

NEWPORT BERMUDA 2016



OFFICIAL PROGRAM

50TH BERMUDA RACE

CREW LIST EDITION



FINALLY, A GOLD RUM LUSCIOUS ENOUGH TO BE ENJOYED NAKED.

Wonderful when served neat. Meet Goslings Gold Seal Rum. The perfect compliment to our flagship Black Seal Rum, this is a premium gold unlike any others. This new Gold Seal has a delicious complexity that elevates any recipe calling for rum. It's rich taste has an elegant finish with unparalleled smoothness.

Blended using centuries-old family methods, Gold Seal consists of the finest distillates from both continuous and pot stills, aged independently in



white oak for up to 5 years. The result is a rich, luscious flavor with an unexpectedly smooth, gentle finish.

Watch for Gold Seal as you explore the bars, yacht clubs and favorite sailing haunts. You'll almost always find it in the company of its dark, ultra rich cousin, Gosling's Black Seal Rum.



FOR SEVEN STUBBORN GENERATIONS

We make it slowly, stubbornly. Please enjoy it slowly, responsibly. 40% ABV. Product of Bermuda. Castle Brands, NY, NY. goslingsrum.com



CONTENTS

- 4 Blue Water Baptism,**
Race Chairman A. J. Evans
- 6 The Commodores' Letter; Weather Broadcasts & Emergency Contacts**
- 8 Tom Day Invents a Race,**
John Rousmaniere
- 12 Gulf Stream Analysis and Prediction,**
W. Frank Bohlen
- 16 Inspection is a Grand Thing,**
with Chief Inspector James Phyfe and Rives Potts
- 20 Sailing Home? Be Prepared,**
Sheila McCurdy
- 24 The Sailor's Plague: Prepare for It, Treat It,**
Jeffrey S. Wisch, M.D.
- 28 Winds of Change at the Bermuda Dockyard,**
Dr. Edward Harris
- 32 Two Unique Challenges: The Onion Patch and Navigators Series,**
Talbot Wilson
- 34 Notice of Race**

NEWPORT BERMUDA RACE SUPPORTERS INCLUDE:

Bermuda Tourism Authority, Gosling's Rum, Pantaenius, Newport Shipyard, Vineyard Vines, Brewer Yacht Yard Group, Hinckley Yachts, OCENS, The Corporation of Hamilton.

The 2016 Newport Bermuda Race official program was edited by John Rousmaniere and produced by Cruising World for the Bermuda Race Organizing Committee. Cover photo by Daniel Forster: Bacci (right), a Swan 53 (Lorenzo Vascotto, Seawanhaka Corinthian YC), matches up after the 2012 start with Nasty Medicine, a Corby 41.5 (Stephen J. Sherwin, Royal Bermuda YC and Cruising Club of America).

Newport Bermuda Race© and the crossed burgee lighthouse logo are registered trademarks of the Cruising Club of America and the Royal Bermuda Yacht Club.

2016 marks the 50th "Thrash to the Onion Patch" and the 90th 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.

BERMUDA RACE ORGANIZING COMMITTEE,

Alton J. Evans, Jr., Chairman; Jonathan Brewin and James D. Phyfe III, Vice Chairmen.
Bruce Berriman, Brian W. Billings, W. Frank Bohlen, John F. Brooks, Andrew Burnett-Herkes, Jon Corless, Peter L. Chandler, Colin E. Couper, Robert S. Darbee III, Edwin G. Fischer, Frederick W. Deichmann, Ernest L. Godshalk, Henry F. Halsted, Richard S. Hambleton III, Paul Hamilton, Joe Harris, Richard C. Holliday, Paul B. Hubbard, Bjorn R. Johnson, Somers Kempe, Stephen W. Kempe, Frederick T. Lhamon, Michael McBee, Christopher J. McNally, Tristan Mouligne, Lester E. "Nick" Nicholson Jr., John D. Osmond III, Christopher L. Otorowski, John Rousmaniere, Gardiner L. Schneider, Leslie Schneider, James R. Teeters, Ronald C. Trossbach, Talbot Wilson, John S. Winder, Jeffrey S. Wisch.
CCA Commodore James G. Binch,
RBYC Commodore Leatrice J. Oatley



THE RACE CHAIRMAN'S LETTER

Blue Water Baptism

Welcome to the 2016 Newport Bermuda Race. This Thrash to the Onion Patch is special not just because it's the 50th but because, like each of the 49 prior races, it's many sailors' first foray over the far horizon.

Your first Bermuda Race is a blue water baptism; you'll be soaked, exhausted, tested, and proven. Competition and the sea will raise an unforgettable obstacle course of physical and mental challenges. Seamanship will be tested and honed—as may patience. Sailing fast will be set to the music of the navigator's choice, sailing a cadence of headings connecting the dots to Kitchen Shoals.

