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JUNE 15, 2018
OFFICIAL PROGRAM



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The 2018 Newport Bermuda Race official program was edited by H.L. DeVore, John Winder, and John Burnham, and produced by *Cruising World* for the Bermuda Race Organizing Committee. Program design by Bill Roche.

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The 2018 Newport Bermuda Race is the 51st “Thrash to the Onion Patch” and 91st anniversary of the partnership of the Cruising Club of America and Royal Bermuda Yacht Club as race organizers.

One of the Western Hemisphere’s oldest yacht clubs, RBYC was founded in 1844 and has co-organized every Bermuda Race. It has hosted many other international yachting events, including the Argo Group Gold Cup series for the King Edward VII Gold Cup. The Albuoy’s Point clubhouse is race headquarters in Bermuda.

Founded in 1922 with the slogan “Nowhere is Too Far,” the CCA joined the RBYC in organizing the Bermuda Race with the aim of improving offshore boats. The club awards the Blue Water Medal “for a most meritorious example of seamanship.” The CCA has no clubhouse and is organized in 13 local stations and posts.



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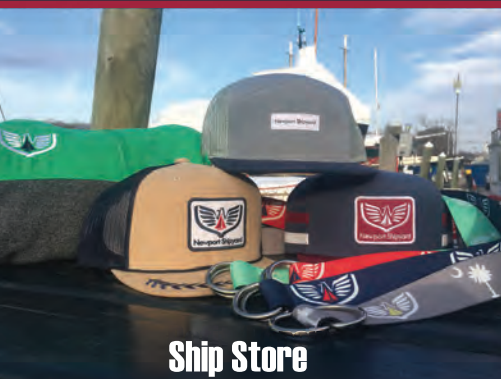


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THE RACE CHAIRMAN'S LETTER



Welcome to the 2018 Newport Bermuda Race! Recognised as one of the truly classic, magical offshore races, this race is an amazing adventure for all competitors. Multi-race veterans and first timers alike will share an adoration and fascination for the racecourse and of course the ultimate destination, the beautiful islands of Bermuda.

I am sure that all competitors who have been involved in preparation of their yachts for the "51st Thrash to the Onion Patch" will have some appreciation for the work that has happened behind the scenes to make it all happen. The commitment, energy, expertise, and time donated by the hundreds of volunteers since July 2016 has been truly outstanding. Please join with me in expressing sincere gratitude to them all.

The Newport Bermuda Race is structured on tried and tested protocols aimed to maximise our commitment to safety and seamanship whilst embracing the ever-changing landscape of yacht and equipment innovation. Consequently, it is hugely exciting for us to be incorporating a multihull division for the first time. Our focus also continues on enhancing youth involvement within the competitor base and striving to once again develop more international participation.

We hope all competitors will come away from the 2018 Race with a mental kitbag packed with feelings of satisfaction, accomplishment, excitement, enjoyment and wonderful memories.

Remember please: "Sail safely, swiftly, successfully with maximum fun!"

Best wishes

Jonathan Brewin
Chairman, Newport Bermuda Race 2018



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LETTERS FROM THE COMMODORES



The Cruising Club of America is again delighted to work with the Royal Bermuda Yacht Club to coordinate and manage this truly magical and classic ocean race for sailors of all ages, different backgrounds and countries. The 2018 race celebrates the 92nd anniversary of the partnership of the two clubs. Volunteers have contributed thousands of hours to the organization of the Race under the leadership of Race Chairman Jonathan P. Brewin. We know that their efforts will provide you and your crew with a remarkable experience.

We are grateful to be supported by the Bermuda Tourism Authority in helping us conduct this race. Their contribution is invaluable. We wish you a swift, safe, and successful crossing of the Stream, and we look forward to greeting you in Bermuda.

Brad Willauer
CCA Commodore



The Royal Bermuda Yacht Club is once again thrilled to join with the Cruising Club of America to host this legendary ocean race between Newport, Rhode Island, and the island of Bermuda. The race sees sailors of all ages and backgrounds set sail across 635 miles of open ocean—an experience that will see rivalries and friendships renewed and new ones created. The thrill of competing and completing the race in beautiful Bermuda and the welcome from its friendly people is a memory that will last a lifetime.

We are very grateful to the multitude of volunteers who have committed countless hours to the organization and safe running of the race under the leadership of Race Chairman Jonathan P. Brewin. Their efforts are sure to provide you and your crew with an amazing and unforgettable experience this year.

We look forward to seeing you all in Newport and Bermuda, and wish you a speedy, safe and successful “thrash to the Onion Patch”.

Jonathan D. Corless
RBYC Commodore

PREVIEW OF THE 51ST NEWPORT BERMUDA

BY CHRIS MUSELER

Sometimes light airs test the crews day and night, as in this photo from the 2006 Race aboard *Maximus*, and sometimes the Gulf Stream serves up stomach-churning pitch-and-roll smorgasbord, as aboard *Dorada* in 2012. The common denominator in good crews is concentration and a good sense of humor.

ONNE VAN DER WAL

JOHN BURHAM, CHRIS MUSELER

Two hundred or more sailing yachts will point their bows southeast in June. They'll sail as a fleet, but be competing in several races within the race.

Organized by the Cruising Club of America and the Royal Bermuda Yacht Club, the Newport Bermuda Race is one of the world's greatest and most historic ocean races.

On Friday, June 15, 2018 after months of rigorous yacht and crew preparation the biennial 635-mile challenge starts in Newport, Rhode Island, off Castle Hill's magnificent rock ledge and ends days later, mid-Atlantic, at the exquisite sub-tropical island of Bermuda. The reward for the crews is both the race and the destination.

This year's 51st edition of the race is limited to 220 entrants, and of those there will be a familiar collection of 150 or more approximately 40- to 50-foot boats. This group, the sailors in the St. David's Lighthouse and *Finisterre* divisions, is the race's largest constituency. The remaining 70 or so boats will comprise the Gibbs Hill Lighthouse, Superyacht, Open, Spirit of Tradition, Double-Handed, and Multihull divisions.

Each division has its own unique and differentiating characteristics. The technical details are defined precisely in the Notice of Race, but here's a quick summary. The St. David's Lighthouse is the amateur helmsman racer/cruiser division; the *Finisterre* Division (previously known as the Cruiser Division) is a performance cruising

division with amateur helmsman and limits on spinnakers and other downwind sails. The Gibbs Hill Lighthouse Division is for high(er)-tech, faster boats and with no limitation of the number of pros aboard; the Superyacht Division is for yachts over 80 feet. The Open Division is for high-tech and experimental boats that don't fit into other divisions due to features such as lifting foils. The Spirit of Tradition division is for "traditional" vessels over 55 feet, such as the Bermudian



training schooner *Spirit of Bermuda* and the schooner *America*. The Double-Handed Division is for 2-person crewed yachts; and the new Multihull Division is for catamarans and trimarans 58 feet or larger.

The divisions within the race have been increased and reconfigured over the years to reflect the diversity of amateur and professional crews wishing to compete, as well as the evolution and advancement of yacht design, engineering, and construction. Fair and safe competition that encourages continued participation are guiding principles of The Bermuda Race Organizing Committee (BROC), a joint committee of CCA and RBYC members.

Reflecting on the guiding principles of the race, the commodore of the Cruising Club of America, Her-



In their first Newport Bermuda Race appearance, multihulls like the Gunboat, *Arethusa* will start off Castle Hill and head for the Onion Patch in June. Each fleet will race for special perpetual trophies, the most famous of which is the St. David's Lighthouse Trophy (below, right).

Race, that they can capsize and for that reason are inherently unsafe in an ocean race. A group of multihull owners asked to compete in the 2016 race but without safety procedures or VPP Handicaps established, a two-year wait was in order. Special safety regulations, crew requirements, and a new handicap system are now in place.

"I think it's a big deal," says Phil Lotz, owner of the Gunboat 60 *Arethusa*. "Of all the great ocean races in the world, only two had yet to include multihulls. Now only the Sydney Hobart is left excluding the type."

Lotz, who is commodore of New York Yacht Club, helped form the Off-shore Multihull Association (OMA), an owners group, which collaborated with the Bermuda Race Organizing Committee to formalize the new Inspection and safety requirements for the race. Crew requirements are more stringent for these high-performance cruiser/racer cats and tris, which regularly sail over 20 knots. Concerns also

had to do with proper placement of safety gear, including liferafts as deck layouts on multihulls are uniquely different and the potential for capsize can limit access.

Safety considerations of multihulls were carefully evaluated. The race's technical committee began its research in 2014. Lotz says that it was a great learning process for both sides in determining what requirements were practical. He went on to say that all are pleased that

the time has come. Expressing his satisfaction, he said, "The Bermuda Race has been something we've always really wanted to do as a group."

More Firsts in Gibbs Hill and Open Divisions

There are more firsts in the Open Division in 2018. Previously created for professionally crewed, high-performance boats that often had mechanically canting keels and water ballast, the group is now open for and water ballast, the group is now open for boats with vertical-lift foils. An Infinity 46 canting keeler with such equipment is expected to be on the start line. These "foils" slide out to leeward from the hull, horizontally, and give the boat tremendous righting moment and power. Other foil arrangements are allowed in the Open Division, but with some restrictions.

The Gibbs Hill Lighthouse Division, which has allowed professional crews, is now allowing canting-keel and water-ballast boats that were once relegated to the Open Division. This allowance for boats including the new, water-ballasted J/121 is expected to boost participation in the division, showcasing the trickle-down of the latest in yacht design.

St. David's Lighthouse Challenge and Reward

John Osmond, Principal Race Officer, sailed his first Bermuda race in 1982 aboard his own C&C 40. The start was postponed two days due to

a gale, the remnants of which the fleet battled in the Gulf Stream. He kept coming back, excited for the adventure, and now many decades later, Osmond sees that same drive from the amateur sailors of the Bermuda Race.

