intersection Mill and Front Streets (Rte. 105 & Rte. 6) is Uncle John's Coffee (508) 748-0063 offering sandwiches, pastries, and cold drinks, and a lot of other really good stuff. One block west and around the corner, at 167 Spring Street, the

Sippican Café (508) 748-0176 is open for breakfast, lunch and dinner. The Wave Restaurant (508) 748-2986 is a Marion institution and located about 100 yards north of Route 6 on Front Street. If you're in the mood for pizza, you can head west on Route 6, just past Spring Street, to **Santoro's** (508) 748-9599 or head east on Route 6 to Rose & Vicki's (508) 748-1333 near the package store.

Out-of-town dining opportunities pretty much arrange themselves east and west along Route 6. Head east across the Weweantic River toward Wareham to find a tavern, Chinese food, ice cream, donuts, pizza, more pizza, fine dining, national chains and family restaurants. Head west on Route 6 toward Mattapoisett, to find **Turk's Restaurant & Fish Market** (508) 758-3117 at 83 Marion Road on the right. The ambience is plain, but the only way to get fresher seafood is to catch it yourself. Further west is Oxford Creamery (508) 758-3847 and the Shipyard Galley (508)758-9408, a terrific bakery and great catering. Turn left North Street and drive to the Mattapoisett Inn (508) 758-9733 on the waterfront.

If you find yourself in Red Brook Harbor on the Cape, the **Chart Room** (508) 563-5350 is located on the harbor at **Kingman Yacht Center**. It offers one of the best lobster rolls on the Cape. Call ahead or plan to have a drink at harbor side while you wait.

### SIGHTSEEING:

We hope you will be too busy enjoying pre-race festivities to be sightseeing, but if you just have to take a break, start at the **Marion Historical Society** (508) 748-1116 on Front Street. Learn all about the Marie Celeste, quite possibly the most famous ghost ship ever found in the Atlantic. Call for hours of operation. Fifteen miles east of Marion is Cape Cod, where every year, hundreds of thousands of landlubbers from all over the country come down to the sea and just look at it. In the other direction is New Bedford, still one of the nation's busiest commercial fishing ports. It is also home to the **New Bedford National Whaling Historical Park**, and the jewel in the crown, the **New Bedford Whaling Museum**, which is without peer in the world. Connoisseurs of naval vessels will want to push farther west, to **Battleship Cove** in Fall River. It's located just off Interstate 195, at Exit 5.

*Oh, yes—Boston is somewhere up north!* 🍷





## The Nineteenth Marion-Bermuda Cruising Yacht Race Preliminary Notice of Race Revision Date: January 29, 2013 Start: Friday, June 14, 2013

### 1. ORGANIZING AUTHORITY AND SPONSORS

- a. The Organizing Authority (OA) is the Marion-Bermuda Cruising Yacht Race Association, Inc. (MBCYRA).
- b. The race is supported by:
  - The Beverly Yacht Club (BYC), Marion, Massachusetts.
  - The Royal Hamilton Amateur Dinghy Club (RHADC), Paget, Bermuda.
  - The Blue Water Sailing Club (BWSC), Boston, Massachusetts.

### 2. RACE DESCRIPTION

- a. The race will start in Buzzards Bay off Marion, Massachusetts, and finish off St. David's Head, Bermuda. The race will start on Friday, June 14, 2013 with the first attention signal scheduled for 1130 EDT. The start may be postponed if unusually heavy weather is predicted.
- b. The Marion-Bermuda Race is an International Sailing Federation (ISAF) Category 1 race. The ISAF description is:

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

### 3. SPIRIT AND OBJECTIVES

- a. Since its inception in 1977, the Marion-Bermuda Race has been a Corinthian event, and yachts are accepted by invitation. The spirit of the race is that all yachts and crew are participating for the joy and pleasure of sailing, competition, and the camaraderie that accompanies such an off-shore event.
- b. The race provides an opportunity for cruising yachts and amateur crews to participate in an ocean race and a rendezvous in Bermuda. It encourages the development of blue water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew.

### 4. RULES

- a. The race will be governed by:
  - The *Racing Rules of Sailing* (RRS) 2009-2012.

- This *Notice of Race* (NOR).
  - The 2013 Marion-Bermuda Cruising Yacht Race *Sailing Instructions*.
  - The equipment requirements applicable to a Category 1 Race in the 2012-2013 *ISAF Special Regulations Governing Offshore Racing*, including the *US SAILING Prescriptions*, as changed by the NOR.
  - The *Offshore Racing Association Offshore Racing Rule* (ORR).
- b. Links to important web sites can be found on the MBCYRA website <http://www.marionbermuda.com/links>.
- c. The Sailing Instructions may change any of these documents as permitted by the RRS. It is the intention of the OA to post the Sailing Instructions on the Race website by April 1, 2013.
- d. The Sailing Instructions will permit a Compliance Committee and the Protest Committee to grant time allowances and to assess time penalties in lieu of disqualification.
- e. Decisions of the Protest Committee shall be final, in accordance with RRS Rule 70.4.
- f. Advertising will be limited to ISAF Category A in accordance with ISAF 20.3.
- g. In this document the word “skipper” refers to the “person in charge” according to RRS 46.

## 5. YACHT ELIGIBILITY, EQUIPMENT, AND SAIL REQUIREMENTS

- a. Generally speaking, seaworthy monohull yachts appropriate for a Category 1 Race between 32-foot and 100-foot long with fixed keels, immovable ballast, an enclosed head, and a cabin fitted-out for comfortable cruising are eligible for the Race.
- b. The race will be divided into three Divisions:
- The Founders Division for yachts 32 to 80 feet that wish to race with a cruising sail inventory.
  - The Big Yacht Division for yachts 65 to 100 feet that wish to race with a full inventory of sails.
  - The Classic Yacht Division for American Sail Training Association (ASTA) that are registered training vessels and classic yachts.
- c. See Attachments A, B and C respectively for the detailed yacht, equipment, and sail requirements for each division as well as a description of the prizes and trophies available for that division.
- d. The OA reserves the right to assign yachts to Divisions and Classes based upon their handicap and certain other criteria such as the sail area to displacement ratio.

## 6. NAVIGATION, WEATHER AND ELECTRONICS

- a. Each yacht must keep a log in a logbook and make entries at least once each watch. The log should show courses, distances made good and dead-reckoning (DR) positions. The logbook must be on paper and have a traditional format. The logbook and all navigating work, plotting sheets and celestial sight reduction forms, if applicable, must remain on-board and be available for inspection in Bermuda by our Compliance Committee.
- b. Professional weather routing services, professional Gulf Stream predicting services and other private communications for routing purposes are permitted prior to 1700 on the evening before the start of a yacht’s division and are prohibited after that time. This restriction also applies to yacht-to-yacht or yacht-to-shore transmissions for routing purposes.
- c. Except for the above restriction, yachts may use any communication device including VHF, cell phone, satellite telephone or SSB. There are no restrictions on obtaining information over the internet provided that the information is in the public domain and is not specific to individual yachts.
- d. Any information received from ashore via email, blogs, telephone, radio transmissions, etc., relating either to your or to a competitor’s position is considered “assistance from the shore” and is prohibited by the RRS 41.

## 7. ENTRY PROCESSES AND FEES

- a. Yachts must enter the Race by using the online system accessible on the Marion Bermuda Race website: <http://www.marionbermuda.com/>. All race-related correspondence, including requirements for written notice, may be conducted by email addressed to the Race Administrator at [race@marionbermuda.com](mailto:race@marionbermuda.com).
- b. The Entry Fee is \$950 for Yacht and Skipper plus \$50 for each additional crew member. The Entry Fee is due at the time of application in order for your entry to be considered by the Acceptance Committee. After April 15, 2013, the Entry Fee is \$1,100 plus the \$50 per crew member fee. Entry closes on June 1, 2013 and all information required on the entry forms must be completed by then.
- c. The Entry Fee is non-refundable once your entry has been accepted by the Acceptance Committee, but it will be returned promptly if your entry is not accepted.
- d. The Entry Fee includes professional briefings on weather and the Gulf Stream at the Skipper's Meeting and an on-call professional medical diagnosis and consulting service provided by the George Washington University Maritime Medical Access Facility during the Race and your return passage. The Entry Fee also includes the YellowBrick position tracking system during the Race.

## 8. ON-SITE REGISTRATION AND SKIPPER'S MEETING

- a. Either the Skipper or Navigator must register the yacht at BYC before 1400 on Thursday, June 13, 2013 or pay a late registration fee of \$200. The registration desk's schedule will be as follows:

Tuesday, June 11, 2013	0900-1800
Wednesday, June 12, 2013	0900-1800
Thursday, June 13, 2013	0900-1400

In addition, yachts may register "early" on Sunday June 9, 2013 or Monday, June 10, 2013 by making an appointment well in advance with the Race Administrator ([race@marionbermuda.com](mailto:race@marionbermuda.com)).

The following documents are required to register a yacht:

- Accurately completed electronic documents including the MBCYRA *Waiver and Release of Liability and Race Waiver*, signed electronically, as required by the online registration system.
- MBCYRA *Equipment Inspection Checklist*, indicating that the yacht has passed inspection signed by an Inspector.

At Registration you will receive a final copy of the *Sailing Instructions*, customs and immigration forms, and information about Bermuda.

- b. We will host a mandatory Skipper's Meeting on Thursday, June 13, 2013 at 1700. The Skipper or Navigator must attend the entire meeting; failure to do so may result in penalties added to your corrected time. The Meeting will include briefings on weather, the Gulf Stream and approaches to Bermuda. These briefings are the only ones sponsored by MBCYRA. Up to two (2) other crew members are welcome to attend.

## 9. PRIZES AND TROPHIES

- a. The **BWC Board of Governors Trophy** will be awarded to the yacht with the shortest elapsed time.
- b. Commemorative Bulkhead Plaques will be awarded to each yacht that finishes the race.
- c. See attachments A, B and C respectively for the Prizes and Trophies that may be awarded in each Division.
- d. **The Robert N. Bavier, Jr. Seamanship-Sportsmanship Trophy** may be awarded to a yacht in any division. This trophy may be awarded to any registered yacht at the discretion of the MBCYRA Trustees in recognition of truly outstanding seamanship or sportsmanship, independent of a yacht's finishing position.

## 10. SKIPPER'S RESPONSIBILITY AND WAIVER OF CLAIMS

- a. See ISAF book, paragraphs 1.02.1, 1.02.2, and 1.02.3.