After social veneers and Newport disappear astern, jokes and traditions will be shared. New sea stories will be written for later embellishment. Discussions of tactics, navigation, weather, and currents will be interspersed with banalities and vulgar conversation. All hands and the cook will be intrigued by the Gulf Stream, struck by the color of blue water, and awed by the vastness of ocean below and starlit sky above.

Sailing will become a seemingly unstoppable routine. Approximately 635 miles later, the apparent finale will yield rewards of rum with new friends while basking in the warm hospitality of Bermuda.

But finishing your first Bermuda Race is just the beginning. This epic rite of passage is meant as an introduction. In that way, it's a jaunt. Enduring memories of adventure, camaraderie, good competition, and accomplishment will outlast any discomfort. Race results will vary.

The rhumb line is an exclusive and risky playground. Come June 17, 2016, it's our playing field—our race course. We hope this race will encourage you to sail offshore safely, and that two years from now you'll be back for a rematch.

Welcome, and welcome back.
Sincerely,
A.J. Evans,

Chairman, 2016 Bermuda Race Organizing Committee



Newport Shipyard

NEW ENGLAND'S YACHTING HUB

Home to the largest Marine Travelift (500 MT) in New England!



Dockage | 100 & 500 MT Travelifts | **BELLE'S** Café | Ship's Store | Refit & Repair Services



NEWPORT

CHARTER YACHT SHOW

JUNE 21-24, 2016 | NEWPORT, RHODE ISLAND



CANDY STORE CUP
JULY 29-31, 2016

NEWPORT SHIPYARD | One Washington Street | Newport, RI | 401.846.6000 | VHF Ch 9 | NewportShipyard.com

photos © Billy Block



LETTERS FROM THE COMMODORES



James G. Binch



Leatrice J. Oatley

The Cruising Club of America and the Royal Bermuda Yacht Club are again delighted to coordinate and manage this truly magical and classic ocean race for sailors of all ages and from many different backgrounds and countries. The 2016 race is a very special one because it is the 50th, and because we celebrate the 90th anniversary of the partnership of the two clubs.

Countless hours have been committed by a legion of volunteers to the organization of the Race under the leadership of Race Chairman A.J. Evans. 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 put on this Race. Their contribution is invaluable.

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

James G. Binch
CCA Commodore
Leatrice J. Oatley
RBYC Commodore

WEATHER BROADCASTS & EMERGENCY CONTACTS

The 2016 Newport Bermuda Race Communications plan will be performed in the same manner as in 2014. The Newport Bermuda Race Fleet Communications Office (FCO) will handle weather briefings, safety-related broadcasts, and other relevant transmissions to and from the fleet from an office in Newport.

DAILY WEATHER AND SAFETY BRIEFINGS

Commanders Weather information and official notices to the fleet will be transmitted at least twice daily in three ways, all containing the same information:

1. Voice mail accessed by an onboard satellite phone.
2. Postings to a virtual notice board, <http://www.bermudaraceadmin.com/notices.txt> (a low bandwidth text website accessed through satellite connections).
3. Fleet-wide email.

DIRECT COMMUNICATIONS WITH THE FCO

Yachts may communicate directly with the Newport Bermuda Race Fleet Communications Office (FCO) 24/7 throughout the race by either of these two methods:

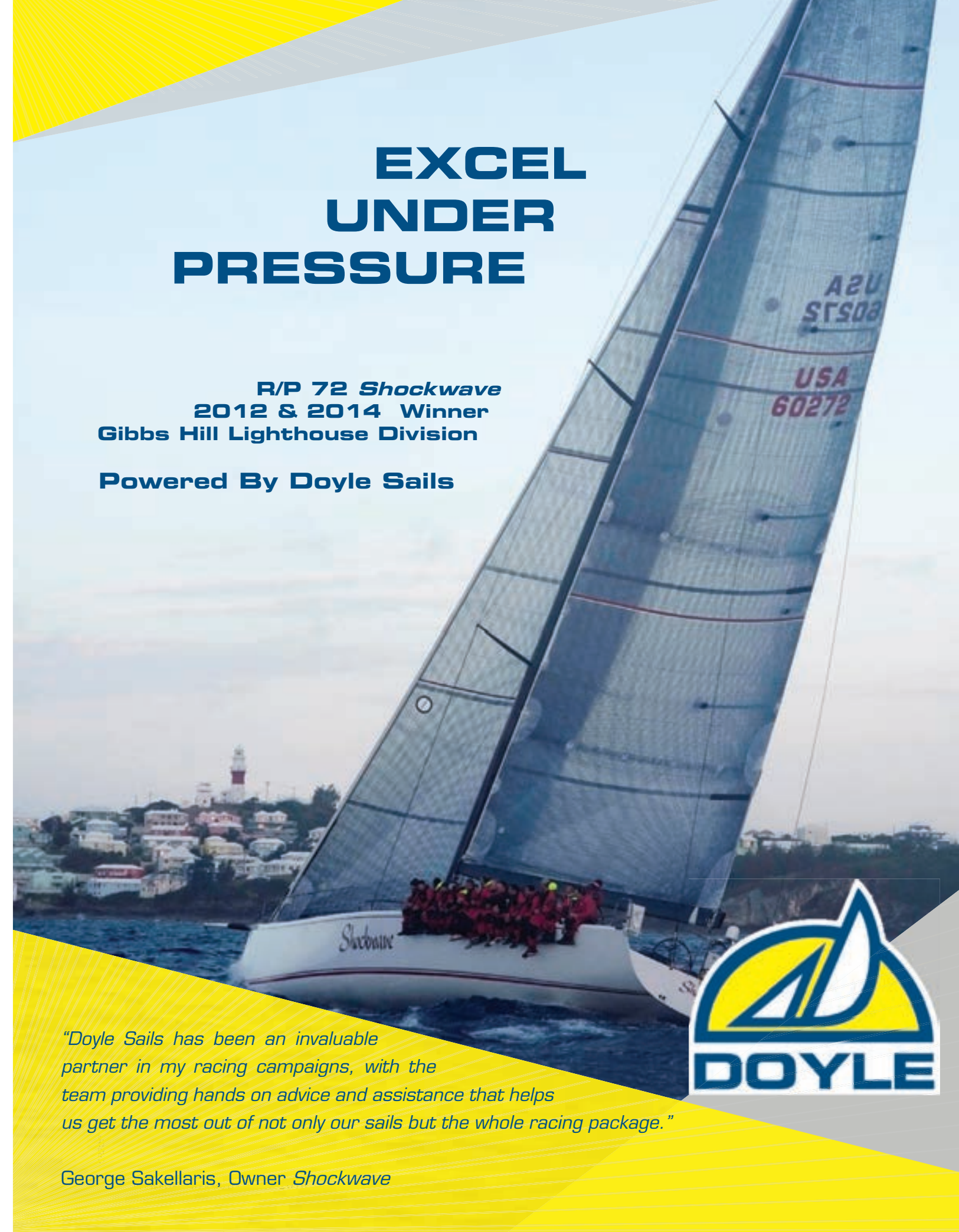
1. Voice transmissions (these numbers will be announced). Voice messages left for the FCO may be transcribed into text files.
2. Email, FCO@BermudaRace.com.

While the FCO prefers that routine traffic be conducted using email, voice communications will of course be available for emergency communications. Yachts are encouraged to contact the FCO with any pertinent information.

EXCEL UNDER PRESSURE

R/P 72 *Shockwave*
2012 & 2014 Winner
Gibbs Hill Lighthouse Division

Powered By Doyle Sails

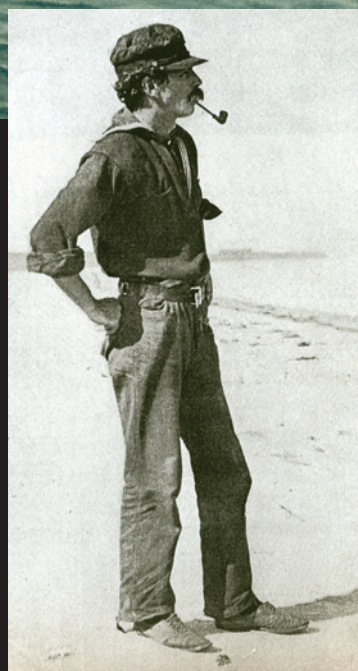


"Doyle Sails has been an invaluable partner in my racing campaigns, with the team providing hands on advice and assistance that helps us get the most out of not only our sails but the whole racing package."

George Sakellaris, Owner *Shockwave*

TOM DAY INVENTS A RACE

Deep sea racing by amateur sailors became inevitable when Thomas Fleming Day and Thora Lund Robinson sailed the first race in 1906. The winner was *Tamerlane*, here seen in the Gulf Stream in a drawing by crew member Warren Sheppard. (Opposite) The winner's trophy donated by Sir Thomas Lipton.



BY JOHN ROUSMANIERE

Many years ago, when the Newport Bermuda Race was young, *Yachting* magazine headlined a story about it in these words: "Bermuda Fever: A Malady that Usually Strikes Yachtsmen in the Spring of Every Other Year."

Bermuda Fever first spiked on the afternoon of Saturday, May 26, 1906, when Thomas Fleming Day, Thora Lund Robinson, and 13 other sailors in three sailboats crossed a starting line in New York Bay, and commenced smashing into a stiff south wind. Astern of these three modest vessels between 28 and 40 feet in length lay a tumult of wild accusations that their adventure was irresponsible, if not insane. Ahead lay a difficult passage stretching east-southeast through 700 miles of blue water to the fishhook-shaped archipelago that Shakespeare, who knew its reputation for wrecks and wild weather, referred to as "the still-vexed Bermoothes."

This pioneering slog to what was called the Onion Patch was typical of many later Bermuda Races, with its blend of gales and calms, joys and miseries, fears and ennui. Yet never again would the voyage seem so bold and the euphoria of making the landfall feel so complete. The 1906 Bermuda Race was the first test of a revolutionary notion, which was that the ocean is a home not just for professional sailors in large vessels engaged in commerce, war, or tycoons' competitions. It's a playground where well-prepared amateur seamen not only sail small boats, but race them offshore.