"In the St. David's Division, we clearly have the same degree of excitement and effort to enhance the learning curve for all the nuances of racing in the ocean," says Osmond. "For everyone who



bert L. Stone, stated in 1923 that the race was founded "In order to encourage the designing, building, and sailing of small seaworthy yachts, to make popular cruising upon deep water, and to develop in the amateur sailor a love of true seamanship, and to give opportunity to become proficient in the art of navigation." With these principles in mind and after careful consideration and extensive study, the 51st Bermuda Race will be a milestone year for the event. In the Gibbs Hill Division, canting keels will now be allowed. And for the first-time,

KEY EVENTS CALENDAR

Sat/Sun, 6/9-10	11am	Annual Regatta, Onion Patch Races 1 & 2	Rhode Island Sound
Weds., 6/13	6-8pm	"Gosling's Rum Newport Shipyard Crew Party"	Newport Shipyard
Thurs., 6/14	5-7pm	Captains Meeting (2 tickets/boat)	Jane Pickens Theater
Fri., 6/15	1pm	Race starts	East Passage, Narragansett Bay
Tues.-Thurs. 6/19-21	5pm	Goslings Rum 101 History & Tasting	RBYC (register at Duty Desk)
Weds, 6/20	7-10pm	Goslings Crown and Anchor party	RBYC
Thurs., 6/21	2pm	RBYC Anniversary Regatta Skippers' Meeting	RBYC
Thurs., 6/21	6-10pm	Goslings Rum Swizzle Washing Machine Party	RBYC
Fri., 6/22	9:55am	Anniversary Regatta, Onion Patch Races 4 & 5	Great Sound
Fri., 6/22	5-9pm	Anniversary Regatta prize-giving and party	RBYC
Sat., 6/23	6-8pm	Prize-giving Reception (invitation only)	Government House

Note: Double-check event times with local organizers. Also, New York YC at Harbour Court invites competitors and Cruising Club of America members to check in at quartermaster's desk.

a Multihull Division will be included, with starts for catamarans and trimarans.

While the range of boats competing continues to evolve, the demographics of the race are changing, too. With youth and family participation increasing thanks to initiatives tied to new trophies, this year's race is poised to have the most diverse group of sailors and boats in its history.

"We continue to develop the race as technology evolves," says Jonathan Brewin, the race chairman. "Sailing as a sport continues to move forward, and this is an opportunity for us to develop our competitor base." He emphasizes that safety and seamanship remain the core principles of the race, influencing the requirements for all new additions to the fleet.

Multihulls Race for the First Time

In the past, some might have said there would never be catamarans and trimarans in the Newport Bermuda

©ROLEX / DANIEL FORSTER

BARRY PICKTHALL/PPL



Win or lose, competitors in the Newport Bermuda Race will share common experiences: safety preparation, such as testing liferafts (below, right), trimming sheets, and passing beneath 635 miles worth of extraordinary cloud formations.

Carr paints the picture of how a family fits the race into their lives. “We didn’t do the race growing up,” she says. “My dad was working. It wasn’t until he was retired and we were in our 20s and early 30s when we didn’t have our own children that we raced as a family.”

Competitors have openly admired the Glenns and other families in the race. She says that she has seen this group grow slowly and that she hopes the next phase for her family’s involvement is coming soon. “It has to be the right time of life. Of course that would be a dream to have my children there with me.”

Safety and Mentoring

Of all the great ocean races, the Newport Bermuda certainly has the most rigorous inspection process for the boats and safety requirements for the crews. And the safety record is unmatched in ocean racing. Many a sailor has been overheard saying something like, “The Bermuda Race has made me a safer sailor,” and “I love distance racing, it is like fast cruising”. These comments would surely have brought a smile to the face of Herbert L. Stone, the CCA commodore in 1923, who said that the race was founded “To encourage the designing, building, and sailing of small seaworthy yachts, to make popular cruising upon deep water, and to develop in the amateur sailor a love of true seamanship, and to give opportunity to become pro-

ficient in the art of navigation...”

The encouragement and support of sailors comes from ambassadors for newcomers, and conscientious and helpful inspectors plus the many volunteers organizing the race. John Winder, a race ambassador, inspector and former race chairman, who will be sailing his 22nd Newport Bermuda Race this year, says, “With a high number of newcomers each year, the ambassador program is very helpful in encouraging and supporting safe participation.” Speaking of the rigorous requirements and inspections, Winder notes, “If we had a major gale, there’s a concern there could be a lot of carnage if it weren’t for the inspection process, not to mention the required safety training, preparation and experience”

New competitors, Winder says, are upping their game with more modern monohulls, increasing performance within the St. David’s Lighthouse Division. The inspection process is keeping pace with these changes, says Winder, who is also a member of the race’s technical committee. “We still want to provide a home for an owner with a new, fast planing boat without moving them to another division.”

With the possibility of carbon catamarans and monohulls with wave-piercing vertical-lift foils lining up in front of Castle Hill this year, Winder says the stars of the Bermuda Race will still be the St. David’s and *Finisterre* division sailors. Though we don’t have one fleet, like in the Fastnet Race. We have a wonderful mix of competitors, and the race has evolved to have a number of races within the race. That’s

why the fleet is so strong.”

Chris Museler is a freelance journalist and is a regular contributor to a range of publications including The New York Times. He is a CCA member and has competed in four Newport to Bermuda races.



gets to do this, it’s an epic adventure.”

According to race statistics, the overall fleet size has been growing in recent years, and the majority sail for the St. David’s Lighthouse Trophy, an intricate, glimmering model of the race’s finishing beacon at the north end of Bermuda. *Actaea*, a refitted Hinckley Bermuda 40, won the trophy in 2014, and although there are newer boats in this growing amateur division, the feat serves as encouragement for older, well-found boats, even if smaller and slower.

Osmond sees recent initiatives to promote youth and family participation taking hold in 2018. The Stephens Brothers Youth Division Prize,

inaugurated in 2016 and won by a bright group of young Long Island Sound sailors, was inspired by legendary designers Olin and Rod Stephens. Race competitors between the ages of 14 and 23 are now inducted into the Stephens Brothers Society and receive a society pin upon reaching the docks in Bermuda.

Since the success of American Yacht Club’s youth team aboard *High Noon*, winning their class and the youth prize in 2016, the race has been fielding more interest from youth-driven teams. “There has been great interest and energy since they won their class on *High Noon*,” says race veteran and Young American coach

Peter Becker. “I think we can change the conversation in the U.S. about youth and offshore sailing.” (See next story “Young & Fast on Blue Water.”) The team under Becker’s leadership hopes to return in 2018 with two youth boats.

Though participation is looking strong for 2018, a large fleet is not a given, says Osmond. “There’s an attrition rate each year,” he says. “We have to decide if changes we make help or hurt participation, particularly in the St. David’s Division.” First-time competitors are normally the largest group of entrants, but the race’s specialty awards, including the William L. Glenn Family Participation Prize, help raise in-

terest and encourage returning teams.

“There’s a special chemistry that exists within family on a racing boat,” says D’Arcy Carr, who has raced to Bermuda five times on her family’s J/44 *Runaway*. “You share the same DNA, so you approach things the same way. And there’s the all-important ability to say exactly what you think without worrying about hurting someone’s feelings.”

Carr’s family donated the William L. Glenn Family Participation Prize, an heirloom bronze sextant used in Bermuda Races by her uncle Will, in 2004. Four family members must be aboard to be eligible, and one must be an afterguard member.

ONNE VAN DER WAL

CHRIS MUSELER



Today,

I will pilot my boat

out into the blue waters of Bermuda,

practice swan dives off the bow

and say hello to a blue angel fish.

Then return to stroll off the dock
back to my one-of-a-kind waterfront home.

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YOUNG & FAST ON BLUE WATER

BY JOHN BURNHAM

A teenage crew shocked the fleet in 2016,
crossing the line second only to *Comanche*.



The *High Noon* crew sails out of Newport, then celebrates at the finish (above).



Competing for the Young American Junior Big Boat Team, seven youth sailors and three adult advisors raced the 41-foot *High Noon* to Bermuda in 2016. Excerpts from two onboard accounts tell the story.

Will McKeige writes: Two days and 200 nautical miles into the race, a pack of seven boats battled for the

lead...From Saturday night through Monday afternoon, we surfed huge swells on a blast reach... We were behind two much bigger boats, *Maximizer* and *Siren*. Being first to hit Bermuda didn't seem possible until Monday night when the wind died.

...With her large powerful sail and superlight hull, *High Noon* was built to fly in the light air. ...This was our time to pounce. Collin and I worked the boat nonstop until sunrise. He steered and I trimmed the sails. We pounded *Red Bulls* and danced *High Noon* through the spotty patches

of light air. As the night passed, we watched *Maximizer's* mast light slowly move from in front of us, to abeam of us, to behind us. We had regained the lead.

...The last 30 nautical miles were agonizingly slow...Nobody said a word all morning. The island slowly came into view with the sunrise, the first land we had seen since Friday. We saw no boats between us and the finish line. We finessed the boat slowly downwind until and...were first to cross the finish line off St. Georges, Bermuda.

JOHN ROUSMANIERE, PPL AGENCY

NEWPORT BERMUDA RACE 2018



High Noon approaches the finish off St. David's Lighthouse on Tuesday morning, then reaches Hamilton Harbour.

High Noon finished in 88 hours, 27 minutes, 5 seconds, earning third place overall in the St. David's Lighthouse Division and receiving the Stephens Brothers Youth Division prize. According to Peter Becker, co-chair of the program with Rob Alexander, the 2016 Race was the culmination of several years of work by the juniors. They had paid their dues, sailing overnight and longer-distance races, then found opportunities to sail offshore.

Carina Becker writes: *The seven of us have been sailing in the same water most of our lives and have a similar passion for sailing. The High Noon Juniors' special bond was derived from not only our history, but also from the tight quarters. We were able to find humor and joy in the more "painful" moments, like when someone called to set the Code 0 for the tenth time... We helped out packing kites when others weren't feeling well, or consoled one another when the wind and seas got too big for our comfort.*

Peter Becker had his sights on a Bermuda Race for the team, but their



pipe-berth equipped J/105 wasn't up for such a race. Luckily, a charter was arranged with the U.S. Merchant Marine Academy, which had just received Heidi and Steve Benjamin's 41-footer as a donation. There was only one hitch. They had to put the boat together.