***“The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.***

***“Neither, the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.***

***“The responsibility for a yacht’s decision to participate in a race or to continue racing is hers alone – RRS Fundamental Rule 4.”***

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

## ATTACHMENT A FOUNDERS DIVISION REQUIREMENTS

### A1. YACHTS

- a. Yachts must have an enclosed cabin and be fitted out for comfortable cruising, including permanent bunks, a permanently installed and enclosed toilet, and permanently installed cooking facilities suitable for use at sea. Her hull length, exclusive of spars or projections fixed to the hull, such as bowsprits or pulpits, must be between 32.0 feet and 80.0 feet. Fixed keels are required. Moveable ballast is not permitted. Yachts will be, in the judgment of the Acceptance Committee, of a design of demonstrated seaworthiness and appropriate for a Category 1 Race.
- b. Yachts will meet the ISAF Monohull requirements for a Category 1 Race, with the following modifications:
- 3.03 Scantling. Does not apply.
  - 3.14.6 Lower lifeline minimum wire diameter may be 1/8” regardless of the LOA of the yacht.
  - 3.23.5a Pumps. Substitute “Two manual bilge pumps, one securely fitted to the yacht’s structure, one operable above deck, the other below deck. One shall be operable with all cockpit seats, hatches and companionways shut.”
  - 3.23.5f Buckets. Replace “at least” with “approximately” 2.4 US gallons.
  - 3.27 Masthead tricolor lights are strongly recommended for boats without rotating masts.
  - 3.28.2 Amended. Yachts may carry a portable generator, which shall be adequately secured both when stowed and in use on deck.

- 3.29.1bii Substitute “it shall have a masthead antenna or an antenna mounted on a permanently installed pole at least 12 feet above the water line, such as a radar mount. A co-axial feeder cable must be used such that there is not more than 40% power loss.”
- 3.29.1n An AIS transponder is not required.
- 4.01.1 Sail letters and numbers. See A3, paragraph j.
- 4.02.1b Colored panels are recommended.
- 4.08.1 An extensive first aid manual may be substituted for the publications listed by ISAF.
- 4.10 Replace with US SAILING’s radar reflector prescriptions: “Radar reflectors shall have a minimum documented ‘equivalent echoing area’ of 6m<sup>2</sup>. Octahedral reflectors shall have a minimum diameter of 12 inches.”
- 4.20.2d We strongly recommend that life rafts be equipped with insulated floors.
- 4.26.2 Storm and heavy weather sails. See A3, paragraph e.
- 5.11 Preventer of Boom Restraining Device. We have made the US SAILING recommendation a requirement.

## **A2. OTHER EQUIPMENT**

- a. The following additional equipment is required to be on-board:
  - A copy of the 2009-2012 RRS.
  - A copy of the pertinent ISAF Special Regulations.
  - A federal VHF radio station license, which is mandatory for international travel.
  - A full-charged waterproof hand-held VHF radio.
  - A properly registered 406 MHz EPIRB. We recommend a GPIRB which contains an integral GPS.
  - A radio receiver capable of receiving SSB weather broadcasts.
  - Either an SSB transceiver or a satellite phone in good-working order.
  - Docking equipment for use in Bermuda, including at least five (5) fenders, four (4) dock lines, and a marine power cord at least 100 feet long.
- b. Additional equipment allowed:
  - Mechanical or electro-mechanical steering devices.
  - Power-driven winches.
  - AIS transceiver.

The Sailing Instructions will modify RRS 52 to allow these devices.
- c. The following consumables must be on-board at the start:
  - Sufficient fuel in permanently installed tanks to motor at least 250 miles.
  - At least 10 gallons of fresh water per person.
  - Sufficient provisions for the crew for at least 14 days.
- d. All ordinary cruising gear, such as cabin tables and galley equipment, shall be on-board and in their usual cruising position during the race.

## **A3. SAILS**

- a. Each yacht may carry one (1) mainsail, three (3) jibs or fore-stay sails, one (1) mizzen, one (1) mizzen staysail, and an unlimited number of heavy weather or storm sails.
- b. In addition, a yacht may elect to carry a spinnaker attached at the center line or a spinnaker (symmetrical or asymmetrical) on a pole but not both.
- c. If a yacht chooses to use a center line attached spinnaker, the tack line of the spinnaker may be attached to the stem of the yacht, to the bowsprit, or to the end of a sprit that is permanently installed at the bow for that purpose, but may not be attached to a spinnaker pole.
- d. Mizzen spinnakers, and bloopers cannot be used
- e. At least one storm trysail, one storm jib and one heavy-weather jib, as described in ISAF Special Regulation 4.26, shall be aboard. Color patches are required on each side of all storm sails. We

strongly recommend that the yacht's sail number be displayed on the patches. This changes ISAF Special Regulation 4.26.2.

- f. Two headsails may be flown simultaneously, subject to the limitations in RRS 50.
- g. A forestaysail is permitted only if the yacht has a professionally installed inner forestay and the sail has been declared on the handicap rating form.
- h. Other sails may be on-board but will be boldly marked "NOT FOR RACING."
- i. For safety reasons, a whisker pole's length will not be longer than 105% of the yacht's "J." Adjustable whisker poles will be secured so that they cannot be extended beyond this limit. When in use, whisker poles shall be attached to the mast, as described in RRS 50.2.
- j. Sail "numbers" (which may be letters or numbers) must be at least two (2) characters long and are required on weather cloths if used, mainsails, spinnakers, and headsails having a luff-perpendicular measurement exceeding 130% of the base of the foretriangle. National letters; e.g., USA or BER, are not required. This changes ISAF Special Regulation 4.01.1, RRS 77, and RRS Appendix G.
- k. The yacht's number will be displayed at all times while racing.

#### **A4. INSPECTIONS AND COMPLIANCE**

- a. Before the Race the Skipper shall arrange a mutually acceptable time and place for a mandatory courtesy yacht inspection by a Race Inspector. The initial inspection must be completed by June 1, 2013.
- b. All deficiencies noted in the inspection shall be corrected before a yacht is permitted to complete on-site registration in Marion. Having your yacht inspected well before the deadline is strongly recommended.
- c. A list of authorized Inspectors, the "Equipment Inspection Checklist" and our document, "Comments on various ISAF and Notice of Race Requirements," will be available on our website by November 30, 2012.
- d. Inspections do not assure that a yacht is seaworthy or capable of extended offshore passages, nor are they a substitute for a proper marine survey.
- e. At the completion of the Race each Skipper or Navigator must file a signed MBCYR *Certificate of Compliance* with the RHADC Duty Officer. A copy of the *Certificate of Compliance* will be posted on the website.
- f. After the Race a number of yachts, particularly prize candidates will be inspected by the Compliance Committee Inspectors in Bermuda.

#### **A5. SKIPPER AND CREW**

- a. The Skipper and crew shall have a demonstrated competency for an ISAF Category 1 Race. This means that enough of the crew to adequately manage the yacht shall have had prior experience with offshore passages or races of at least 250 miles.
- b. Except for the Double-Handed yachts, each yacht must have a minimum of four adults (16 years old or older) aboard.
- c. A complete crew list shall be submitted by May 17, 2013 as part of the electronic registration process. Changes after that date must be submitted in writing and are subject to approval by the Acceptance Committee.
- d. The Skipper must be a member of his or her national yacht racing authority, such as US SAILING or the Bermuda Yachting Association. The race is open to all ISAF Group Classifications that are fully in keeping with the Spirit of the Race. See NOR Section 3. Questions about crew eligibility will be referred to the Acceptance Committee before the committee will extend an invitation to enter the race.
- e. Direct or indirect remuneration beyond covering direct expenses and simple remembrances to a captain or crew for the express purpose of participating in this race is specifically prohibited.
- f. If a yacht has a regular full-time paid captain or crew member, this one person is allowed on the yacht during the race but shall take no active part in sailing, steering or navigating the yacht unless

there is an emergency. The full-time paid captain or crew may act as the cook and perform yacht maintenance. Any participation of the paid captain or crew in sailing, steering or navigating the yacht during the race must be fully described in the yacht's *Certificate of Compliance*.

- g. A minimum of thirty percent (30%) of all crew members including at least two (2) of the following – Skipper, navigator, watch captains – shall have attended a sanctioned Safety-at-Sea Seminar within five (5) years prior to the start of the race. For Double-Handed yachts, both crew members shall meet this requirement.

#### **A6. HANDICAPPING AND SCORING**

- a. All yachts must have a current Off-Shore Rating Rule (ORR) handicap certificate which may be based upon either full or partial measurement. We will obtain handicaps directly from US Sailing and will use a Time-on-Time-All-Purpose value.
- b. A yacht may choose to compete with no spinnaker, with a spinnaker attached on the center line or with a spinnaker (asymmetric or symmetric) on a pole. A yacht may not choose to use both a centerline and poled spinnaker. The yacht's choice must be declared on their entry form prior to May 17, 2013 and the yacht's rating certificate must match this selection.
- c. A yacht may elect to race using celestial navigation. If a yacht elects to be celestially navigated, she will receive a 2% favorable adjustment to her ORR rating. This election must be made by May 17, 2013. See Attachment D for the details of the conditions that a yacht must meet to be considered a celestially-navigated yacht.
- d. A yacht must have her ORR rating certified by US Sailing before June 5, 2013.
- e. Yachts will be divided into Starting Classes of similar performance characteristics based upon their ORR rating. Each starting class will have its own starting time.

#### **A7. RACES WITHIN THE RACE**

- a. There are several "races within the race" which require prior notification for a yacht to be eligible for the appropriate Special Trophy.
- b. **The Family Race** A "family" yacht is one with a crew of five (5) or more with all or all-but-one being members of a single household or a single family. Persons related to a common grandparent and spouses of these will be considered "family." A regular full-time paid captain or crew member is not allowed on a "family" yacht. Election to enter this race must be made on or before May 17, 2013.
- c. **The Double-Handed, Short-Handed Competition and All-Female Crew Races** Yachts sailing with a crew of two (2), a crew of four (4) or an all-female crew may elect to compete in the double-handed, short-handed, and all-female competitions respectively. A regular full-time paid captain or crew member is not allowed on a double-handed or short-handed yacht.
- d. **The Team Race** A race among established yacht clubs, sailing club or similar organization whose team of three yachts has the lowest combined time. The organization's Commodore must submit an application on behalf of the team by June 8, 2013.

#### **A8. PRIZES AND TROPHIES**

- a. Trophies will be awarded to yachts based upon their ORR corrected time unless otherwise described. Corrected times will be adjusted for starting time and time credits or penalties at the decision of the Compliance Committee or the Protest Committee. Other prizes may be awarded at the discretion of the Race Committee.

**Overall Trophies:** The following trophies will be awarded to yachts in the Founders Division regardless of their Starting Class.

**Founders Trophy**

The yacht with the best overall corrected time.

**BYC Polaris Trophy**

First celestially-navigated yacht.

**Navigator's Trophy**

Navigator of the first celestially-navigated yacht.

**Class Trophies:** The following trophies will be awarded in each starting class.

**First, Second and Third Place Trophies**

First, Second, and Third place based upon corrected time.