The Bermuda Race's founder, Thomas Fleming Day, filled the pages of his magazine, *The Rudder*, with then-radical notions. The sea, he said, is a nurturing "great green mother." And, he added, "The danger of the sea for generations has been preached by the ignorant," and "Small vessels are safer than large, providing they are properly designed, strongly built, thoroughly equipped, and skillfully manned." His legion of critics, with furrowed brows, quoted Mark Twain's famous warning, "Bermuda is Paradise but you have to go through Hell to get to it," and declared that these little vessels would never survive the Gulf Stream. Even if they did, the sailors would never find the tiny island. It was rumored that funeral wreaths were delivered to the little fleet so the sailors would be prepared to make a decent burial at sea.

But Tom Day persisted: "Deep sea racing was inevitable—it simply had to come." One of his friends said Day had "the eyes of a dynamic personality—eyes that held you, and sometimes told you more than any spoken word." And yet he had and employed a whole quiver-full of words to



aim at his many critics. His favorite targets were the conservative established yacht clubs, with their steam yachts and their pompous members, whom Tom Day called "carpet admirals," "gray-headed, rum-soaked piazza yachtsmen," and "miserable old hulks, who spend their days swigging booze on the front steps of a clubhouse."

Every now and then Day's romanticism showed through his crusty shell. He told a journalist that he had founded the race because "Sailors wanted to get a smell of the sea and forget for the time being that there is such a thing as God's green earth in the universe." He wrote, "In the world of sport, glory always lies on the further side of the Town of Tribulation." His bravado did not end all fears. Even after Sir Thomas Lipton offered an elaborate trophy, only three boats were on the starting line off the Brooklyn (N.Y.) Yacht Club. They were Richard D. Floyd's

40-foot yawl *Lila*, Frank Maier's 38-foot yawl *Tamerlane* (with Tom Day as sailing master), and George Robinson's 28-foot sloop *Gauntlet*. They sailed under a simple handicap rule based on overall length, with no restriction on sail area, this being the time when most sailors agreed that, under the principle "a tax on sail is a tax on skill," boats should be free to carry all the canvas the crew wanted.

These were small boats for going to sea. Just a year earlier, 11 yachts with an average overall length of 161 feet had raced from New York to the English Channel. The winner, the 184-foot three-masted schooner *Atlantic*, was 78 feet longer than the cumulative length of the starters in 1906, and her mostly professional crew of 48 was more than three times the total number of sailors in those three boats.



In this clipping from *The Rudder*, pilots and other Bermudians pay a call on the becalmed *Tamerlane*.

in the lead. *Gauntlet* had hove-to under bare poles for two days with the helmsmen lashed in place, and *Lila* had dropped out once again, this time for keeps on the edge of the Stream. “We stuck our nose into it

and failed,” explained one of her crew. “We tried again and failed, and we repeated the effort six times.”

On the fifth day, a pilot’s whaleboat rowed out to *Tamerlane* from St. David’s Island leading a fleet (as Day would write) of “tugs, yachts, steamers, skiffs, canoes by the dozen, crowded with cheering people.” *Tamerlane* finished in 120 hours, averaging almost 5.5 knots.

When she reached the Royal Bermuda Yacht Club (then on Front Street) under tow, 4,000 of the island’s 14,000 residents were there to greet her. (The club’s officers apologized for the small turnout; this was, after all, a Sunday.) *Gauntlet* arrived 25 hours later, with Thora Lund Robinson at the helm and waving an American flag. Lipton sent her a prize “for her great pluck, skill, and endurance.” By then Day knew how right he was to allow her to race. As he put it, getting in one more whack at his critics, “Her having gone and having safely survived the ordeal will forever silence the piazza sailors and bar-room mariners who spent their time denouncing the race as dangerous, and calling the backers of it murderers.”

The yacht club provided a special anchorage off White’s Island for the race boats, set aside rooms for the skippers and navigators in the clubhouse, and laid on many parties culminating with a traditional turtle dinner at the prize banquet. His Excellency the Governor-General and Tom Day vied for the honor of giving the most colorful speech.

Then it came time to sail home. *Tamerlane*’s passage was one of those return

Gauntlet, which had a 65-hour head start.

The northerly gave way to a southwest gale in the Gulf Stream, which *Tamerlane* handled relatively comfortably under her yawl rig, the mizzen and small jib set and the mainsail secured. Day, in one of his romantic moods, remembered this part of the race vividly:

“The bow waves broke away on either side a mass of fire just as if her stem was a plough being driven through a field of glowing sparks. The red and green side lights showed like the eyes of a dragon, the spray, like the breath from the monster’s nostrils, coloring as it drifted across the path of the beams. Except for the sound of the bow treading down the overtaken wave, nothing was audible save a faint rustle of the canvas – the song of the wind-satisfied sail. Boys, I wish you had been with me that night. Such a night as puts into your being that life-love, that affection, nay, passion, for existence, that gives to earth an enchantment so that all things assume an aspect of immutability, when the soul in its longing to share cries out in ecstasy, ‘Let me live forever.’”