McKeige: *We were given High Noon with all the gear in huge boxes. Every fitting had been removed before she*

was painted. We had to reassemble the entire boat and restore her to peak racing condition. It took us more than three months of work to move her from the winter storage shed to being race-ready — putting her back together was like doing an enormous jigsaw puzzle. We repaired and updated deck gear, waterproofed her and bolted every fitting. We got to know every inch.



JOHN ROUSMANIERE, BARRY PICKTHALL/PPL



The other key to the program was the adult advisors, Rob Alexander, who also led the boat-assembly project, Becker, and four-time Volvo Ocean Race pro, Guillermo Altadill, who paired up with two or three junior watchmates each.

Becker: *Having Guillermo aboard was one of my favorite parts. ...he was tough on the crew and had high expectations that we all wanted to live up to. His presence kept us on track and energetic about moving fast. He taught us that "sailing fast isn't free" and there is always risk involved when pushing yourselves and your boat. But he taught us how to manage that risk. When needed, Guillermo was never shy of a reef or a smaller headsail, but he was always ready to get more sail area whenever possible. He definitely pushed all of us out of our comfort zones and made us better sailors for it.*

In 2018, the Young American program is becoming the Young American Sailing Academy. Peter Becker and Rob Alexander plan to have youth sailors from other clubs and

THE CREW:

Collin Alexander (age 18)
Will McKeige (18)
Hector McKerney (17)
Richard O'Leary (17)
Maddy Ploch (15)
Brooks Daley (17)
Carina Becker (17)

ADVISOR/NAVIGATORS:

Guillermo Attadill
Rob Alexander
Peter Becker

sailing organizations competing during the summer on two boats, one for those who haven't done the Bermuda race yet and one for the more advanced juniors who have. As we go to press in early January, they are also committed to lining up another Bermuda boat for this youth team, which has continued to train, race and evolve. But they'll need to find an owner willing to take the leap and help create another opportunity for the next generation.

That's happened in a big way last December for another group of youth racers, the MudRatz, when Stephen Kylander, owner of the Swan 48,

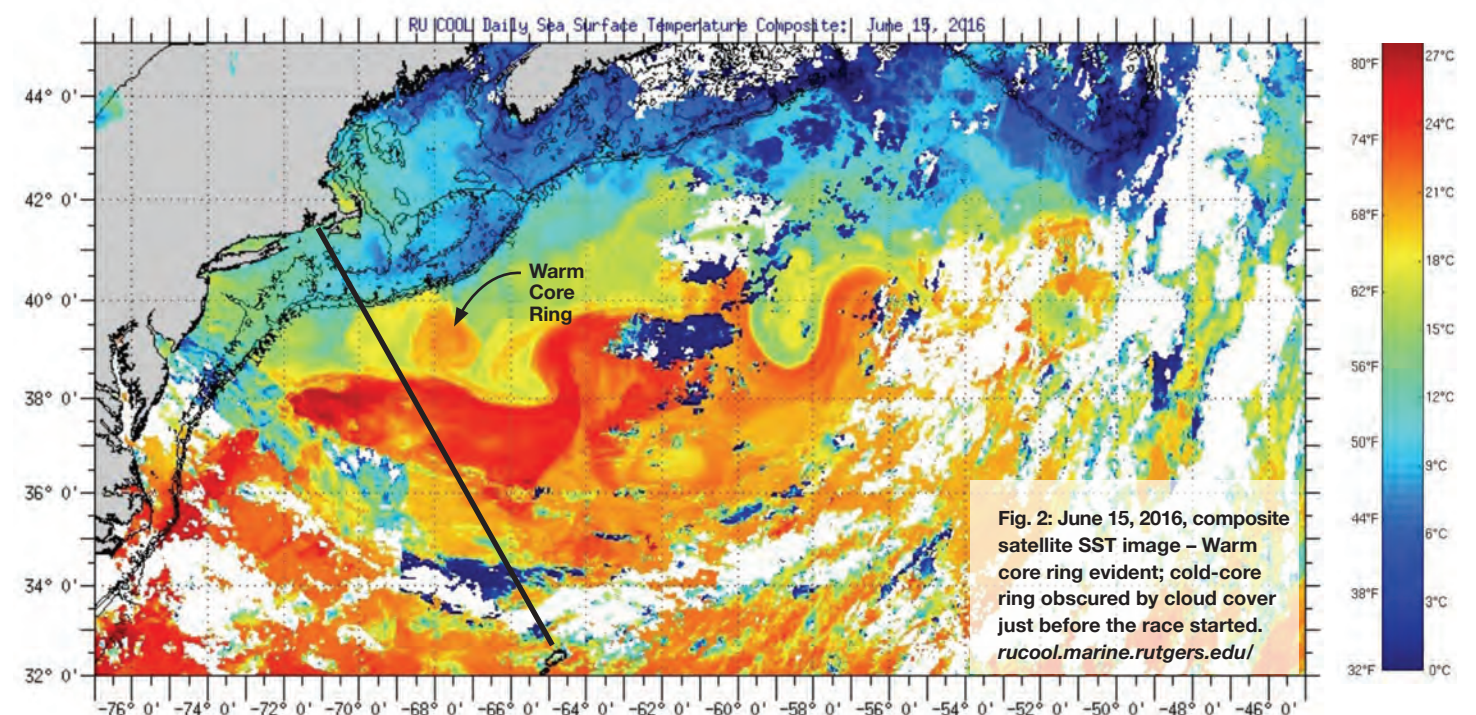
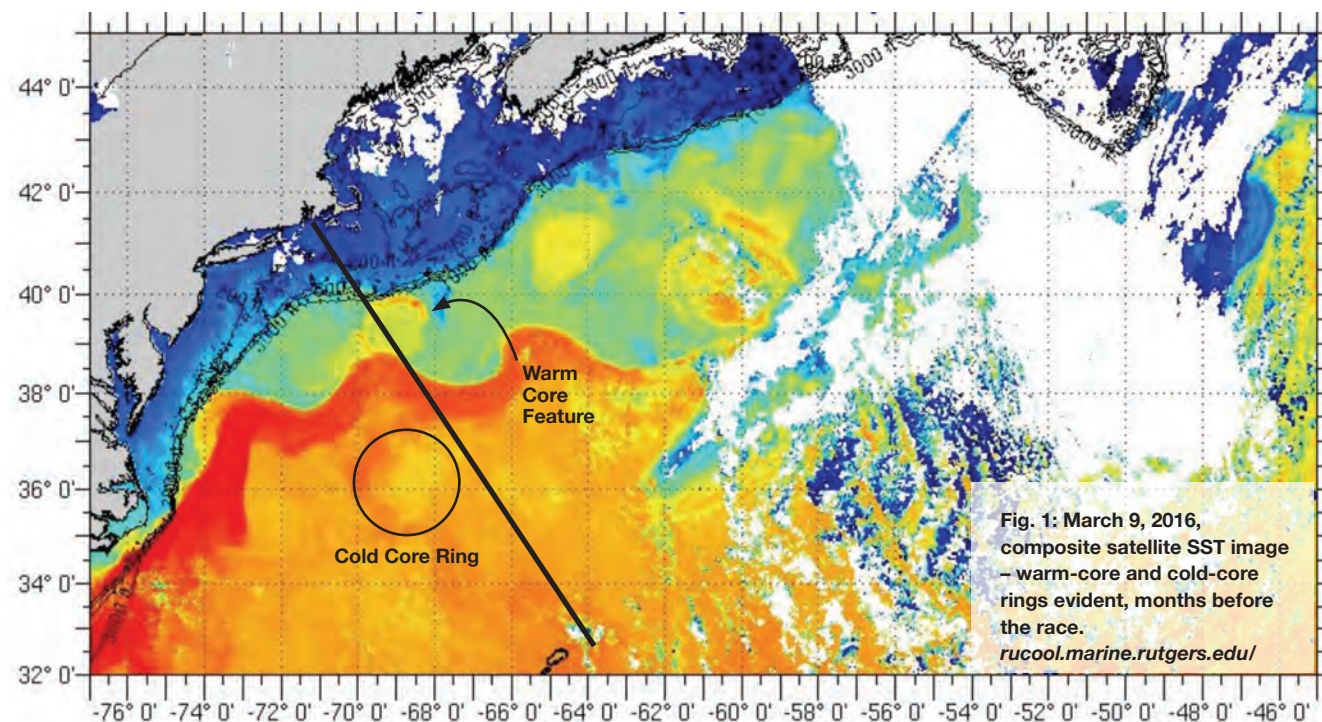
Dreamcatcher, donated his boat to the program. If things work as planned, the MudRatz will be another youthful team heading to the Onion Patch in June.

Meantime, some "High Noon alumni" have continued to extend their bluewater experience. Collin Alexander delivered *Wizard* from Hawaii to the West Coast after the Transpac last year, along with Carina's older brother, Key. As for Carina, she raced in the all-women crew of *Climate Action Now* in the 2017 Sydney Hobart Race.

Alexander and Becker are shifting their focus on youth big-boat sailing beyond a single club and have applied for 501(c)(3) status for the Young American Sailing Academy. The 2019 Transatlantic is just over the horizon. Stay tuned. From Rod and Olin Stephens to the *High Noon* crew, we already know how well youth can sail blue waters.

John Burnham is former editor of Sailing World, Cruising World and boats.com. He sailed the Newport Bermuda Race in 2012 aboard Dorade.

BARRY PICKTHALL/PPL, ACCOUNTS BY MCKEIGE AND BECKER FIRST APPEARED IN OCEAN NAVIGATOR AND WINDCHECK.



FORECAST SURPRISES, NEWPORT BERMUDA 2016

BY W. FRANK BOHLEN

Skippers and navigators can learn lessons about both Gulf Stream and weather forecasts with a look back at the last race.