**Cook's Trophies**

To the cook of the last yacht in each racing class to physically finish.

**Special Trophies:** These trophies were established to foster competition in other ocean races designed for cruising yachts and between crews, teams, and yachts of similar design. These trophies will be awarded if there are three (3) or more yachts starting the Race in the category or at the discretion of the Race Committee.

**L. Bryon Kingery, Jr. Memorial Trophy**

First "short-handed" yacht, one with four (4) people aboard.

**Double-Handed Trophy**

First yacht to finish with a crew of two (2) sailors.

**Beverly Family Trophy**

First "family-crewed" yacht.

**Commodore Faith Paulsen Trophy**

First yacht that is crewed entirely by females.

**Kingman Yachting Center Team Trophy**

To the established yacht club, sailing club or similar organization whose team of three (3) yachts has the lowest combined time.

**"Mini-class" Trophies**

First yacht in each mini-class. When three (3) yachts of the same hull design start the race, they will constitute a "mini-class," regardless of their Skipper's Starting Class.

**Bartram Trophy**

Best performance by a US service academy, maritime college or ROTC yacht.

**Ancient Mariners Golden Teapot Trophy**

Awarded to the crew having the highest average age who finishes the race.

**Bermuda Ocean Cruising Yacht Trophy**

Awarded to the Skipper who has the best finish in consecutive Marion and Newport Bermuda Races Cruising Division.

**New England Offshore Racing Trophy**

Awarded to the Skipper who has the best finish in consecutive Marion-Bermuda and Stonington, CT to Boothbay Harbor, ME Races.

**Regional and Club Trophies:** Awarded to yachts which have not received an Overall Trophy. Only one Regional or Club trophy will be awarded per yacht.

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

## **ATTACHMENT B BIG YACHT DIVISION REQUIREMENTS**

### **B1. YACHTS**

- a. Yachts must meet the requirements of A1 except they must be between 65 and 100 feet overall.

### **B2. OTHER EQUIPMENT**

- a. Yachts must meet the requirements of A2.

### **B3. SAIL REQUIREMENTS**

- a. Yachts may use any sails in their inventory but they must comply with the restrictions in ORR 10.02.1.
- b. At least one storm trysail, one storm jib and one heavy-weather jib, as described in ISAF Special Regulation 4.26, shall be aboard. Color patches are required on each side of all storm sails. We strongly recommend that the yacht's sail number be displayed on the patches. This changes ISAF Special Regulation 4.26.2.
- c. Sails other than those permitted by the ORR rules may be aboard provided they are stored separately and clearly marked "Not for Racing."

### **B4. INSPECTION AND COMPLIANCE**

- a. Yachts must comply with the requirements of A4.

### **B5. SKIPPER AND CREW**

- a. The skipper and crew must meet the requirements of A5.

### **B6. HANDICAPPING AND SCORING**

- a. All Yachts must have a current Off-Shore Racing Rule (ORR) handicap certificate which may be based upon either full or partial measurement and must use the sail inventory that will be used in the race. We will obtain handicaps directly from US Sailing and will use the Time on Time All-Purpose value.
- b. A yacht must have her ORR rating certified by US Sailing before June 5, 2013.
- c. Yachts may be divided into Starting Classes of similar performance characteristics based upon their ORR rating. Each Starting class will have its own starting time.

### **B7. PRIZES AND TROPHIES**

- a. The **Big Yacht Trophy** will be awarded to the yacht with the best corrected time.
- b. First, Second, and Third place prizes will be awarded to the yachts with the best corrected times in each starting class.

**ATTACHMENT C  
CLASSIC YACHT DIVISION  
REQUIREMENTS**

**C1. YACHTS**

- a. Entrants in this Division must be a class B, C or D ASTA training vessel with an ASTA/Sail Training International rating or a classic yacht that has or can obtain an ASTA rating.

**C2. SAFETY**

- a. Vessels in this division must comply with ASTA rules and be US Coast Guard Subchapter R Certified.

**C3. SAILS**

- a. Any sails listed in the ASTA rating certificate may be used.

**C4. INSPECTIONS AND COMPLIANCE**

- a. Vessels do not have to comply with the requirements of A4a to A4d.
- b. However, vessels must comply with A4e-A4f.

**C5. CAPTAIN AND CREW**

- a. Any vessel in the race may have up to five (5) professionals – a Licensed Captain, a cook, and three (3) watch captains.
- b. All others in the crew must be amateur or trainee sailors.
- c. If the normal crew does not comply with this requirement, prior approval of the Acceptance Committee is required before a vessel will be permitted to race.

**C6. HANDICAPPING AND SCORING**

- a. The ASTA handicapping method will be used.

**C7. PRIZES**

- a. The vessel with the best corrected time will be awarded the **Captain Ed Williams Trophy**.
- b. If more than three (3) vessels finish the race, the vessel with the shortest corrected time will be awarded a First place prize.

**ATTACHMENT D  
CELESTIALLY-NAVIGATED YACHT CLASSIFICATION  
REQUIREMENTS**

**D1.** A yacht with a navigator skilled and experienced in celestial navigation at sea may elect to compete using celestial navigation. This election must be made on or before May 17, 2013.

**D2.** Yachts that elect to compete using celestial navigation will be awarded a favorable 2.0% adjustment to their ORR rating. The adjustment will be calculated in the following manner: Celestial ORR rating = (ORR rating\*.98) rounded to 3 decimal places

**D3.** During the Race a yacht's location must be determined by traditional star and sun sights. All navigating work, plotting sheets and celestial sight reduction forms must remain on-board and be available for inspection in Bermuda by our Compliance Committee.

**D4.** The following electronic navigation devices may be used throughout the race:

- Speedometer and log.
- Compass and depth finder.

- Wind speed and direction indicator.
- Radio receiver and radio direction finder.
- Radar.
- Calculators or computers for reducing sights or computing courses.
- Temperature indicating devices.
- Voice recorders.

- D5.** Viewing or downloading any information which can be used to derive the yacht's position is strictly prohibited.
- D6.** Downloading free, publicly available weather or ocean current information is allowed.
- D7.** Electronic positioning devices, such as GPS, may be used within 20 nautical miles of the United States and 50 nautical miles of Bermuda. If, on approach to Bermuda, a celestially-navigated yacht turns on a GPS or other electronic positioning system before finishing, she must determine and show on her *Certificate of Compliance*, the time she turned on her GPS or other electronic device, her dead-reckoning position, the position shown on its electronic device, and the bearing and distance to the Kitchen Shoal Beacon.
- D8.** All uses of electronic positioning devices by a celestially-navigated yacht will be fully documented and included in the yacht's *Certificate of Compliance*.
- D9.** If the Compliance Committee determines a yacht which elected to be navigated celestially has not complied with these conditions, the Committee may impose a time penalty.
- D10.** If a yacht which elected to be navigated celestially converts to electronic navigation during the race, she will incur a time penalty from the Compliance Committee.

## The Corinthians Stonington to Boothbay Harbor Race

### The Fourth Running • July 25-28, 2014



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-  Boothbay Harbor Yacht Club, Maine
-  The Corinthians

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Each boat will carry a transponder for online tracking