On the fourth day came a calm so flat that the crew launched the dinghy and rowed around the little yawl as she sat drying out in the warm sun. What Day did not know was that *Tamerlane* was

If the boats’ size was shocking, so was the presence of one of the sailors. As the Brooklyn Yacht Club race committee inspected the boats for required safety gear, they discovered that one member of *Gauntlet*’s crew was a woman. Journalists competed to produce the best euphemism for “helpless” to characterize Thora Lund Robinson, who sailed with her husband in little *Gauntlet*. One writer described her as “of the petite, frail type.” But an enlightened reporter looked at her with greater respect. She was, he said, “a very slender young woman, with tawny hair and level gaze.” Her level gaze challenged Tom Day’s principles. If the sea was potentially safe for everyone, how could he object to a female sailor? As the small fleet banged out of lower New York Harbor on the end of the ebb tide, into a fresh head wind, among the spray-soaked sailors in *Gauntlet*’s cockpit was Thora Lund Robinson.

Ninety minutes after the start, *Lila* was opening up a big lead when her mainmast broke in two. As her five-man crew picked up the pieces, *Tamerlane*, with Tom Day, came alongside, tossed a line, and proceeded to tow *Lila* back to Brooklyn to rig a new spar. Little *Gauntlet*, meanwhile, was doggedly pounding her way around Sandy Hook into the open sea. As *Lila*’s crew was rigging the new mast, *Tamerlane* weighed anchor and set out after



The tenth race in 1930 had the largest fleet yet and featured a new type of ocean sailing yacht. *Dorade* was sailed by a young crew headed by her designer, Olin Stephens. *Dorade* returned to the race under Matt Brooks and won prizes.

board-powered sailing dinghy, camping on the beach and making the 230 miles from New York to Boston in 52 hours. When the newly founded Cruising Club of America elected him an honorary member in its founding year, 1922, the yachting writer and historian W. P. Stephens paid him this tribute, “To Captain Day must be given the sole credit for all that is done today in offshore cruising and ocean racing in the smaller yachts, as well as all that has been accomplished in the near past.”

Tom Day’s lasting tribute is the success of his creation, the Bermuda Race. In the 1920s, under the leadership of members of the Cruising Club of America and Royal Bermuda Yacht Club, the race gained influence and popularity, along with a mission statement that fully reflected the convictions of its founder: “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.”

When the tenth Bermuda Race was sailed in 1930, it had a record fleet of 42 boats. Twenty of the skippers had already sailed at least one race. Among those sailors was a 22-year-old yacht designer named Olin Stephens, sailing with his brother, Rod, in his family’s new 52-foot yawl *Dorade*—a then radical yacht with a tall Marconi rig and stability enough to carry sail, at speed, in any breeze. She overhauled 12 larger schooners on the long beat to the finish to win a trophy. That upwind leg, Stephens would write, “confirmed all I had hoped for in *Dorade*—a real sea boat that could go to windward with the out-and-out racers.” (*Dorade* returned 74 years later to race in the 49th Bermuda Race.)

The Bermuda Race, in short, was becoming exactly what its founder hoped for on its road to inevitability. The race was inspiring and testing new and better boats, and it was bringing ever more sailors onto the water, many of them infected with Bermuda Fever.



trips that are tougher than the race itself. In a northeast gale blowing against the axis of the Gulf Stream, the cockpit filled, a sea broke through a skylight and filled the bilge, and when she ran off before it, the yawl threatened to pitchpole, stern over stem. *Tamerlane* hove-to for almost 24 hours with oil bags deployed to flatten the sea.