It has been said that races are won in preparation and lost on the water. If you're navigating a Newport Bermuda Race, your pre-race activities begin months beforehand with a careful check of navigational instruments including the GPS, AIS, water temperature sensors, and barometer with particular attention to the wind speed and direction and the in-water boat speed sensors. These checks extend to associated shipboard communications systems (VHF, SSB, and sat-phone) as well as to the compatibility of the sensor suite with the selected navigational or routing programs. Instrument calibration will be one of the

primary chores during the first sail of the season.

You'll also benefit from a careful review of weather and Gulf Stream conditions experienced in past races. Focus on actual conditions, including rates of change, and the accuracy of the forecasts or models. This combination provides a valuable indication, particularly for first-time participants, of the character of the Newport Bermuda Race and its navigational challenges, much the way a type of music defines the dance.

Gulf Stream Shift

The 2016 Race provided a rich variety of lessons. In the case of the Gulf

Stream, satellite images of sea surface temperatures in early March (Fig. 1) showed the main body of the Stream (dark red, high-temperature band) crossing the rhumb line at a point approximately 200 nautical miles from Newport. The Stream form was dominated by a number of large-amplitude meanders. An evident cold core ring was located just to the south of the main body, straddling the rhumb line with a smaller, less-defined warm feature north of the main body just east of the rhumb line. Conventional wisdom would have these features experiencing a progressive, reasonably well-defined evolution over the 2.5-month period to the race start (see *Gulf Stream*

Primer under Gulf Stream Tutorials on bermudarace.com). The meanders would propagate (move) downstream towards Europe at a speed of approximately 10 to 20nm/day. In contrast, the cold and warm core rings would drift to the west at a speed of approximately 2.5nm/day. Such progression can substantially modify the speed and direction of surface currents in the vicinity of the rhumb line, directly affecting optimum routing.

Regular observation through March, April and May provided little evidence of the expected regular evolution. Stream structure changed only slightly. The main body meander varied in wavelength and amplitude but showed little regular easterly propagation. The cold core ring moved slowly to the west by approximately 60nm but remained in close contact with the rhumbline into June.

On June 15th, two days before the start, Rutgers SST image (Fig. 2) showed the main body of the Stream still crossing the rhumb line at a point approximately 200nm from Newport and leading to a deep meander to the east. A warm-core feature was positioned north of the main body and east of the rhumb line. Although cloud

cover obscured the cold core ring, use of the NOAA altimetry based model (see discussion of models in the *2016 Race Program* or at bermudarace.com/resources/gulf-stream-and-weather) showed the ring positioned just to the west of the rhumb line producing south-to-north-going currents over nearly 100nm of the rhumb line (Fig. 3).

However, this slow progression changed radically after the start on June 17. By June 20, the cold core ring had moved to the west by more than 30nm (compare Fig. 3 to Fig. 4). That's a distance equaling nearly half of the drift observed since March.

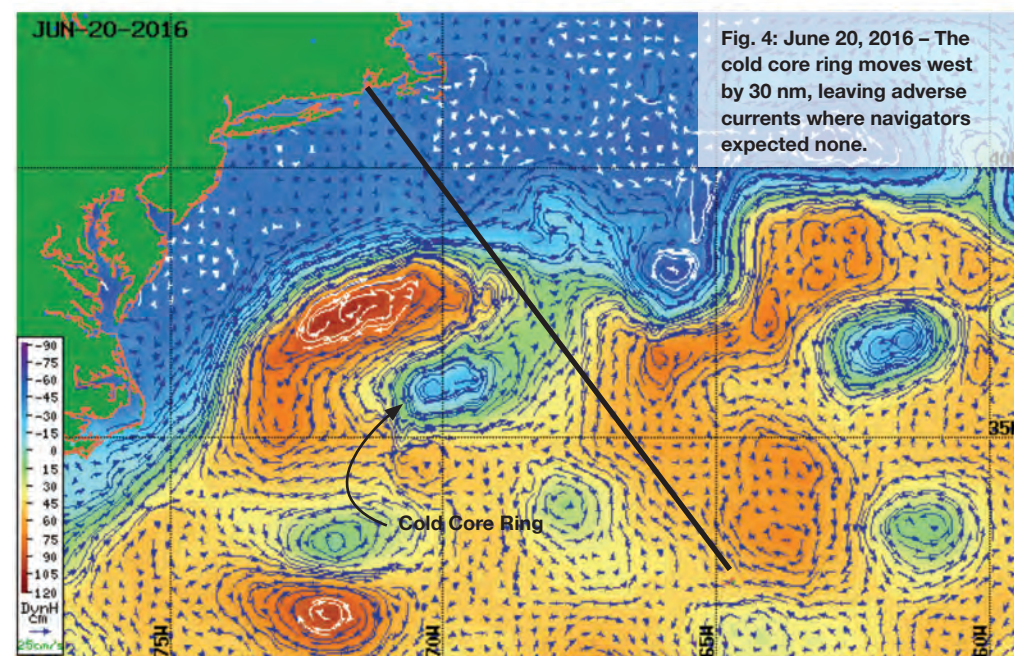
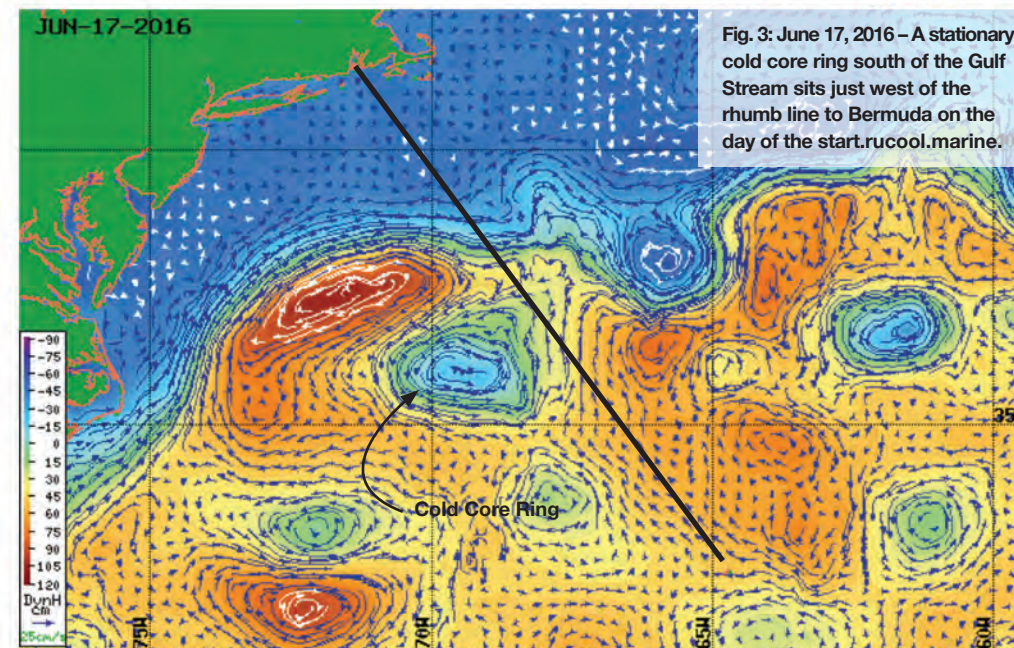
This unusual, abrupt change affected many racers who had planned strategies on the assumption that the slow-to-no drift of the ring observed over the preceding months would persist. Tracks directed at the westerly margin of the ring rather than finding weak or favorable south going currents instead encountered adverse northerly flows often in excess of 2 knots. The lesson to learn from this is clearly that Stream evolution and the migration of meanders and rings don't always follow simple rules. Failure to recognize this in strategic planning often comes at a cost.

Complex Weather Modeling

Reviews beginning a week before the Race suggested that the Race period 17-21 June would be dominated by high pressure and generally light winds. By June 13, however, this prognosis changed substantially. All weather models began forecasting the development of a low pressure system off Cape Hatteras with the potential to produce gale to storm force winds in the vicinity of the Gulf Stream as the fleet approached on Saturday into Sunday. The track of this low would favor east to northeasterly winds, which acting against the current in the Gulf Stream would produce rough seas with occasional breaking waves. These were the conditions discussed at the Skipper's Meeting on Thursday and by private weather services to their customers on Friday morning. This combination of information and concerns regarding boat integrity and crew safety resulted in withdrawal by an unusually large number of competitors.

A review of the archived National Weather Service, Ocean Prediction Center weather charts for the Race period indicates that the weather ex-

SATELLITE ALTIMETRY DERIVED SURFACE CURRENTS



<http://www.aoml.noaa.gov/phod/dataphod/work/trinanes/INTERFACE/index.html>

perienced for most of the fleet differed substantially from the pre-Race forecast. Note that use requires patience: nomads.ncdc.noaa.gov/ncep-charts/new_charts/201606/ From the Directory, select the day (e.g. “20160616” for June 16) and then scroll down to “atl” or “atlw” for “Atlantic west” to obtain surface analyses (“atlw.sfcAnal”) or forecasts.

As discussed, the OPC forecast for June 20 based on the GFS weather

model showed a substantial low developed off Cape Hatteras and tracked north across the rhumb line (Fig.5). This low did in fact form over the June 18 and 19 timeframe following the convergence of two low centers along a cold front. However, the system was smaller and less intense than originally forecast and moved rapidly along a northeasterly track. This favored the development of northeasterly winds along the rhumb line with speeds gen-

erally less than 25 knots. Strongest winds were along and to the east of the rhumb line with the low tracking well south of the majority of the fleet by June 20 (Fig.6). Only flyers like *Comanche* saw higher winds and more variant conditions, encountering squalls on approach to Bermuda associated with the cold front. Sea state conditions in the Stream were relatively benign.