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Photo credit: Chip Riegel

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so much more



# MARION - BERMUDA RACE

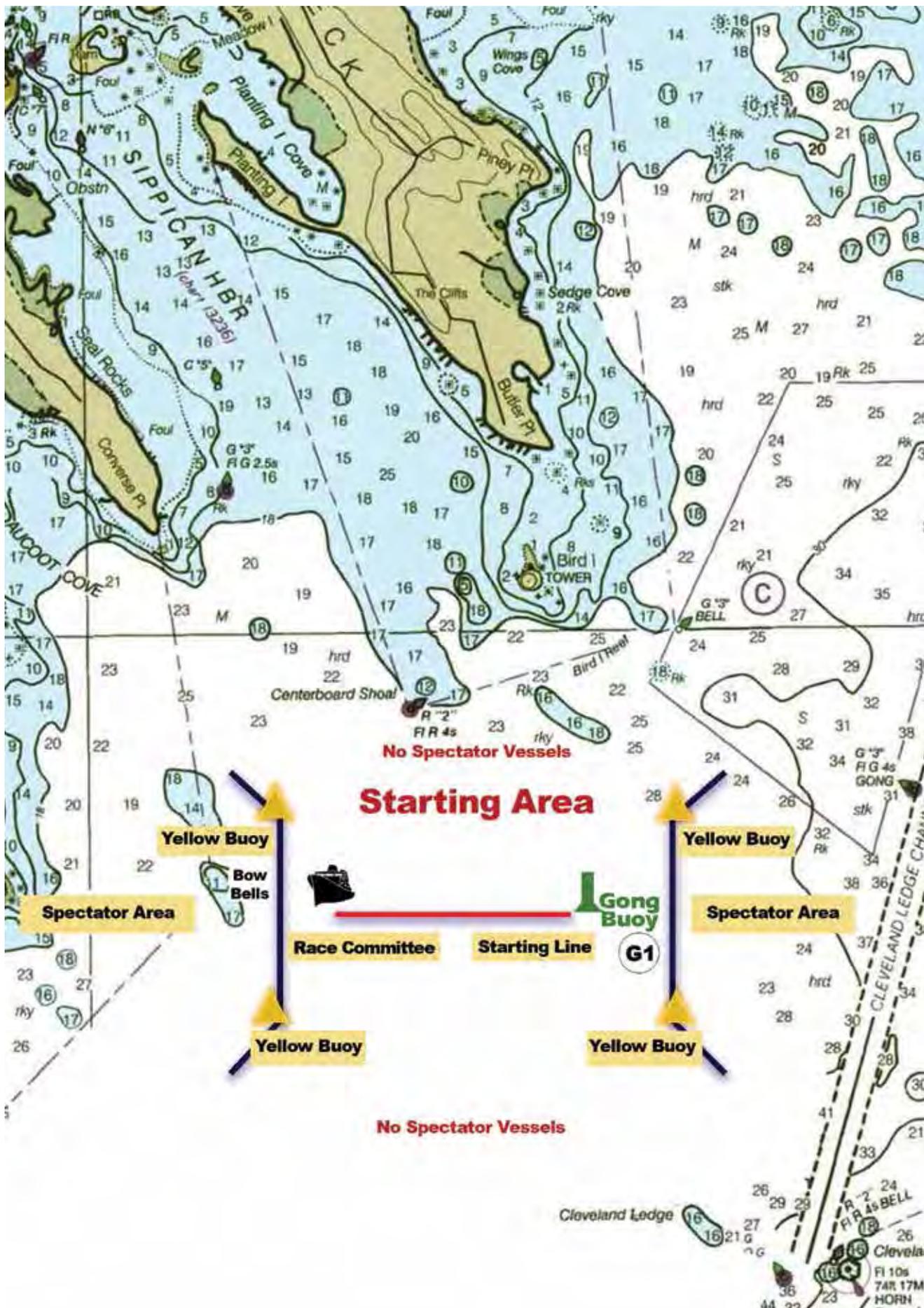
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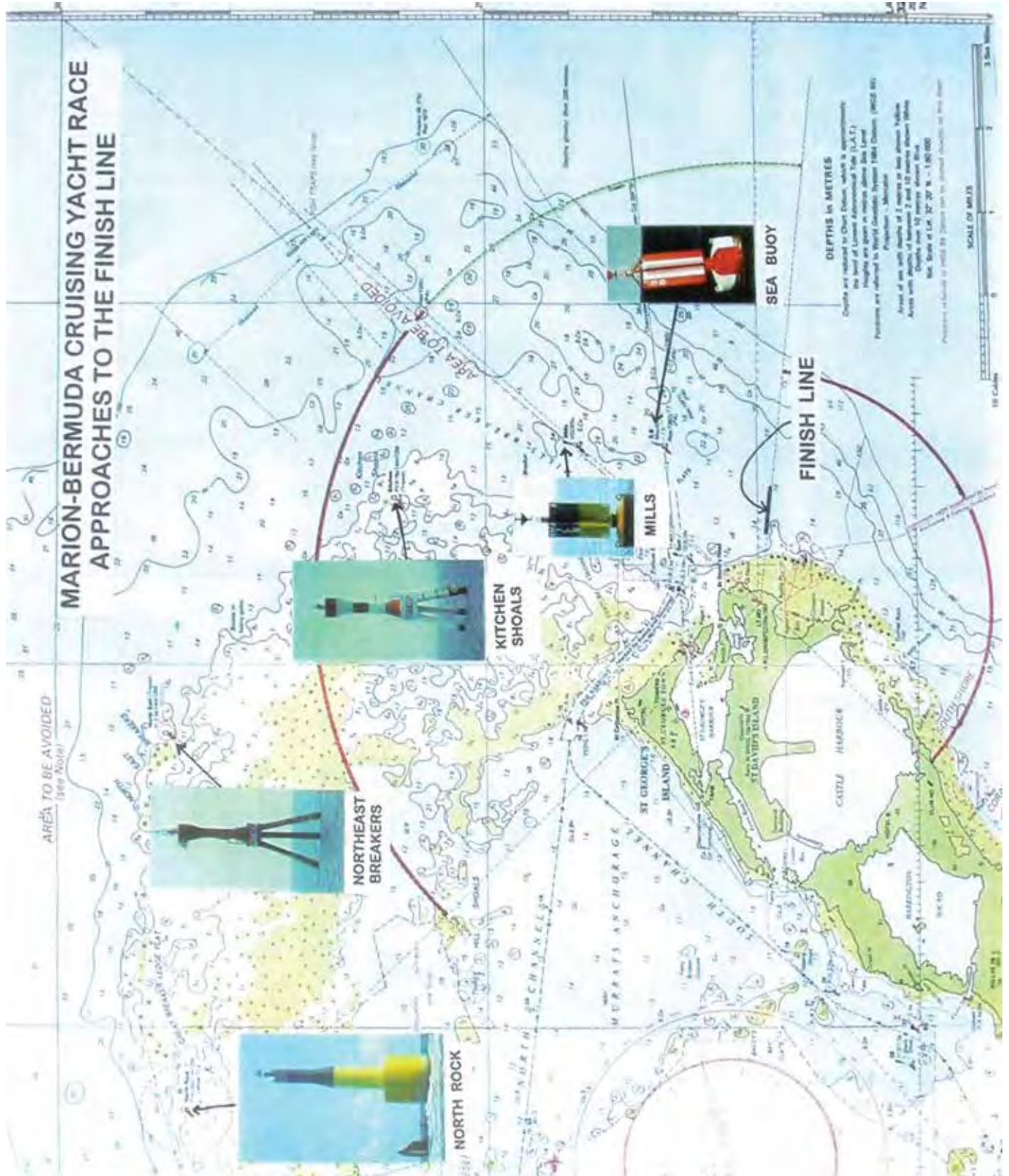
**BYC RACE PATROL  
CHECK-IN VESSEL**



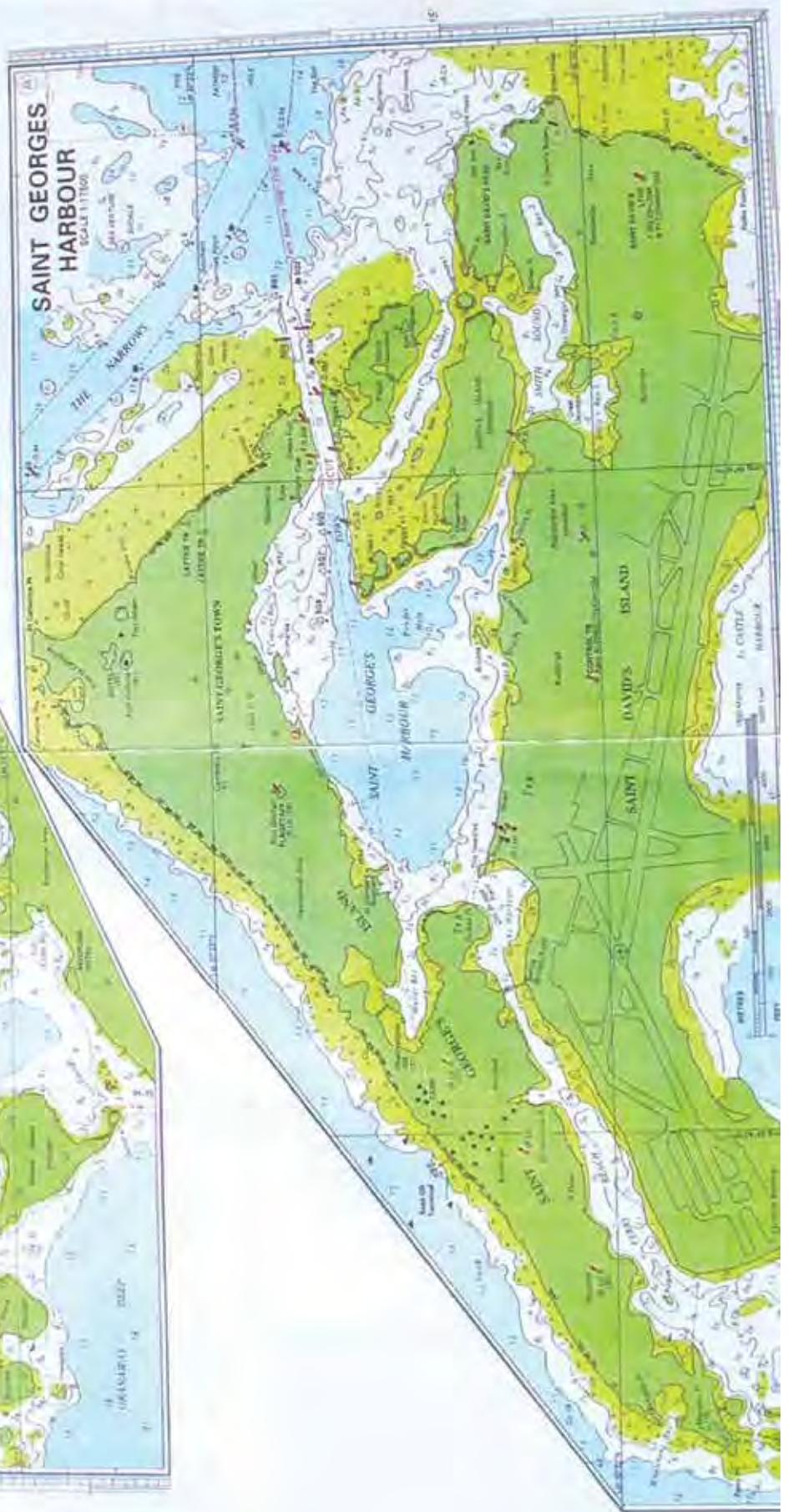
**STARTING LINE AREA  
(SEE NEXT PAGE)**

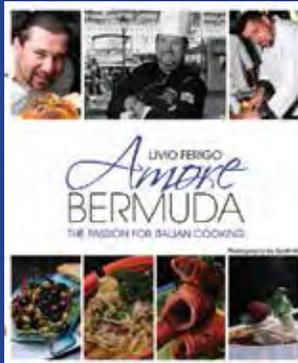
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# BERMUDA HARBORS





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Café Amici is located in the heart of the Royal Naval Dockyard, on the corner of the Clocktower Mall. Open 7 days a week.

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Dinner 6:00pm - 10:00pm

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Codfish & Potato Breakfast  
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Lunch 12:00noon - 5:00pm

441 234 5009



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Land & Sea*

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Bonefish Bar stays open until 1am

441 234 5151



Welcome participants and visitors to the 2013 Marion to Bermuda Cruising Yacht Race.

On behalf of the Government and the people of Bermuda it gives me great pleasure to join with you in celebrating the return of the Marion to Bermuda Cruising Yacht Race. This competition continues to be a welcomed and anticipated event on our sports calendar.

To the competitors, the race from Marion to Bermuda can be challenging, however, you have already demonstrated great skill and precision sailing in order to reach our island shore.

I commend the Marion to Bermuda Race Organizing Committee for coordinating this prestigious biennial event. The Marion to Bermuda race provides a unique opportunity for us to showcase our Bermuda as a jewel in the Atlantic worthy of welcoming international sailors and yachtsmen.

While you are here, I encourage you to experience all that Bermuda has to offer, including our vibrant culture, our friendly people, the premier shopping establishments and restaurants and of course, our pink sand beaches.

Bermuda is also known the world over for its distinctive historical architecture and we hope that during your stay you will have an opportunity to explore some of our finest features, such as the 17th century Town of St. George, a UNESCO World Heritage Site, the City of Hamilton and the Royal Naval Dockyard, and so much more.

Once again, it is my great pleasure to welcome you to Bermuda. Please accept my well wishes for an enjoyable visit and we look forward to welcoming you on your return.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wayne L. Furbert', written in a cursive style.

The Hon. Wayne L. Furbert, JP, MP  
Minister of Business Development and Tourism

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# MARION TO BERMUDA AFTER YOU FINISH

*Bermuda is a tropical atoll and the northern most coral reef in the planet. It is supported by over 12,000 feet of lava from past volcanic action.*



After sailing for days in the open ocean, the sight of Bermuda and terra firma is a relief. Bermuda, sitting alone in the Atlantic is an oddity but if we look at our charts we

should realize this island sitting in the Atlantic is unique. Rising up in the North Atlantic Basin between Hatteras Plain and the 12,000 mile long Mid-Atlantic Ridge, Bermuda combines the majesty and scope of the Rocky Mountains and yet has more in common with Pacific atolls on the opposite side of the globe. At its highest point Bermuda is only 250 feet above the surrounding sea. To put that in perspective, the John Hancock Tower in nearby Boston is over three times taller! Below the surface, however, Bermuda rises over 12,000 feet from the sea bottom. Approaching Bermuda from the sea, after a voyage from Marion, Massachusetts is exhilarating, but imagining the totality of Bermuda from the sea bottom is inspiring.