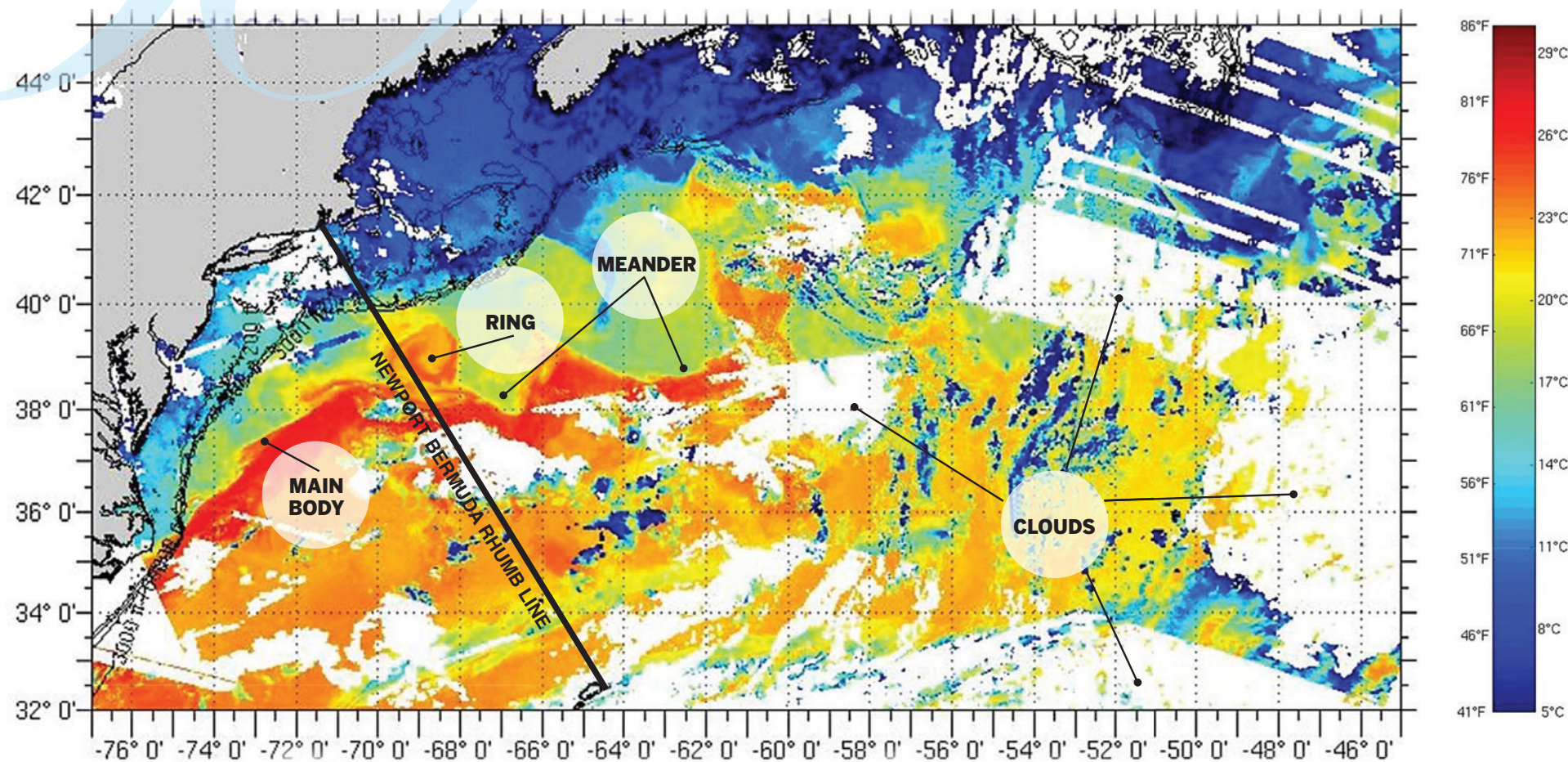
One of the sailors, Percy A. Cook, later wrote to a friend in Bermuda, “By 6 a.m. we were clear of the Gulf Stream, which place, I am under the impression, might be improved upon.” He summarized the

voyage in a way familiar to five generations of sailors: “I really enjoyed it, only I thought it would be kind of nice to be dry again for a change.”

Day remained a visionary and pioneer. In 1911 he sailed his 26-foot yawl, *Sea Bird*, from New York to Gibraltar, and a year later he commanded a 35-foot powerboat named *Detroit* on an improbable promotional voyage for American gasoline engines that began in Michigan and concluded in St. Petersburg, Russia. One summer, he cruised the New England coast singlehanded in an out-

Gulf Stream Analysis and Prediction

BY W. FRANK BOHLEN



this the fact that the warm waters of the Stream exert significant influence on local weather, and it's easy to understand why race navigators have historically found the Gulf Stream and its offshoots a unique challenge.

The extent to which the challenge of the Gulf Stream can be met depends entirely on our understanding of Stream dynamics and the methods available to define existing Stream structure and to predict future evolution. Although navigators have known of the Stream for centuries (it was mapped by Benjamin Franklin in 1769), systematic study of the Gulf Stream only began in the 1930s with the founding of Woods Hole Oceanographic Institution (WHOI). By the 1950s sufficient data had been compiled to provide clear illustration of the

Figure 1. Composite satellite SST image and major Gulf Stream features Northwest Atlantic, December 12, 2015

variability of the Stream and to define the primary governing factors. These results, however, were largely descriptive with the predictive

to the main body of the Stream and on local weather, remain the heart of the navigational challenge. These factors are fundamentally turbulent, making them to some extent random or chaotic, which complicates accurate determination and prediction. This turbulence displays a wide range of spatial (space) and temporal (time) scales from centimeters to 100's of kilometers, from seconds to months. As sailors we typically only care about times out to possibly a week and spatial effects on a 50 to 100ft patch of the ocean. Response resolution on these small scales is particularly difficult. It should not be surprising, then, that predictions of weather or currents may not always compare favorably with our observed conditions.