The reason for the substantial difference between forecast and actual

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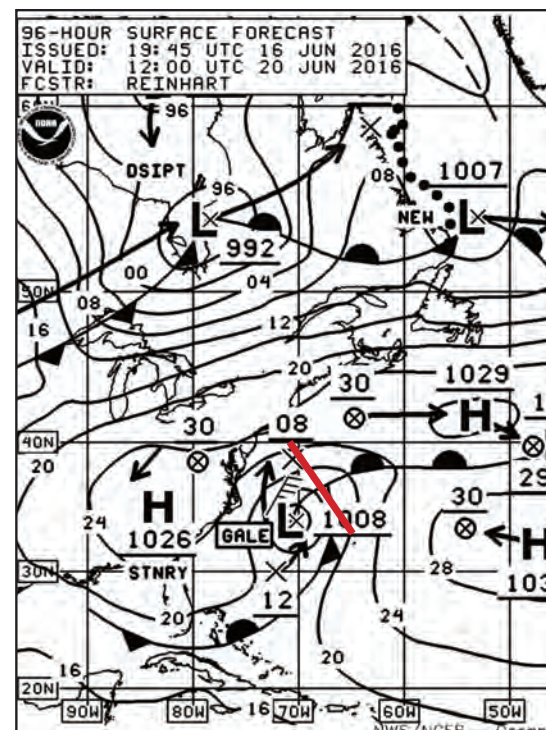


Fig. 5: On June 16, 2016, the 96-hour surface weather forecast shows gale-force winds, southwest of the rhumb line to Bermuda (red bar).

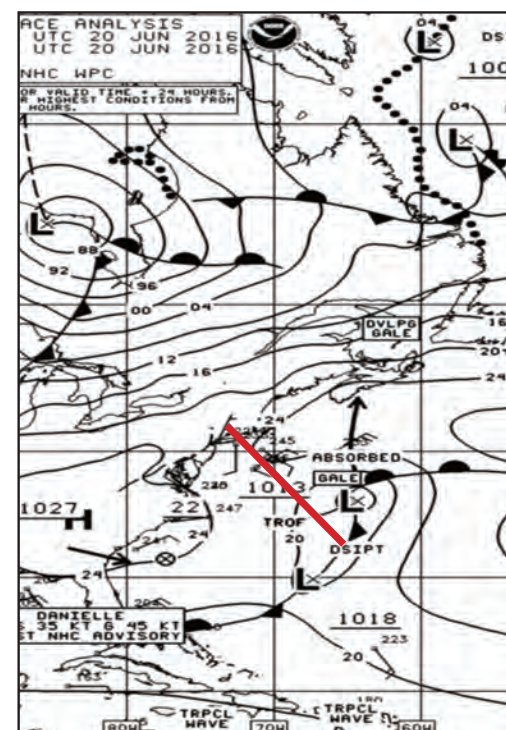


Fig. 6: A June 20, 2016 surface weather analysis shows a less-intense low, which quickly moved east and provided favorable winds under 25 knots.

conditions cannot be simply specified. It was likely the result of several factors including upper-level conditions (see the 500mb charts for the period in the archive), the vertical structure of the atmosphere affecting systems as they move from over land to over water, and the fact that we are dealing with turbulent or chaotic flow in the atmosphere that is impossible to model definitively. This latter fact is important to remember. The models that we have of atmospheric flows—our weather forecast models—serve to specify only the “possibility” or “probability” of the occurrence of an event. They do not guarantee occurrence.

The accuracy of such models is very much dependent on the complexity of the system being modeled. A surface low tightly coupled to and steered by upper-level winds is generally modeled very accurately. However, reduce or eliminate the coupling and model accuracy falls. The formation and track of the forecast low of June 19-20 involved several lows, one tracking across country from the Great Lakes with a big high behind it and the other associated with a cold front. Consolidated, the system would be moving

over the Gulf Stream with its abundant supply of heat and water vapor and in addition would be influenced by a deep upper-level trough favoring abundant rotation. This combination made for a very complex system that challenged the state of modern modeling skills. The resulting effort did get the “big picture” right and erred only in detail. Of course for the racing sailor dealing with a narrow window in time and space, it’s often the details that matter.

The Skeptical Navigator

The conditions during the 2016 Newport Bermuda Race provide valuable lessons for future racers. The difference between expected and experienced conditions in both Gulf Stream and weather suggest that skepticism is a valuable attribute for a navigator. Don’t be afraid to question. A sound basis for questioning is best developed by personal pre-race study of Gulf Stream form and structure and the developing weather patterns. These efforts will permit reasoned questioning of any hired consultants as well as providing a basis for decision-making during the Race when conditions begin to differ from those forecast.

It’s essential to remember that we are dealing with complex flows and that models do not provide definite answers only probabilities. The weather services recognize this and have been starting to provide indication of the probability of winds of particular speeds as provided by several models (see www.opc.ncep.noaa.gov/prob_guidance.php?model=naefs&basin=atl&cycle=00&plot=15&loop=0#top)

One of the challenges with this information is how to most effectively use it. Tolerance for a particular range of conditions is very much a function of the boat and crew and personal acceptance of risk. In many ways the response of the entrants to the pre-race weather forecasts in 2016 provided clear illustration of this as well as the value of care in preparation.

Frank Bohlen is a CCA member and has provided Bermuda-bound fleets with Gulf Stream and weather insight since 1998. Bohlen is a Physical Oceanographer and Professor Emeritus in the Department of Marine Sciences at the University of Connecticut. He has sailed 19 Newport Bermuda Races and received the Mixter Trophy as winning navigator in 1986.

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SEASICKNESS: COMMON, CURABLE, PREVENTABLE

BY JEFFREY S. WISCH M.D.

Causes, prevention, and treatment for motion sickness at sea, prescribed by a veteran skipper who is also medical chair of the race and the CCA's fleet surgeon.

Every even-numbered year, nearly 2,000 sailors set sail for Bermuda. At race end, medical reports are submitted and usually include more than 50 cases of seasickness. This number likely represents the most severe instances and underestimates the actual prevalence of the illness.

Seasickness ranges from slight queasiness to severe nausea and vomiting. It needs to be taken seriously. A crew member who is sick compromises not just their own safety but the safety of other crew members. But, with knowledge and preparation these risks can be minimized, and the joys of offshore sailing can be enjoyed by all, including those more prone to this ailment.

Causes of Seasickness

Seasickness is motion sickness, and no person is immune to it. We all may get it on a boat, plane, car, or carnival ride. It occurs when our visual cues are mismatched with what our brains perceive. Specifically, the labyrinth apparatus (inner ear) sends information about motion to the brain but the brain cannot process that information and line it up with the visual cues of motion or perceived motion.

Additional factors known to contribute to seasickness include: lack of sleep, anxiety, poor hydration, foods difficult to digest, certain smells, and learned behavior, i.e. when one crew member becomes seasick, the likelihood of others on board developing the illness increases.

Preparing for, and Preventing Seasickness

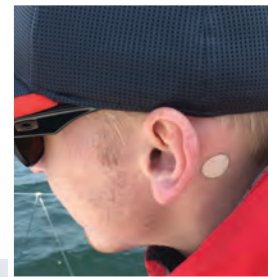
Participating in the Newport Bermuda Race means taking safety seriously. Vessels and crew must comply with strict requirements to participate. Considerable time is spent preparing for events less likely to happen than seasickness, including dismasting, rudder loss, failed thru-hulls, sinking, and man-overboard rescues. My advice is to prepare for seasickness as seriously as you prepare for these other calamities. Seasickness not only causes discomfort, it can be life threatening.

In the 2012 race, seasickness precipitated evacuation of a crew member from a competing boat, and another vessel was abandoned on the

return trip with seasickness playing a major role.

The captain, watch captains, and medical officer should have a well-thought-out management plan. Continued seasickness may lead to an inability to perform duties, severe dehydration, and, if left untreated, serious medical consequences.

Preventing seasickness starts with understanding how it is caused and recognizing the symptoms as they occur. Know your own early-onset symptoms, and adjust your behavior: Limit time below where visual cues and motion are out of sync. Rest before going offshore. Stay well hydrated. Avoid alcohol and eat plain, easily digestible foods starting 24 hours before the race and for the first 24 hours offshore.



Sailing offshore can be enjoyed even in rough conditions if a crew takes precautions in advance of the race start, such as wearing Scopalamine patches (inset).



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Symptoms of, and Treatment for Seasickness

Symptoms of seasickness may include yawning, belching, headache, pale complexion, apathy, inability to focus, cold sweats, anorexia or excess salivation, and ultimately nausea and severe vomiting. Victims might also feel a sense of impending doom. Although thresholds vary from person to person, given the right circumstances, everyone is susceptible. It is very difficult to predict who will and will not get seasick. If getting sick, initiate or utilize additional medications, let other crew members know you are not feeling well so they can look after you, and go sit in the cockpit, clip-in, and focus on the horizon.

The illness may reoccur during a voyage, although most people will adapt to conditions after 36 to 72 hours at sea. Apart from adjusting your behavior, medication will be the best treatment. Once a crewmember is sick, making certain they remain hydrated is of great importance. Electrolyte solutions such as Gatorade, Coca-Cola or ginger ale are good as well as saltine crackers. Medical advice should be sought via

satphone if the illness does not respond to treatment.

Medications for Preventing and Treating Seasickness

Many well-respected sailors routinely take preventative medications for the first 24 to 48 hours of a voyage. Pride should never prevent you from using preventative medications or acknowledging the onset of seasickness. Individuals prone to seasickness should have a very low threshold to begin a regimen of medications. Ideally, begin preventative medication prior to embarking on a voyage. This has been demonstrated to be the best preventive treatment available.

Anti-seasickness drugs available are scopolamine patches, Dramamine, Bonine, and Stugeron (cinnarizine). Scopolamine patches may cause dry mouth, headaches, blurred vision, urinary retention, and hallucinations. Dramamine and Bonine are extremely sedating. Stugeron, a very effective agent (available only in or from Bermuda, Canada, and the UK), also has potential side effects such as drowsiness and tremors.

My personal favorites are scopolamine patches and Stugeron. Before choosing a medication, try out several on land prior to the voyage to see how they affect you. In addition, check with your physician to see if there are contraindications to any of the drugs depending upon your personal medical history. I strongly suggest that each crew member and the boat's medical officer familiarize themselves with the potential side effects of medications, and have that information available onboard to recognize a problem, should it occur. Alternative remedies include the use of ginger, wristbands, acupuncture, and magnets. I believe these to be of limited efficacy. I would not rely on them as the sole source of treatment.