Bermuda is a tropical atoll and the northern most coral reef in the planet. It is supported by over 12,000 feet of lava from past volcanic action. Over this base, coral has accreted to a height of over 200 feet for millions of years, limiting the approaches and giving Marion-Bermuda Race participants their final challenge navigating around Northeast Breakers and Kitchen Shoals to the finish line off St. David's Light. The 21-square-mile, fishhook-shaped island was uninhabited when it was spotted by a Spanish exploration ship led by Juan de Bermudez in 1503. Bermudez left his name behind, but it was the English who came to stay, after ship-wrecking here in 1609. That 400-year legacy is what creates the "Englishness", while the nearly tropical aire is due to the Gulf Stream you just crossed.

Bermuda Highs have a major weather influence on the region, including the eastern US. High pressure systems bring mostly clear and pleasant weather to the latitudes around Bermuda and over the

Atlantic Ocean. Since air circulates around highs in a clockwise manner, highs east of Bermuda bring moist air and rain to the Eastern US. Further west of Bermuda and the air travels over the Eastern Seaboard land mass bringing drier and less humid air. This creates mostly pleasant weather across the region but also the doldrums which can frustrate the best efforts of sailors racing toward a pleasant day relaxing on the beautiful beaches of Bermuda. We are happy you are here and congratulations on a safe and successful race. Welcome to our island paradise.

Here are some tips on Bermuda as well as advice to help make for safe arrival at your destination and your stay more enjoyable.

The best document to have is "YACHTS (PRIVATE) SAILING TO BERMUDA," published by the Bermuda Department of Tourism. Note that all references to time during the race, including the start and the finish, are in Eastern Daylight Time (EDT). Times noted below are in Bermuda Daylight Time, one zone earlier (ADT).

First things first. One of Bermuda Radio's missions is to maintain harmonious vessel traffic in Bermuda waters. Due to heavy cruise ship and cargo vessel activity in restricted channel space, they (and we) request that you monitor VHF channel 16 continuously while underway and that you notify them on channel 16 when moving from port to port, and - importantly - when departing the island. Once you have crossed the finish line and are on your way to harbour, hoist the Bermuda courtesy flag and your yellow quarantine flag (code flag "Q") on your starboard signal halyard. If it's nighttime, we strongly recommend you



layover in St. George's Harbour and make the trip to Hamilton the next day. "Ferry Reach" is a short cut to Hamilton and trims over an hour off the trip, but note that even the locals use it only during the daytime. It is rumored that the "drawbridge guy" will accept a beer if accurately tossed.

### **YOUR HOST:**

Some local idioms that will be helpful to know: "The Dinghy Club" is the Royal Hamilton Amateur Dinghy Club (RHADC), and is located as far as you can go up-harbour. Just keep Hamilton to port and Paget to starboard and you will find it. The RHADC has floating docks that will accommodate the majority of the fleet, but some vessels may be docked "Med Style," meaning you will anchor out and be stern to the dock and cozy with other yachts. Make sure you have abundant fenders and lines at the ready. A "gangplank" will be provided for those mooring "Med Style." When approaching the club, please remain off the club's dock and contact the club's Dockmaster on the VHF channel listed below:

### **RHADC DUTY DESK HOURS:**

1300 to 1800, Monday, June 17  
0800 to 2200, Tuesday, June 18 to Friday, June 21  
0800 to 1800, Saturday, June 22 to Sunday, June 23  
VHF Channel 74

### **CUSTOMS:**

As a special accommodation, Her Majesty's Customs agents will process your paperwork at the Dinghy Club, rather than requiring you to clear in St. George. Please bring passports for your crew to the Club for clearance as soon after you dock as possible. Sailors who are flying home should put their tickets or e-tickets with their passports. Once you've cleared Customs, please strike the "Q" flag, but leave up the Bermuda courtesy flag for the balance of your stay in Bermuda waters. Following past races, we are asking the fleet to "dress ship" by flying your signal flags. Let's do that all week, as it really looks nice. Horns and sirens are encouraged, but not to exceed 15 minutes.

TELEPHONE NUMBERS	TELEPHONE	FAX
RHADC .....	441-236-2250 ....	441-236-8561
Bermuda Radio .....	441-297-1010 ....	441-297-1530
Dockmaster –		
Tom Whayman .....	441-505-8372	

## GETTING AROUND:

Americans have been threatening life and limb on the ubiquitous rental scooters for decades. Rent a scooter at **Oleander Cycles** (441) 295-0919. But much of Bermuda is within walking distance and what the bustling ferry system can't get you to, the distinctive buses or taxis can. Buses headed in most directions can be caught at Crow Lane roundabout just a short distance from the Dinghy Club, and the club's duty desk can call a cab for you. If you're on the roads, remember to drive on the left - and yield to the traffic on the right in the frequent roundabouts. And don't forget that drinking and driving is lethal, even in Bermuda.

## MARINE SERVICES:

If your boat is in need of any repairs after your journey, you will find **Offshore Yachting and Maintenance** (441) 236-9496, **PW Marine** (441) 295-3232, and **West End Yachts** (441) 535-1303 are full service yards able to meet your needs. **Ocean Sails/Doyle Bermuda** (441) 297-1008 is available to help replace or repair your sails and supply other canvas needs. **Triangle Rigging** (441) 297-2155 can help you with any rigging needs.

## DINING:

There is no end to the list of places happy to let you purge your memory of galley gruel. Be mindful that the best of Bermuda's restaurants charge prices that are reminiscent of Boston and New York. **Bonefish** (441) 234-5151 has something for the entire family and crew. **MEF Limited** [www.diningbermuda.com](http://www.diningbermuda.com) has a stable of dining options to suit every one. Visit the website to find one for your crew.

## ACCOMMODATIONS:

The elegant **Royal Palms Hotel** (441) 292-1854 is the perfect place to recover from the rigors of your journey across the Gulf Stream offering accommodations and a full range of resort services.

## PROVISIONS AND OTHER SERVICES:

You would be missing a quintessential part of Bermuda were you not to enjoy our national drink made with **Gosling's Black Rum** and Ginger Beer. **The Marketplace** (441) 295-6006 is the perfect place to provision for your return trip. Also, be sure to stock up on **Barritt's Bermuda Stone Ginger Beer** to quench the thirst of your crew during their stay in Bermuda and for that Dark-'n-Stormy when you reach home port.

For those who want to rinse that salt water out of every last piece of clothing in their duffel the **Quickie Lickie Laundry** (441) 295-3016 is the solution.

## SHOPPING:

Hamilton is Bermuda's shopping headquarters, but it is by no means alone. As to where to go for what, we respectfully suggest you start by looking at the advertising in this publication. They represent some of the best-priced, most sailor-friendly retailers on the island.

## SIGHTSEEING AND ACTIVITIES:

There's much to see right in Hamilton and Paget near the Royal Hamilton Amateur Dinghy Club (RHADC). The **Bermuda Underwater Exploration Institute**, **Crystal Caves**, and the **Botanical Gardens** are some favorites. But it's also worth exploring the opposite ends of the island. St. George's to the east, Bermuda's original capital, is the oldest continuously inhabited town of English origin in the New World. The town has a host of landmarks including a dazzling array of coastal fortifications and artillery. You will be entertained by the outdoor theatre as wenches are dunked into the harbor on the Dunking Stool. A pleasant ferry ride from Hamilton leads the other way to the historic **Royal Naval Dockyard**, where you may take a tour with **Segway Tours of Dockyard** (441) 504-2581 available every day. If you didn't find bottlenose dolphin riding your bow wave during your race to Bermuda, you will probably want to play with them at **Dolphin Quest**, where the kids (even you big kids) will enjoy learning about and swimming with the dolphins!

Save a day for the pink **Beaches** on the south side of the island – with fine, soft, pink sand and warm, turquoise blue water to frolic about in! **Lawn tennis** was born in England, so naturally it came to Bermuda before the first racquet was thrown in America. The island has more than 70 all-weather courts. Traditional tennis whites are even still required at one location and proper tennis attire is encouraged everywhere. The Bermuda Tourism website [www.bermudatourism.com](http://www.bermudatourism.com) provides up to date information on where and how to book a court.

No good sailor should be a good golfer; the Lord didn't put that much time into a day. Bermuda is a **Golf** Mecca of sorts and up-to-date information at [www.bermudatourism.com](http://www.bermudatourism.com).

Logic suggests you will have had enough of the water, but as you might expect, Bermuda has a lot to do on the water that doesn't rely on the wind. Over 430 species of fish inhabit the nearby waters and there are plenty of **Charter Boats**. If you're tired of being over the water and would rather be in it, there is also an abundance of dive outfits. Bermuda is known to **Divers** as the "Wreck Capital of the Atlantic," so you can see boats that definitely Did Not Finish. Get details at [www.bermudatourism.com](http://www.bermudatourism.com).

*Oh, yes - It has been reported that rum is available on the island!* 🍹

*“Rising out of a deep trough riding the crest  
of an adjacent swell, a humpback whale and  
her calf were looking down into our cockpit.  
Nothing like that will ever happen to  
anybody who stays ashore.”*

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# ACCOMPLISHMENT NOT GLORY

BY RICH PINKOWITZ

*There is great camaraderie among racers and the more experienced racers share thoughts with the new entrants.” About one half of the entrants in the 2011 race were repeats and the others are new to offshore sailing.*

Every year in June there is a sail boat race from New England to Bermuda. In the odd years, cruising and racing/cruising boats compete in the Marion Bermuda Race. This is a Corinthian event for non-paid crew, although professional cruising friends are welcome as long as they are not compensated. The professional paid crews and their specialized racing boats start in Newport, RI in the even years. The race to Bermuda beyond the sight and safety of shore in blue water is a challenge for competitors in each race. While winning is perhaps the goal in the Newport Bermuda Race, it's a bonus for the non-professionals in the Marion Bermuda Race who are participating to achieve personal accomplishment.

On June 14, 2013 outside of Marion, MA harbor, the race to Bermuda will begin. For four to five days, depending on wind and weather, they will be sailing over 645 miles aiming towards a small dot in the ocean, Bermuda. There are no stops along the way, no harbors of refuge if the weather turns ugly. Stretching the lifeline to safety and security, it is a challenge into the unknown. Weather changes during the race, predictions at the start are less accurate for three and four days into the race, security decreases as the race progresses. Boats and crew are prepared and ready for these challenges. The accomplishment for everyone starting the race is the sight of the welcoming beacon - St. David's Light in Bermuda.