We have of course made significant progress since 1950 in observing the Gulf Stream and in the dissemination of the resulting data. Ship and aircraft surveys have been largely replaced by satellites with facsimile or radio displaced by the Internet. Infrared sensors on satellites now may provide synoptic views of the surface temperature distributions (SST) in the Stream (**Fig.1**) several times (4-6) each day, allowing analysis of Stream location and structure as well as evolution. Typically the images are provided in two forms, instantaneous or composite. Under clear sky conditions or minimal cloud cover, an instantaneous, or a photo taken at a particular time, can provide an excellent view of the Stream and adjoining waters with a spacial resolution of about 1km (0.5nm). Increasing cloud cover may require compositing of a number of instantaneous images to allow removal of cloud influence. This typically results in a single composite image for the day. This powerful procedure significantly extends the utility of satellite imaging

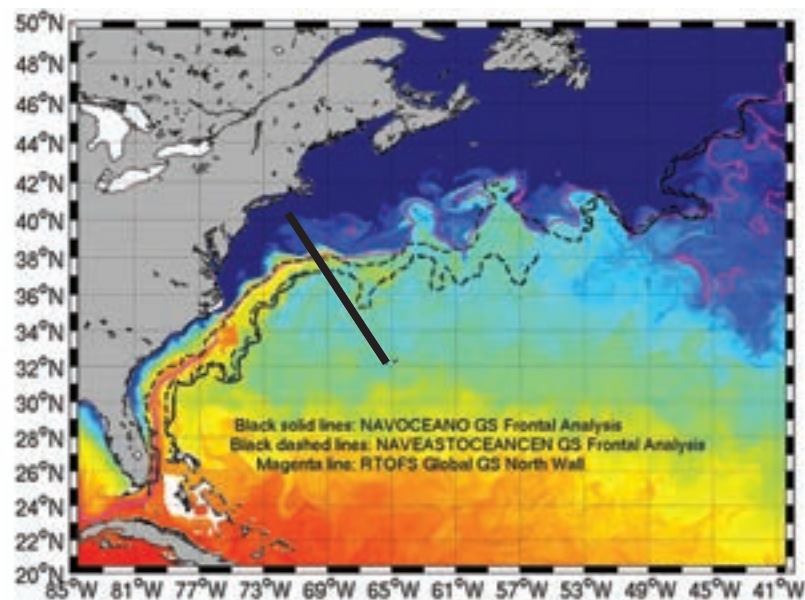
For many competitors the Newport-Bermuda Race (N-B) consists of three or four discrete segments each with its own dominant characteristics and challenges. Following the start there is, first, the segment past Block Island and across the continental shelf, usually dominated by sea breeze and tidal currents. Next comes the crossing of the main body of the Gulf Stream typically found approximately 250nm from Newport. After the Stream there is the relatively long crossing of the Sargasso Sea to the vicinity of Bermuda. Finally comes the approach to the island, made interesting by local weather and tidal effects, and on to the finish at St David's. Of these, the Gulf Stream crossing is often considered the most challenging. There are several reasons for this. The Gulf Stream is a portion of the large clockwise current system affecting the entire North Atlantic Ocean. Driven by a combination of winds and water column temperatures and salinity, the Gulf Stream is a portion of an energetic western boundary current which separates the warm waters of the Sargasso Sea surrounding Bermuda from the cooler

continental shelf waters adjoining New England. This results in striking water temperature contrasts over a short distance favoring formation of a narrow region approximately 60nm in width where maximum currents can exceed 5kts (i.e. the main body). From Florida to Cape Hatteras this current follows a reasonably well defined northerly track along the edge of the continental shelf. To the north of Hatteras, however, Stream-associated flows proceed along a progressively more northeasterly tending track with the main body of the current separating gradually from the shelf. Flow trajectories in this area, which includes the N-B rhumb line, be-

come increasingly nonlinear and wave-like with characteristics similar to those observed in clouds of smoke trailing downwind from a chimney. The resulting meanders in the main body of the Stream tend to propagate downstream towards Europe and grow in amplitude. On occasion these meanders will grow to a point where they will "pinch off," forming independent rotating rings or eddies in the areas north and south of the main body. This combination of time-variant features has the potential to affect a significant portion of the N-B rhumb line well outside of the main body of the Stream. The extent of this influence necessarily varies in space and time. Add to

yet to come. This fact was evident in the briefing prepared by WHOI for the N-B Skipper's Meeting in 1954, entitled "A Prediction of the Unpredictable," which addressed the variable nature of the Stream and the difficulties in defining its evolution. This briefing contained a disclaimer that "the Gulf Stream changes from week to week. Please.... Losers of Race do not hold us responsible!" Following this briefing John Nicholas Brown, owner of *Bolero*, was said to have referred to the Newport Bermuda Race as the "great Atlantic lottery." To this day the inherent variability of the Gulf Stream, plus the extent of its influence on currents within and adjacent

NOAA



little use to navigators. During the 1970s and 80s model sophistication increased rapidly due to both the development of analytical and numerical methods to handle turbulence and small scale flow interactions and improved computers. The resulting increase in model skill allowed study of Stream development