For those stubborn captains and crewmates who choose to ignore the possibility of seasickness until their time comes, they may find a silver lining in their humbling experience in my favorite quote: "This is one of the compensations of the seasick. The extraordinary humiliation which accompanies their sufferings is very good for their moral characters." (James Owen Hannay, 1926)

SEASICKNESS PREVENTION

- Be well rested.
- Stay well hydrated.
- Stay on deck when not sleeping.
- Try seasickness remedies beforehand to check for side effects.
- Start medication the night before sailing.
- Eat easily digestible foods, no alcohol night before sailing.

WHEN YOU FEEL SICK

- Take seasick medication.
- Let your watch captain know you feel sick.
- Go topside and clip-in.
- Try to focus on the horizon and if possible and appropriate take the helm.
- Try hydrating slowly with an electrolyte solution such as Gatorade or Pedialyte.
- Saltines, ginger ale, or Coca Cola may help settle your stomach.
- If you need to vomit try to do so on the leeward side, but staying on the boat is most important. Don't be afraid to vomit in the cockpit.

IF YOU BECOME SEASICK AND VOMIT

- Try a small sip of an electrolyte solution with a seasick pill (Try chewing the seasick pill and let the pieces melt in your mouth and under your tongue) or use a rectal suppository such as Phenergan or Prochlorperazine.
- If suppositories/pills are not available or if you vomit pills up, apply a Scopolamine Patch however, take care so as not to over-medicate.
- Try to lie down and attempt to sleep in a secure place.
- Do not try to take fluids or eat anything until you feel better and have given medication a chance to work. (Usually within 30-60 minutes).
- Be reassured that most people improve within 24-48 hours.

SEASICKNESS THAT RESISTS TREATMENT (REFRACTORY VOMITING)

- Assess the victim's condition, if the pulse is weak, or if the victim feels they will pass out upon sitting or standing, or if there is a change in mental status – then consider evacuation and contact the U.S. Coast Guard or another emergency service.
- While awaiting advice, keep the victim lying down in a secure place with head slightly elevated and turned to the side in the event that they vomit.
- Do not force oral fluids.
- Keep the victim warm.
- Reassure the victim that you are getting help.



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ROUND-TRIP PREPARATION

BY SHEILA McCURDY



We go to sea for fun. There is nothing fun about damage to the boat or injury to crew. Seminars and training often focus on emergency response. It makes at least as much sense to prepare the boat by checking all gear, tools, and spares. Equally, it's important to prepare the crew to use the safety equipment and support each other in all responsibilities, whether you are pushing hard for a finish line or looking for a leisurely landfall in the US.

Training: Assignments for Each Crew

Making the return trip as trouble-free and pleasant as possible is the responsibility of all aboard—especially the skipper. A successful passage takes planning, skill, and organization, and the skipper needs to be certain each watch can cover all bases: looking out for the boat, steering, deck work, boat systems, navigation, crew welfare, medical issues, and emergency response.

Within the crew, a primary person and an assistant should be assigned to each area, and in a small crew, each



sailor may have several assignments. Pre-race safety at sea seminars for race and delivery crews are a great opportunity to give this focus, after which crew members should be asked to lead a review of each topic.

The skipper should prepare or assign written, boat-specific emergency procedures for flooding, dismasting, steering loss, fire-fighting, and abandon ship for all the crew to read and walk through together. Some skippers laminate these procedures and post them in the cabin (often in the head), along with schematic drawings show-



Increase your safety factors by assigning crew responsibilities and gaining familiarity with systems, safety equipment, and storm sails before leaving the harbor.

ing locations of bilge pumps, fuel shut-off, life raft, grab bag, medical kit, storm sails, and other crucial equipment.

Other topics for briefings include watch routines, meals, first aid, shortening sail, going aloft, and using the engine, radio, and electronics. Reinforce the briefings with posted watch

SHEILA McCURDY, BARRY PICKTHALL/PPPL (2)

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bills, labels on critical switches and valves, and diagrams of the boat with the locations of through-hull fittings, fire extinguishers, safety equipment, and damage control tools. Meanwhile, sailors should make sure their life jackets and safety harnesses fit properly.

Before leaving Bermuda waters, the crew should talk through or (better) practice man-overboard rescues, tying in reefs, steering with the emergency tiller, changing sails, lighting the stove, and other important skills.

Ensure that your crew members are prepared to stay warm, dry, and safe, especially for the return trip when they may be less experienced.

On departure, the skipper and watch leaders should talk through all procedures. Each watch should contribute to the ship's log entries of the vessel's position and weather conditions at regular intervals, as well as maintenance, rate of use of fuel and water, damage, and anything unusual. For

the convenience of all, offer a way to contain and charge handhelds, sat-phones, and personal electronics without interfering with the nav station.

Boat's Rules: Write, Explain, Post

Clearly written, clearly explained boat rules always help avoid misunderstandings and encourage cooperation regarding watch routines, food preparation, personal safety, gear stowage, and cleanliness in the galley and head. Knowing who has what duties each day evens out the chores, helps morale, and keeps dishes and personal stuff from piling up in the galley or nav station.

The crew's responsibility includes looking after their own and each other's health and safety. Well before casting off, all sailors should alert the skipper or "ship's doc" to possible health problems. Have each submit a brief, confidential medical history, including current health and medications. Also advise each sailor to try seasickness medication well ahead of time, and note any side ef-

SHEILA MCCURDY

fects such as drowsiness or anxiety.

Be sure you and your shipmates take meds, drink enough water, stay warm and rested, and strictly observe the boat's life jacket and harness rules. We owe it to the rest of the crew to take precautions, and when we do, we have more fun. Seasickness, dehydration, fatigue, and hypothermia compromise performance, lead to errors and oversights and can become a threat to life. Seawater and air temperatures north of the Gulf Stream will likely be in the 60s. Add 25 knots of wind with spray, and the crew will want to sail with several warm, dry layers, including hats and gloves.

Seamanship: Assess, Address, Anticipate

Seamanship is usually described as a litany of skills and knowledge of boat handling, navigation, deck work, and systems maintenance. The combined crew should be able to cover all of it. But seamanship should also include the ability to assess, address, and anticipate. The best offshore sailors use sight, smell, hearing, and feel to moni-

tor what is going on below, on deck and in the wider environment for whatever may come next. Experience lets the crew member distinguish significant concerns from normal variations. In a perfect world, every issue would be caught before it becomes a problem or emergency, but it's not going to happen that way. Good sailors train themselves by running through "what-ifs" as an exercise on watch:

What if an incoming call alarm sounds from the DSC VHF radio? What if my watch-mate seems uncharacteristically slow to respond? What if I hear a pump cycling? What if the chart plotter fails? What if I smell something pungent and slightly acrid? What if we had to launch the life raft and get the stuff that goes with it?

One can mentally practice the first several appropriate steps, including how to activate the response team, establish on-board and outside communications, and utilize tactical boat handling or changes in procedure.

Don't forget the need on arrival to abide by local environmental and harbor regulations, as well as immigration,

customs and border protection laws. Before heading out, give your crew a heads-up on passport and visa requirements for all countries on the itinerary. Research vessel-clearance requirements well before setting out and plan accordingly. Review all the ship's documents and have official contact information for clearing out of Bermuda and into the U.S., Canada, or farther afield.

A return trip from Bermuda to a U.S. port is within a pretty reliable weather window with today's forecast abilities. While most boats head straight home after several days of fun in Bermuda, it's possible to arrange to leave a boat in Bermuda for an extended period—normally up to 90 days—provided someone is designated to look after her. This may be a better option than forcing a departure when short-handed or facing risky weather.

Sheila McCurdy has raced to Bermuda 17 times and more often than not made the return trip as well. Her article has been updated since it was first published in 2016; a full-length version can be found at bermudarace.com.



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SMELL THE SARGASSO

BY ANDREW BURTON



The stretch of water between Newport and Bermuda is furrowed with sailboat wakes. Mysterious currents whirl, challenging and frustrating navigators. Weather systems move rapidly across the course, or camp for days, dishing out largess to some at the expense of those who've chosen the wrong strategy. Storms can test crews and gear in ways unanticipated during the planning stages for the race. Sailors seasoned by the Southern Ocean treat this bit of water with respect. These trials are only part of the reason for entering the Newport Bermuda Race.

Not everyone is going to achieve a podium finish in the race and many who sail the race enter with no expectation of winning. So why do skippers and crews keep coming back every even year? It's the sailing, of course. Though I've raced to Bermuda only a few times, my job as a delivery skipper has led me over the course more than 100 times over the past few decades. I've seen the route in many different moods and all of them are awe-inspiring. While we will never experience them during the race, there is an indescribable beauty to watching snow squalls barrel across the water toward you in the Gulf Stream during a winter delivery.

At any time of year, though, we are likely to experience a good blow en

route to Bermuda. Don't forget to take a break between sail changes, look around, and absorb the scenery. Notice the brilliant turquoise at the top of a wave below the break as the light gleams through it. If the weather is sunny and it's blowing hard, notice how, when you're at the top of a wave, the vista extends for miles and is reminiscent—if you squint a little—of the Austrian Alps.

The Newport Bermuda Race takes us through three different stretches of ocean. First is the grey-green nutrient-rich waters of the continental shelf, where the depth sounder is still registering and the sea-temp gauge is likely showing a cool 55 degrees. We may sail through shoals of baby sharks as we pass between Block Island and No Man's, and it's always worth having eyes outside the boat, watching for whales and dolphins. At night, the phosphorescent plankton glows in our wake as deck lights of fishing boats loom over the horizon, or dazzle and puzzle as we try to figure out where they're going.

Soon enough, we sail off the continental shelf, and the water starts to change to that indescribable deep clear indigo. The depth sounder loses signal and generates random numbers. As the water warms, we watch for stretches of sargasso weed, revealing current lines, and the navigator watches the speed over ground and sea temperature for the uptick that shows we've entered the Gulf Stream or a warm eddy.