This is the 19th race, which is formally known as the Marion Bermuda Cruising Yacht Race. The first race was in 1977. The Newport Bermuda Race is older, first run in 1906, and then, only for amateurs. As the Newport Bermuda Race gained in popularity and grew to allow larger, demonstration boats, the need for a race purely for non-paid amateurs was filled by the Marion Bermuda Race. In



fact, to date, almost 1700 boats have ventured offshore to and from Bermuda safely and successfully through their participation in the Marion Bermuda Race, for many skippers and crew their first blue water experience.

“The Marion-Bermuda Race is a competitive event,” says Graham Quinn, former Executive Director and Trustee of the Marion Bermuda Cruising Yacht Race Association. “Everyone is serious about doing well. It is just at a different tone than other races... There is great camaraderie among racers and the more experienced racers share thoughts with the new entrants.” About one half of the entrants in the 2011 race were repeats and the others are new to offshore sailing. Mark Gabrielson on Lyra was a first timer who “wanted to do



a multi hundred mile offshore sail. The Marion Bermuda Race is the safest way to do it, he said.” His boat, Lyra, a Hinckley S’Wester 50, on which his family cruises the Maine coast during the summer, was built in 1976. “This was an opportunity to upgrade the boat to fulfill the requirements for the race and have a safer boat for the family cruising,” said Mark.

The 2011 Marion Bermuda Race had 54 registered entrants. Anne Kolker, Captain of Etoile, an all-female entrant in the race was a first timer. She had recently done the shorter, overnight Lobster Run from Stonington, CT to Boothbay, ME and thought she and her crew was ready for a greater challenge. “We’ll have fun together, work together and figure things out together.” Warren Zapol sailed the Marion Bermuda Race in 2005 on a friend’s boat and entered his own boat, Mahubay, in 2011. “It’s a wonderful thing to do. You get to know people when you are at sea and you build friendships.” Graham Quinn concurs: “It is a smaller, more intimate event than the Newport Bermuda and sailors get to know each other.”

For most, boat preparation begins long before the boat gets to the starting line. The race to prepare the boat may produce more anxiety than the Race itself. In order to gain entry to the starting line, boat and crew must meet standards established by the International Sailing Federation (ISAF) for Category I Racing, “where yachts must be self sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.” Then to make certain that the boat is properly prepared, each boat must be inspected and approved by a certified inspector.

A seaworthy boat can be undone by an inexperienced crewperson or captain. The Race requires at least some of the crew aboard each vessel must have participated in an offshore race of at least 250 miles. In addition, at least 30% of the crew must have attended a Safety at

Sea Seminar. Mark Gabrielson and crew attended the March 2011 Safety at Sea Symposium, and stated “After attending the seminar, I’m not sure why I would leave the dock to race! Yet, it is an excellent immersion in safety and the problems that might arise when you are offshore.” In one day, the Safety at Sea Seminar highlights the range of weather, emergency, crew and safety situation that might arise when offshore. The 2011 Symposium was lead by John Rousmaniere, an experienced mariner with more than 40,000 miles of Blue water behind him. You may not ever experience the difficult conditions described in the seminar, but the knowledge of how someone else handled the conditions prepares you in the event that similar difficulties arise offshore.

The start of every race is exciting. For sail boat races, it is a close quarter maneuver of large, lumbering boats not wandering too far from the starting line while trying to gain an advantage for the start. This often results in heart stopping maneuvers to avoid collisions while the clock is ticking down to

your class start time. Everyone is trying to cross the line at the precise second of their start. For a first time Captain, just getting the boat to the starting line is a huge accomplishment in itself.

After the start there is an 18 mile long reach down Buzzards Bay leaving the Elizabeth Islands and the South Shore of Massachusetts behind. Having successfully navigated the shoals at the southwestern end of Cuttyhunk and out past the Buzzards Bay entrance buoy, it is a straight line to Bermuda for the next 630 miles.

Tight quarter maneuvering is over and navigators now set their best course to Bermuda. As the light on Gay Head light disappears from view the boat and crew begin to settle into the routine that will carry them to the finish in Bermuda. There are no highways on the ocean and the boats separate. Each Captain and their Navigator has their best guess course to Bermuda. It is now getting dark and crews begin the watch pattern of work shifts that will carry them through the next several days. The first night offshore can be special. Garet Wohl, the Navigator aboard Etoile in 2011 exclaimed, “Watching all of the stars at night is mystical.”

About 150 miles offshore lies the Gulf Stream. Called by Matthew Maury “a river in the ocean”, the Gulf Stream is a major obstacle on the route to Bermuda. It can be a challenge. Ranging from fifty to one hundred miles wide, this river of warm water flows at speeds of up to 5 knots often conspiring with local weather patterns to create big seas and challenging sailing conditions. Like a meandering river, Gulf Stream waters break away from the main body to create eddies, swirling pools of water miles across that can help or hinder the progress of the fleet. In this day of satellites and GPS the well prepared navigator has tracked the Gulf Stream and its eddies on the web for weeks in advance of the race as they create and update their optimal course to Bermuda before leaving the dock in Marion, MA.



A few days later, as excitement became routine and routine became boredom, you think you see an outline on the horizon. Is it St. David's Light ...or maybe a few clouds? GPS does soon confirm you are about 20 miles from the finish line and everyone is re-energized.

One of the more interesting charts, which the Bermuda Chamber of Commerce sends out, is the image of sunken ships surrounding the island. The island is surrounded by reefs and unwary vessels, and for hundreds of years, many a tired crew have put their boats on these shoals. The reefs are well marked, but after four or five days on the boat, the desire to get back on land may overrule caution. Approaching from the North, the finish line is on the Eastern side of the island and most racers follow the curve of the reefs to the finish. St. David's light and a sea buoy mark the end of this multi-day journey. Sailors look forward to getting to safe harbor for hot showers, a good meal, and a Dark and Stormy as they celebrate with exhilaration and excitement their sense of accomplishment. 🍹

Emerging from the Gulf Stream, it is now time to reset the course to Bermuda. Once through the Gulf Stream, foul weather gear is put away, shorts and tee shirts become the uniform of choice and the next few days are often a pleasant sail in tropical weather. The winds are steady and warm. This is the time to "sit on the bow watching dolphins ride the bow wave," as Warren Zapol poetically put it. Conversely, as was the case in 2009, the winds never stopped blowing and the rain never stopped. It was gloomy, wet, and miserable the entire trip.

*"Nestled far down in the minds of many is this idea that, at least once before we die, we want to do some serious ocean sailing."*

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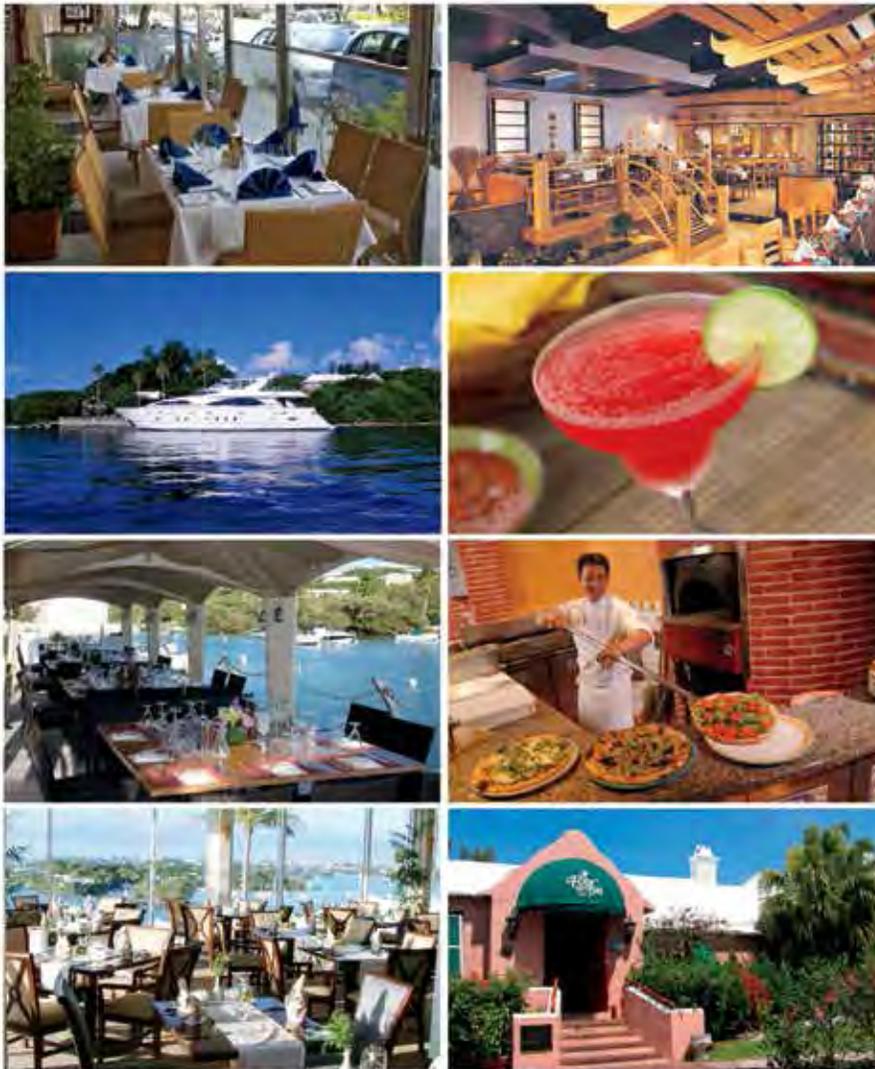
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# NEXT GENERATION

*The Marion-Bermuda Race Committee and our sponsoring clubs, support and celebrate the work being done to foster a continuing interest in sailing and the development of sailing skills through youth programs like these.*



## “WATERWISE”

“In 2000, The Bermuda Government established the Waterwise programme for middle school students, ages 11 and 12. This programme is administered by the Bermuda Sailing Association (BSA) and works to teach academics through the activity of sailing. Throughout the school year the students learn elements of physics, math, geography and science as it relates to sailing and Bermuda’s rich marine heritage.

The BSA organises sailing instructors to visit the schools with land based simulators that can be used in school courts. Using the simulators, the students learn how to rig the boats, learn about points of sail and basic tacking and gybing maneuvers. It’s a wonderful opportunity to progressively teach sailing skills. In addition, taking water out of the equation eliminates the initial fear that many children experience. The dry land sessions prepare the children for four to five days of on the water sessions at the end of the school year. It is amazing to see their progress and the amount of confidence that sailing a boat, solo, can bring to a young child. Sailing a small single handed dinghy empowers the child with decision making and problem solving skills, while teaching them respect for nature and the marine environment. Sailing demands a high level of discipline, concentration and commitment. These are attributes that can lead a child down a more positive patch in life, possibly keeping them from making choices that might limit their future. If they do choose to stay with sailing, The Royal Hamilton Amateur Dinghy Club, The Royal Bermuda Yacht Club, The Bermuda Optimist Dinghy Association and The Bermuda Sloop Foundation, under the umbrella of The Bermuda Sailing Association are all committed to ensuring they stay on the water and remain engaged.”

[bermudasail.bm](http://bermudasail.bm)



Community Boating Center’s mission is to enrich the lives of New Bedford area residents through boating. They use sailing to teach positive life values to the residents and especially the young people of Greater New Bedford regardless of means.

## ABOUT US

Community Boating Center of New Bedford (CBC) is a 501(c)(3) non-profit educational organization which provides people from the Greater New Bedford area



with challenging and enriching new experiences through boating. Community Boating Center offers a variety of educational and recreational programs throughout the year built on the rich waterfront heritage of New Bedford. Community Boating Center strives to instill in the young and continue to teach people of all ages the value of integrity, sound judgment, teamwork and environmental awareness. They do this by offering educational opportunities and access to the marine environment, regardless of means, through instruction, mentoring and coaching. Nearly 80% of the children that participate in the summer program attend on a full scholarship. 600 children between the ages of five and sixteen go through the program each summer.

Community Boating Center is supported entirely through program fees, grants, and the voluntary contributions of caring and concerned citizens, corporations and foundations.

[www.communityboating.org](http://www.communityboating.org)



At Courageous Sailing, we utilize sailing as a platform for life-long learning, personal growth and leadership. We are committed to providing access to sailing Boston harbor and the great outdoors for all of Boston’s youth and the greater public.

Courageous Sailing was established in 1987 as a 501(c)(3) by the late South Boston sailing enthusiast Harry McDonough. It was his dream to teach children from all economic and ethnic backgrounds lessons in partnership and trust, while delivering the ultimate sailing experience. In Harry’s words, “Every child’s perspective is improved 50-yards offshore.”

A quarter century later Courageous is now a nationally recognized year-round educational center for community sailing and youth development. Courageous offers Boston-area youth FREE and low cost out-of-school-time programs in sailing, environmental education, job skills development, and leadership training. In 2011 we were honored as one of US Sailing’s first-ever officially sanctioned community sailing centers.

Courageous currently serves over 1,000 children each year out of three sailing venues in metro Boston. Our youth programs are mostly free of charge and serve children from Boston neighborhoods. We regularly partner with numerous local organizations including: Special Olympics, Carroll Center for the Blind, Boston Public Schools, and Big Sister Association of Boston.

To find out more about Courageous Sailing and its events, membership programs and other opportunities for supporting our mission, we invite you to visit our website.

[www.courageoussailing.org](http://www.courageoussailing.org)



# 2011 MARION-BERMUDA CRUISING YACHT RACE TROPHY WINNERS



Original watercolor by Dr. Charles Parsons

## RACING CLASS TROPHIES: CLASS D

### JOEL B. SYKES MEMORIAL TROPHY

1st – SILHOUETTE, a Cherubini 44, skippered by David Caso from Duxbury, Massachusetts

2nd – MIDNIGHT, an S&S Sailmaster 45, skippered by Rick Bassler from North Attleboro, MA

3rd – SEEADLER, a Tartan 372, skippered by Bill Read from Annapolis, MD

COOK's – ROCKWELL, a Mason 43, last yacht to finish overall.

## CLASS C

### GIBSON MEMORIAL BLUE WATER TROPHY

1st – GADZOOKS, a C&C 38, skippered by Geoffrey Beringer from Darien, CT

2nd - SOLUTIONS, a Jeanneau Sun Odyssey 45, skippered by Mark Craig from Grosse Pointe, MI

3rd – BLACK MALLARD, a Cardinal 46, skippered by Tracy Day McRoberts from Glen Cove, NY

COOK's – TUNA, a Canadian Sailcraft 36

## CLASS B

### KAPLAN MEMORIAL MIN RON III TROPHY

1st – ARIEL, an Alden 44, skippered by Robert Anderson from Seekonk, MA

2nd – DEFIANCE, a Navy 44, skippered by Dillon Rossiter from Annapolis, MD

3rd – INTEGRITY, a Navy 44, skippered by Chester Heer from Annapolis, MD

COOK's – BLUE NOTE, a Bristol 43.3

## CLASS A

1st – LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

2nd – PESCATORE, a Hinckley SW 59, skippered by George Tougas from Marion, MA

3rd – MARGALO, a Baltic 48 DP, skippered by Chip Johns from Mattapoisett, MA

COOK's - EPIFFANY, an Oceanis 46

## IRC TROPHY

Yachts racing for this trophy are scored under the IRC rule

1st – LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

2nd – PESCATORE, a Hinckley SW 59, skippered by George Tougas from Marion, MA

3rd – BRIGAND, a Nelson Marek 50, skippered by Sean Saslo from Guilford, CT

## REGIONAL AND CLUB TROPHIES:

Race rules specify that a yacht may only be awarded one Regional or Club Trophy, and cannot be awarded one if she is receiving one of the Fleet or Special Trophies.

ADAMS BOWL – For best performance by a New England yacht: PESCATORE, a Hinckley SW 59, skippered by George Tougas from Marion, MA

TOWN OF MARION TROPHY – For best performance by a Buzzards Bay yacht:

MIDNIGHT, an S&S Sailmaster 45, skippered by Rick Bassler from North Attleboro, MA

DEBORAH ANNE DOMENIE MEMORIAL TROPHY – For best performance by a yacht from the New York area, including Long Island Sound and New Jersey:

GADZOOKS, a C&C 38, skippered by Geoffrey Beringer from Darien, CT

NAVAL ACADEMY TROPHY – For best performance by a Chesapeake Bay yacht:

SEEADLER, skippered by Bill Read from Gladwyne, PA

COMMODORES CUP – For best performance by a Blue Water Sailing Club yacht:

MUHABAY, a Sabre 362, skippered by Warren Zapol from Cambridge, MA

BERMUDA LONGTAIL TROPHY – For best performance by a Beverly Yacht Club yacht:

ILLUSION, skippered by Gerald Rosen from Marion, MA

## SPECIAL TROPHIES:

L. BYRON KINGERY SHORT-HANDED TROPHY (crews of four): For best performance by a short-handed yacht:

CORSAIR skippered by David Risch from Marion, MA

I-BOAT TRACK MARION-BERMUDA TEAM TROPHY

to a team of three yachts from one club or association with the lowest combined corrected time. Three teams in competition.

BEVERLY YACHT CLUB TEAM with a combined time of 11 days 7 hours 41 minutes.

CORSAIR – skippered by David Risch

MARGALO – skippered by Chip Johns

VIVALDI – skippered by Stefano Pacini

THE BARTRAM TROPHY – For best performance by a Service Academy or an ROTC yacht

DEFIANCE, a Navy 44, skippered by Dillon Rossiter from Annapolis, MD

MINI-CLASSES: For best corrected time by a yacht in a “mini-class” of three or more yachts of the same design

HINCKLEY YACHTS Hinckley Sou’wester

KIVA, a Hinckley SW 51CB, skippered by Mark Stevens from Stratham, NH

DOUBLE HANDED TROPHY – To the first yacht to finish with a crew of two.

KIVA, a Hinckley SW 51CB, skippered by Mark Stevens from Stratham, NH

BEVERLY FAMILY TROPHY – Presented to the first Family yacht to finish.

A “Family” yacht is defined as one with a crew of five or more with all but one being members of a single household or single family.

Persons related to a common grandparent and spouses of these are considered family.

MERIDIAN, a Tartan 4600, skippered by Murray Beach from Westwood, MA

COMMODORE FAITH PAULSEN TROPHY – Presented to the first yacht with an entirely female crew.

ETOILE, a Stellar 52, skippered by Anne Kolker from New York, NY

BERMUDA OCEAN CRUISING YACHT TROPHY – Presented by SAIL Magazine to the skipper with best combined performance in consecutive Marion to Bermuda and the Cruiser Division of the Newport Bermuda Race

LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

ANCIENT MARINER’S GOLDEN TEAPOT TROPHY –

Awarded to the crew having the highest average age that finishes the race.

NJORD, a J 44, skippered by Frederick Ewing II, from Huntington, NY Average age 63 years 9 months

NEW ENGLAND OFFSHORE RACING TROPHY –

Presented to the Captain with the best finish in consecutive Marion to Bermuda and Stonington to Boothbay Harbor Races

SILHOUETTE, a Cherubini 44, skippered by David Caso from Duxbury, MA

## FLEET TROPHIES:

BLUE WATER SAILING CLUB BOARD OF GOVERNORS

TROPHY – For the first yacht to finish line honors. This trophy also includes a Coming Home Pennant to be proudly displayed.

LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

RHADC “PAST COMMODORES” TROPHY – For best performance by an electronically navigated yacht This trophy also includes a Coming Home Pennant to be proudly displayed.

LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

BEVERLY “POLARIS” TROPHY – For best performance by a celestially navigated yacht. This trophy also includes a Coming Home Pennant to be proudly displayed.

MARGALO, a Baltic 48 DP, skippered by Chip Johns from Mattapoisett, MA

NAVIGATOR’S TROPHY to the Navigator of the first celestially navigated yacht:

MARGALO, Navigator Larry Hall from Marion, MA

FOUNDERS TROPHY – For mono-hull yacht with the best overall corrected time

LILLA, a Briand 76, skippered by Simon DiPietro from Kinsale, Ireland and Mattapoisett, MA

ROBERT N. BAVIER SEAMANSHIP/SPORTSMANSHIP

TROPHY Awarded at the discretion of the Marion Bermuda Cruising Yacht Racing Association Board of Trustees in recognition of truly outstanding seamanship or sportsmanship, independent of a yacht’s finishing position. The Bavier Trophy was not awarded in 2011.

*“Ocean racing inevitably flushes out every character flaw and every strength inherent in the crew.”*

# TROPHIES

Trophies will be awarded to yachts based on their corrected time unless otherwise described. Other prizes may be awarded at the discretion of the Race Committee:



Founders Trophy



Captain Ed Williams Trophy

**BWSC BOARD OF GOVERNORS TROPHY** to the yacht with the shortest elapsed time.  
**COMMEMORATIVE PLAQUE** to each yacht finishing the race.

## FOUNDERS DIVISION

**FOUNDERS TROPHY** for the Overall Winner on corrected time. Presented by Gosling Rums.  
**BYC POLARIS TROPHY** to the first celestially navigated yacht.  
**NAVIGATOR'S TROPHY** to the navigator of the first celestially navigated yacht.