Once in the Gulf Stream, the waves become choppy and less organized. Here is where sailors who've forgone the Bonine because they "never get seasick" discover whether they'll still be making that boast in three days. Deep into the fast water, you may see the poisonous pearlescence of the sail on a Portuguese man-o-war drifting with the Stream at three or four knots toward England.

South of the Stream, the seas lengthen and become more regular. Though Bermuda is still half a race away, we feel as if we're on the final stretch. T-shirts and shorts appear on deck. Schools of flying fish scurry away from the boat, soaring a hundred yards or more before plunging into the back of a wave. Even in a rainy easterly, the water remains that deep blue and turquoise, and at night, flying fish become a hazard as they rocket out of the black, startling sleepy crew. The calm clear voice of Bermuda Radio starts to be heard 100 miles out, and the loom of the island glows dimly on the dark horizon in front of us.

During the race, I would expect my crew to focus on making the boat go fast at all times, but I'd be disappointed if we all didn't take time to stop and smell the sargasso every now and then, too.

Andrew Burton has been a Newport based delivery captain for more than 30 years. He has entered the Newport Bermuda Race for the first time as skipper aboard his Baltic 47 Fair Wind.

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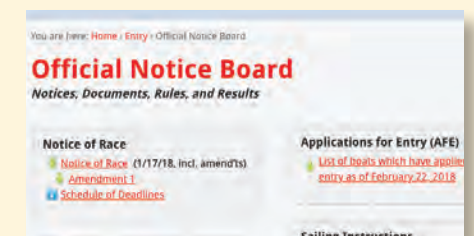
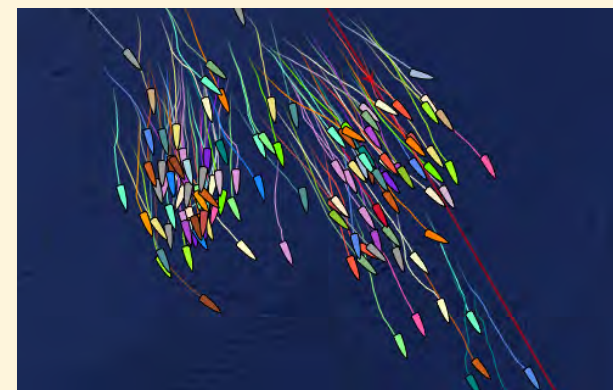
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OFFICIAL NOTICE BOARD AT BERMUDARACE.COM



For the 2018 edition of the race, there will be no physical notice board on land. All notices will be posted on the website on the “Official Notice Board.” Every attempt will be made to gain the attention of captains and crew to changes of importance by sending email; however, it is the responsibility of captain and crew to visit the website and stay informed. In addition to the official governing documents being posted, i.e. Notice of Race, Sailing Instructions, and Safety Requirements, more information can be found about deadlines, rules, Customs, social events and more.



In the Resources section, sailors will find Gulf Stream analysis and tutorials, logistics, safety, and other info. During the race, shore crew and race fans will look to the race tracker and the news sections for up-to-date coverage.



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ONION PATCH SERIES REWARDS ALL-AROUNDERS

Individual yachts and teams will compete in the long-standing inshore-offshore series that spans two weeks, moving from Narragansett Bay to the Gulf Stream and Bermuda's Great Sound.



You've put all the work into your boat to have it ready for the Newport Bermuda Race. Why not arrive in Newport a week early to tune up your crew at the New York Yacht Club Annual Regatta? Then cap it off with the Royal Bermuda Yacht Club Anniversary Regatta on the Great Sound, the day before the Newport Bermuda Awards ceremony? If you do, you've not only amortized your expense and effort over several more races, you'll have competed in the Onion Patch Series and be eligible to win the prestigious DuPont Trophy.

To add spice to the events, join with two other boats to represent a country, a yacht club, or another sailing organization in your area and race for the Onion Patch Trophy. Some clubs will have multiple team entries. A good percentage of entries compete on teams in the Onion Patch, so you'll have

another chance to demonstrate your superior speed and smarts.

The Onion Patch is a tough series to win as an individual entry," said Rives Potts, owner of *Carina* and a past winner. "You have to be very good in all conditions and on all types of race courses. Not many excel at both. The guys that do well in the Onion Patch Series have a lot to be proud of."

"To win as a team is even more difficult," Potts added. "All three boats on the team have to do very well in all three phases of the series. The winning team is usually the team that makes the fewest mistakes and is consistent throughout."

The 164th NYYC Annual Regatta, June 9-10 – The two-day Annual Regatta typically features windward-leeward and government mark courses for an IRC race fleet and a more relaxed group sailing in the Navigator's Division.



Racing on the Great Sound gets underway during the Royal Bermuda Yacht Club Anniversary Regatta.

The Newport Bermuda Race, June 15 – The race starts off Castle Hill and concludes 635 Atlantic Ocean miles later off St. David's Lighthouse.

The RBYC Anniversary Regatta, June 22 – In recent years, this one day, two-race event has begun with a windward-leeward race on the Great Sound. The second race tours Granaway Deep, Port Royal Bay, and finishes near the Fairmont Hamilton Princess in Hamilton Harbour.

Yachts range from small to large, racing windward/leewards or in the Navigator's Division. Crews include fam-

ily Corinthians competing against top professionals but there's no foregone conclusion that the newest boats will win. Team Buzzards Bay won in 2016 with *Crazy Horse*, *Kinship*, and *Simpatico*, a JV 50, Baltic 52 and Pearson 39, respectively. **For entry info:** bermuda-race.com/race/onion-patch-series-rsh



TALBOT WILSON, JOHN BURNHAM

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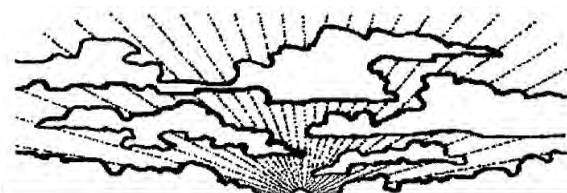
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FILL ONE MODEST SEABAG WITH GOOD GEAR

BY CHRIS MUSELER

How one experienced sailor packs for 50-degree nights before the Gulf Stream and 80-degree nights on the far side.

Your foul weather top and bottoms and boots are your most important pieces of sailing gear in your seabag, next to your safety harness. Many companies produce great gear, including Helly Hansen, Musto, Henri Lloyd, Gill, and Zhik. What follows is my personal preference. Substitute a top-end version of your own brand, and you should be all set.

Most racing teams send "shore clothes" on ahead to the Royal Bermuda Yacht Club. Assuming this, I carry one bag aboard that includes the following:

- Coastal Musto MPX full-zip jacket
- Coastal Musto MPX Dry Top with latex wrist and neck seals
- Offshore Musto HPX Trousers with thin knee pads inserted (for working on deck)
- Le Chameau Neoprene sea boots with gators (used on high speed boats or in cold weather), or
- Dubarry Ultimate Gore Tex leather sea boots (for a lighter wind or hot-weather race).

Remember that all foulies eventually get "wetted out" where the outer layer begins to fail and conditions pound on the waterproof membrane beneath. You can extend the life of your gear by using a cleaner like NikWax Tech Wash and then a re-waterproofing like Revivex Wash-In Waterproofing, but that only works for so long. Well before the race, take a careful look at your gear, and don't hesitate to invest.

The rest of my personal gear includes:

- one baseball cap and one thin, breathable Helly Hansen Lifa cap
- one short-sleeved and one long-sleeved mid-weight breathable shirt (Gill and Patagonia)
- mid-weight thermal bottoms (EMS)
- a fleece vest (Patagonia)
- three pairs of socks (two silk-weight and one mid-weight by EMS)
- and – VERY important — a personal alarm to wake me 15 minutes before going on watch so I have time to prep warm drinks or snacks for my watchmates.

I do not wear sailing gloves but many of you will want them.

When I pack my seabag, I separate all the personal gear into three large Ziplocs labeled **Tops**, **Bottoms**, and **Socks**. This packing list may seem austere, but it adds up. It's important to plan ahead to protect the dryness of your gear.

Ultimately, no matter how much clothing you have, if you don't work on keeping it dry all the time, chances are you will be stuck wet and cold for long periods. Asking your watch captain permission to go below to change out of wet clothes on a late night watch disturbs your shipmates both on and below deck.

My offshore clothing philosophy revolves 100 percent around staying as dry as possible, letting the tech gear do its work, and airing gear out discretely when weather permits. Sailors in cotton shorts and polo shirts will be comfortable when jogging around before the start, but once the gun fires and the spray flies, they'll be jumping below to change out of soaking wet clothes, just when they're needed on deck.



COURTESY OF HELLY HANSEN

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- 2011 Lindy
- 2009 Sinn Fein
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THE BERMUDA RACE AND ITS HISTORIAN

BY JOHN BURNHAM

Since its first running in 1906, the Thrash to the Onion Patch has generated many miles of sea stories. One sailor/writer has kept up with the full sweep of its history: John Rousmaniere.



In 2006, John Rousmaniere literally wrote the book on the Newport Bermuda Race (*A Berth to Bermuda*), 100 years after the first boats crossed the starting line. Sailors who competed in subsequent years got to know the Rousmaniere byline equally from all the stories he's written about the race; that's in great part because he continued from 2010-2016 as head of the organizers' media team.

As John shifts from a management position to a writing role for the team in 2018, we wanted to tip our caps to him for his years of service and to also tell competitors and race followers something about his distinguished career.

In addition to logging 40,000 sea miles including nine Bermuda races, John wrote *A Berth to Bermuda*, which can be ordered from Mystic Seaport. Among his 20 books are histories of the America's Cup, classic boats, nautical photography, and five yacht clubs, but he is probably best known for *Fastnet*, *Force 10*, written after he sailed in the disastrous 1979 Fastnet, and *The*

Annapolis Book of Seamanship. John's progressive interest in safer bluewater sailing also led him to moderate Safety at Sea seminars from their first launch in 1980 until recently.

A strong safety focus had an impact on John's coverage of Newport Bermuda. According to Chris Museler, a media colleague for several races, "John has made sure, editorially, there was always a slow, steady safety drumbeat in the background of the material we produced."