**CLASS TROPHIES:** Trophies will be awarded in each starting Class.

**FIRST, SECOND AND THIRD PLACE TROPHIES** in each racing class.

**COOK'S TROPHIES** to the cook of the last yacht crossing the finish line in each racing class.

**SPECIAL TROPHIES:** Trophies established to foster competition in other ocean races designed for cruising yachts and between crews, teams, yachts of similar design. These trophies will be awarded if there are three or more such yachts starting the race, or at the discretion of the Race committee.

**L. BYRON KINGERY, JR. MEMORIAL TROPHY** to the first "short-handed" yacht. A yacht is short-handed if there are only four people aboard.

**DOUBLE HANDED TROPHY** to first yacht to finish with a crew of two.

**BEVERLY FAMILY TROPHY** to first "family" yacht. A "family" yacht as one with a crew of five or more with all or all-but-one being members of a single household or a single family. Persons related to a common grandparent and spouses of these will be considered "family."

**COMMODORE FAITH PAULSEN TROPHY** to the first yacht crewed entirely by females.

**KINGMAN YACHT CENTER MARION BERMUDA TEAM TROPHY** to the yacht club or sailing club or similar organization whose team of three yachts has the lowest combined time.

**"MINI-CLASS" TROPHIES** to the first yacht in each mini-class; when yachts of the same hull design start the race they will constitute a "mini-class," regardless of their Skipper's Yacht Class within the Founders Division.

**BARTRAM TROPHY** for best performance by a US service academy, maritime college or an ROTC yacht.



Open Class Trophy



BWSC Board of Governors



The Navigator's Trophy



The L. Byron Kingery, Jr. Memorial Trophy



Beverly Family Trophy



Commodore Faith Paulsen Trophy



The Kingman Yacht Center Marion Bermuda Team Trophy

*"Barreling down Buzzards Bay with Chariots of Fire blasting from the cockpit speakers...If that doesn't get one's juices flowing, nothing will."*



The Bartram Trophy



Ancient Mariners Golden Teapot Trophy

**ANCIENT MARINERS GOLDEN TEAPOT TROPHY** to the crew that finishes the race having the highest average age. Deeded by Geoffrey and Jean Bird in memory of W. David Kingery  
**BERMUDA OCEAN CRUISING YACHT TROPHY** sponsored by SAIL Magazine, to the Skipper with the best finish in the Founders Division in consecutive Marion-Bermuda and Newport-Bermuda Races.

**NEW ENGLAND OFFSHORE RACING TROPHY** to the Skipper with the best finish in consecutive Marion-Bermuda and Stonington, CT to Boothbay Harbor, ME Races

**REGIONAL AND CLUB TROPHIES:** Awarded to yachts which have not received an Overall Trophy. Only one Regional or Club Trophy will be awarded per yacht.

**ADAMS BOWL** to a New England yacht.

**THE DEBORAH ANNE DOMENIE MEMORIAL TROPHY** to a New York, New Jersey or Connecticut yacht.

**NAVAL ACADEMY TROPHY** to a Chesapeake Bay yacht.

**CORPORATION OF HAMILTON TROPHY** to a Bermuda yacht.

**TOWN OF MARION TROPHY** to a Buzzards Bay yacht.

**COMMODORE'S CUP** to a Blue Water Sailing Club yacht.

**BERMUDA LONGTAIL TROPHY** to a Beverly Yacht Club yacht.

### **BIG YACHT DIVISION**

**BIG YACHT DIVISION TROPHY** to the first to finish in the Big Yacht Division.

### **CLASSIC YACHT DIVISION**

**CAPTAIN ED WILLIAMS TROPHY** to the first to finish in the Classic Yacht Division.

### **EXEMPLARY PERFORMANCE**

**ROBERT L. BAVIER SEAMANSHIP-SPORTSMANSHIP TROPHY** may be awarded at the discretion of the MBCYRA Trustees in recognition of truly outstanding seamanship or sportsmanship, independent of a yacht's finishing position.



Bermuda Ocean Cruising Yacht Trophy



The Adams Bowl



The Deborah Anne Domenie Memorial Trophy



The Naval Academy Trophy



The Bermuda Longtail Trophy



The Robert L. Bavier Seamanship-Sportsmanship Trophy



The Commodore's Cup



The Corporation of Hamilton Trophy



The Town of Marion Trophy

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*“There is something of Mt. Everest in the Marion-Bermuda Race.”*



# NOMINATION FOR THE ROBERT N. BAVIER, JR. SEAMANSHIP SPORTSMANSHIP TROPHY

Cut and Separate



I understand that the trophy is to be awarded by a vote of the Race Committee in recognition of outstanding seamanship, sportsmanship, Corinthian spirit or other special contribution to offshore sailing made during the Marion-Bermuda Cruising Yacht Race; that the Trophy will not be awarded in the absence of some truly special accomplishment; and that in any year it may be awarded to one or more recipients. Nominations should be filed with Race Committee at the RHADC as early as possible, but no later than 1200 ADT, Friday, June 21st. While accompanying support statements are not required, they will simplify the committee's investigation and greatly strengthen the nomination. At least two supporting statements are recommended. Nominations may be made by any race participant or observer.

I nominate \_\_\_\_\_

for the following reasons: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please enclose supporting statements from other people.

Signed \_\_\_\_\_

Yacht \_\_\_\_\_ Local Phone \_\_\_\_\_

LocalAddress \_\_\_\_\_

I will be available at RHADC on Friday, June 21st to support this nomination if requested to do so by the Committee.

YES     NO

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# ADVERTISER INDEX

## BOATYARDS & MARINAS

Barden's Boat Yard.....	34
Burr Bros. Boats.....	14
Fairhaven Shipyard.....	12
Kingman Yacht Center.....	2
MacDougall's Boat Yard .....	25
New England Boatworks.....	38
Offshore Yachting & Maintenance Ltd .....	85
PW Marine .....	30
West End Yachts.....	82

## COMMUNICATIONS & ELECTRONICS

Cay Electronics .....	12
CellOne .....	40
Ocens.....	16
Sailfast LLC .....	38

## FLAGS

Brewer Banner Designs .....	38
-----------------------------	----

## HOTELS/MOTELS/INNS

Briarwood Beach Motel.....	48
Royal Palms Hotel .....	10

## LIQUORS/BEVERAGES

Affinity Beverages.....	26
Barritt's Bermuda .....	94
Goslings .....	Back Cover
Spirits.....	Inside Front Cover

## MARINE EQUIPMENT

Edson Inc.....	14
Marine Locker.....	82
Seafrost .....	34

## OTHER SERVICES

Annapolis Marine Art Gallery .....	51
Quickie Lickie Laundry.....	94
Stott Marketing Group .....	48

## PHOTOGRAPHY/PRINTERS

Anne T. Converse Photographer .....	26
Cranberry Print Marketing Partners.....	46
Spectrum Photography.....	39

## PROVISIONS/PHARMACY/GROCERY

The Market Place .....	78
------------------------	----

## REAL ESTATE

The Converse Company Realtors .....	56
Robert Paul Properties .....	22

## RESTAURANTS/CATERING

Bonefish Grill.....	76
MEF Limited .....	86
Santoro's .....	52
Turk's Seafood .....	56

## RIGGING

North East Rigging .....	34
Rigging Solutions.....	94
Triangle Rigging .....	42

## SAFETY EQUIPMENT

Landfall Navigation.....	8
Life Raft Survival Equipment .....	4
Sea Safety .....	48

## SAILMAKERS/SAIL REPAIR

Harding Sails.....	32
North Sails Direct .....	16
Ocean Sails/Doyle Bermuda.....	52
Quantum Sail Design Group .....	28
Sperry Sails.....	18

## SUPPLIES & HARDWARE

Aubuchon Hardware.....	52
West Marine .....	6

## TOURS/BIKE RENTAL/ATTRACTIONS

Bermuda Department of Tourism.....	70
Oleander Cycles .....	92
Segway Tours.....	82

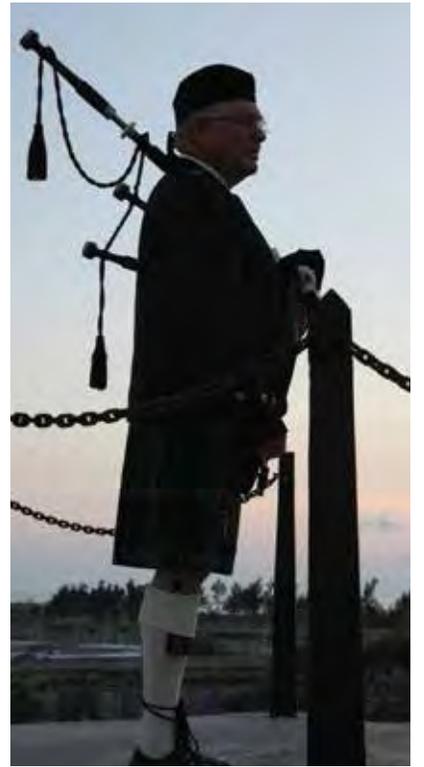
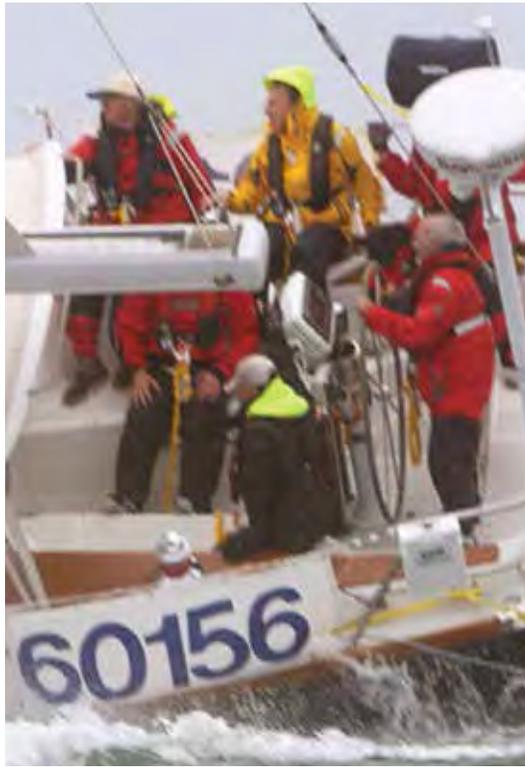
## WEATHER

Jennifer Clark's Gulfstream .....	28
Locus Weather .....	26

## YACHT RACES

Corinthian Stonington to BoothBay .....	69
Newport to Bermuda .....	56

*“The world is electric at the helm on  
Night Watch. I am alone with my thoughts  
on a forty foot island surrounded  
by the power and majesty of the sea.  
I feel very much at home.”*







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