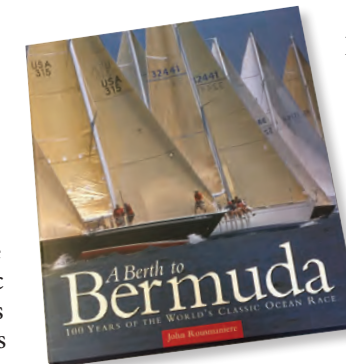
That devotion and consistency has solidified the race's culture of exemplary seamanship practices."

John's awards include U.S. Sailing's Timothea Larr Award for sailor edu-

John Rousmaniere has logged 40,000 sea miles and authored 20 books on sailing, including the definitive race history, available through Mystic Seaport.

cation, the Cruising Club of America's Richard S. Nye Trophy for meritorious service, Mystic Seaport's W. P. Stephens Award for maritime history, and the New York Yacht Club's Commodore Henry H. Anderson Jr. Award for Volunteerism.

On behalf of all Bermuda racers, we'd like to thank John for his years of leading by example and, as Chris puts it, "always seeking deeper connections between sailors, yachts, and events." That doesn't mean we have any intention of letting him off the hook this year, and we fully expect to keep his byline familiar on bermudarace.com in the months ahead.



THERE'S MORE TO NEWPORT THAN A STEADY SEABREEZE. BEFORE YOU SAIL 635 MILES—OR WHILE

WAITING TO SEND OFF YOUR SAILORS—WE RECOMMEND WALKING A FEW MILES ON SOLID GROUND.

WALKING NEWPORT

By John Burnham

When you're ready to take a break from dock calls, boat work, and incessant deliberations on forecasts and ratings, step away for an hour, an afternoon, or a day. Newport has plenty to offer those up for a walk.



SECOND BEACH (AKA SACHUEST)

Up early, you grab a cup of joe and head to Surfer's End (after 8am you need to pay or show a beach sticker). You can take a refreshing dip or splash your board for a paddle, but if you're ready to walk, this beautiful sandy beach is nearly a mile long. Plenty of time to clear your head and ponder the succession of swells between the break line and Bermuda.



CLIFF WALK

It's a cliché but Newport's unique 3.5 mile walk by the sea never gets old. To the west, the backyards of Rosecliff, the Breakers, Marble House and Rough Point. To the east, the Atlantic Ocean and the hazy coastal promontories of Middletown, Little Compton, and on a clear day, Cuttyhunk. Much of the walk is paved or at least level—and all of it is easy walking at the northern end. Hurricane Sandy did a number on some sections, but they've been repaired. The walk is exposed to the east, but even on the chilliest spring day with a blustery wind from the west, it's exceptionally comfortable.

PHOTOS COURTESY OF DISCOVER NEWPORT. JOHN BURHAM



NORMAN BIRD SANCTUARY

For a chance to walk in the woods, head out to the bird sanctuary and hike the gentle trails. Depending on the trail you walk, you might catch sight of raptors, woodland birds, herons and egrets—there are guided bird walks every other Sunday at 8 a.m. If you'd like a destination, take the Hanging Rock trail and walk the spiny, glacier-formed pudding-stone ridge to the end where a promontory points towards the ocean, less than a quarter mile away. Bring some good walking shoes for this trail, as you have to scramble up a couple sections of rock, but the view (see above) is worth it!



HISTORIC DISTRICT

If a sidewalk is more your thing, check out the older parts of town, much of which is between Washington Square, Bellevue Avenue, and Thames Street. The Newport Historical Society leads walking tours, starting at the Newport History Museum on Washington Square, but you can also take a wander around on your own. Many houses feature marker plaques, and there are a number of historic spots with more detailed placards created by the Historical Society. One of the benefits of these walks, of course, is you'll discover dozens of shops, restaurants, and other diversions along the way.



FORT ADAMS

Towards sunset, walk around Fort Adams and stop by to see the remarkable new facility at Sail Newport, our extraordinary public sailing facility that's once again by the way hosting the Volvo Ocean Race in May! (You could rent a daysailer and do a harbor cruise too, but that's not part of this article.) Visit the Fort itself, which has been gradually restored to its 19th century glory, or walk down the docks to the point and check out all the schooners and Twelves coming and going from their sunset cruises. A locals' favorite in the park is in front of Eisenhower House, where a late afternoon picnic on the grass offers spectacular views of East Passage and the sunset.

These are but a few ways to take a break and stretch your legs in and around Newport. Keep an eye open and you'll discover dozens more.

10 GREAT Ways to EXPLORE BERMUDA

When you arrive in Bermuda, you'll find that it's not one island—it consists of more than 100 islands covering over 20 square miles. With that kind of geography, you're never far from your next water view or water-related activity, although getting wet is not required! Here are 10 ways to find what lies in wait on the far side of the finish line.



SIGHTSEE

Bermuda has plenty to see, including a range of forts and historic homes to tour, and two notable lighthouses, St. David's and Gibbs Hill (above), which stand 213 and 362 feet above sea level, respectively.



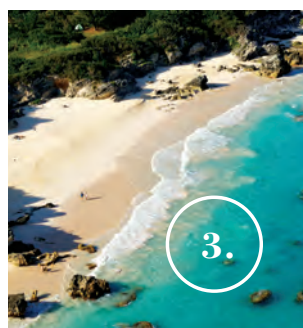
BEACH

Take your pick! Lounge, sun, or stroll on long, sandy beaches, or find secluded beaches for napping, swimming and snorkeling. Elbow Beach and Horseshoe Bay Beach fit the former description; Astwood Cove or Somerset Long Bay fit the latter.



GOLF

Bermuda offers spectacular settings for golf on a mix of public and private courses ranging from championship caliber to par-three. Port Royal and Mid Ocean Club feature regularly in rankings of the world's top golf courses.



WALK (THE BEACH)

If you'd rather exercise your legs between dips in the water, the best of both worlds is walking the four connected South Shore beaches—Horseshoe Bay, Chaplin's Bay, Jobson's Cove, and Warwick Long Bay.



SHOP

You're never far from good retail in Bermuda—Hamilton's Washington Mall, Clocktower Mall in the Dockyards, or anywhere in the Town of St. George. You can also find delightful jewelry and other local crafts in dozens of markets, studios, and galleries.



DIVE IN

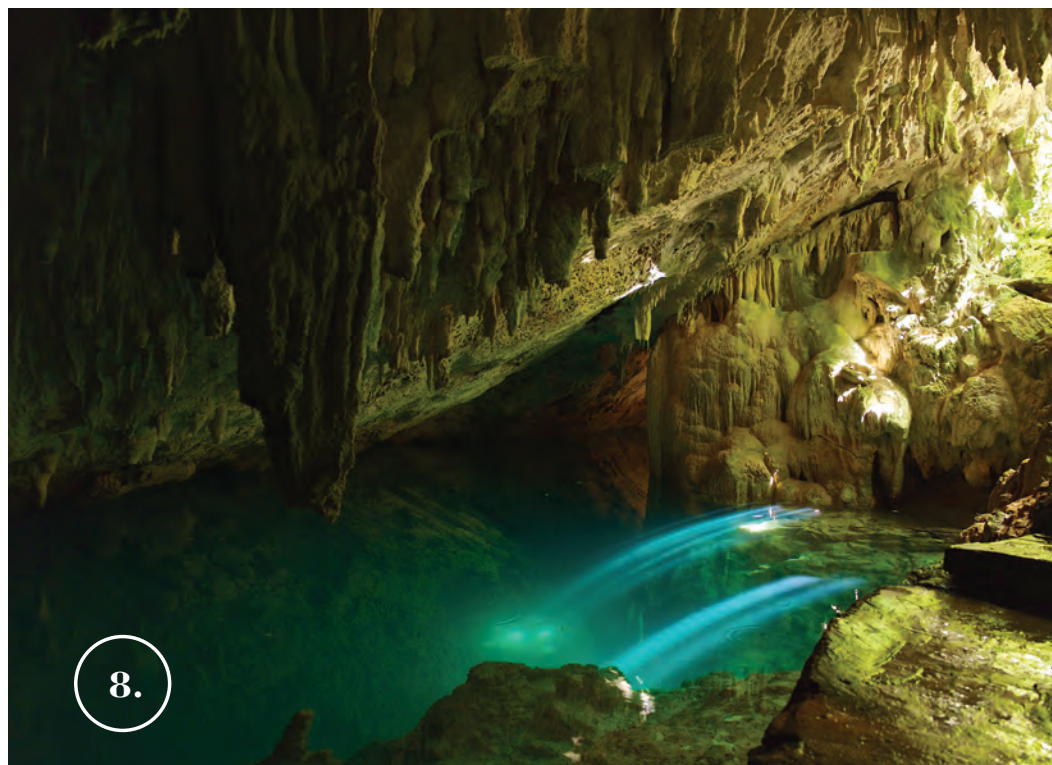
Watersports opportunities range from jet ski tours to paddling kayaks and SUPs. You can even take SUP yoga. Under the water, snorkel and SCUBA can lead you to the beauty of the reefs or exploration of one of many Bermuda wrecks.



RIDE

Rent a bike and explore the Bermuda Railway Trail, 18 miles of quiet trails that run the length of Bermuda. (In some sections you'll walk the bike over narrow bridges or across busy roads.) You can also skip the bike and walk a section instead.

PHOTOS COURTESY OF BERMUDA TOURISM AUTHORITY



GET AWAY
Enough sailing talk? Leave the docks and go for a quiet walk amidst Bermuda's natural wonders, which can range from Blue Hole Park's crystal caves to migratory bird sanctuaries like Cooper's Island Nature Preserve.



GET CULTURE
Travel to Devonshire where you'll find the likes of Homer and Wyeth at the Masterworks Art Museum, or take a ferry to Dockyards, formerly known as "Gibraltar of the West" and now the site of the National Museum of Bermuda.



GO OUT
If you've been at sea five days—or waiting for someone—enjoy your evening! Bermuda offers al fresco dining, live music, and plenty more every night. Note: If you're in charge of the crew dinner, make reservations early. For more, see www.gotobermuda.com



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