Figure 2, HYCOM derived SST patterns NW Atlantic Region

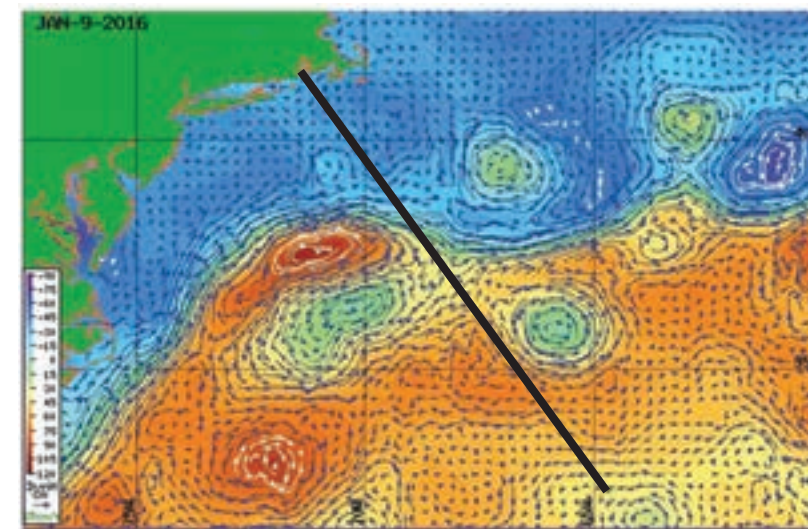
and evolution and added significantly to our understanding of the factors governing the Gulf Stream and its role in the oceanic transport of heat and other properties. This transport is essential to the maintenance of the global climate and is central in many of the ongoing discussions of possible future climate change. It's important to realize this fact and to recognize that most available numerical models owe their existence to the need to address these global issues and not small boat navigation.

Gulf Stream Models

Of the variety of models that might be applied, two have found general application by Bermuda Race navigators over the past ten years. The first is the community developed model HYCOM (<https://hycom.org/hycom>) that is the basis of the Global Real Time Ocean Forecast System (RTOFS) developed and disseminated by NOAA (see <http://polar.ncep.noaa.gov/global/monitor>). This is a powerful model and incorporates a variety of data from other models, instruments (e.g. Argos drifters tracking currents), and satellites. It provides 1/12° (5nm) horizontal resolution and has been developed in close collaboration with the U.S. Navy (<http://www7320.nrlssc.navy.mil/GLBHycom1-12/prologue.html>). Model runs available on these sites provide indications of past conditions as well as those in the future typically out to eight days. The NOAA site also provides comparisons between the Navy's results and their own (Fig.2). It is particularly interesting to compare

these model results and the associated indicated Gulf Stream location to satellite sea surface temperature (SST) plots such as those available (cloud cover permitting) on the Rutgers site (<http://rucool.marine.rutgers.edu/>). Generally there are some evident differences between each of the model results and the direct satellite observations. These differences must be carefully considered when designing routes or race strategy.

NOAA



near 39° 30' N 67° W and several cold core rings (counter clockwise rotating) south of the main body. One of these latter rings near 36° N 66° W is in contact with the rhumb line and is likely to move west across the rhumb line over the next month. Due to their cool temperatures,

Figure 4, Satellite altimetry derived surface currents - NW Atlantic region, January 7-9, 2016

which favor some sinking and subsequent covering by warmer waters, these cold rings are often difficult to see on satellite IR images. The fact that

they are visible by altimetry makes these products particularly valuable for the navigator. Coverage of the entire region to Bermuda only adds to this value.

As in the case of HYCOM, the altimetry based model is best used to define Stream location and structure since the currents shown seldom exceed 1-2kts, clearly low relative to known current speeds. Again this is the result of model formulation and spatial resolution.

The above combination of satellite observations, computer models, and the Internet have significantly reduced the extent to which racing to Bermuda is a "lottery." The navigator in 2016 has an impressive array of tools not available in the 1950s. This has reduced but not eliminated the element of "chance" in the Race. The Stream and associated weather effects remain fundamentally turbulent which complicates prediction. As a result the Stream doesn't always behave as expected. Meanders change amplitude but fail to move. Rings don't follow a simple westerly track and may even display rotational patterns counter to those expected in areas north and south of the Stream main body. The unexpected can be reduced by early individual study using the above sources of information and others (see <http://bermudarace.com/Resources-GulfStream&WX>) but not eliminated.

The Stream remains an intriguing phenomenon and something of a mystery. Using its energies to our benefit is the navigational challenge and one of the major attractions of the Newport Bermuda Race.

particularly over the Gulf Stream region where some amount of cloud cover is common throughout the year. The compositing process does result in some loss of spatial resolution, which should be considered during analysis. The amount, however, is generally inconsequential over a one-to two-day period.

Compositing, of course, does have its limitations and can do nothing for dense cloud cover. Under persistent conditions this may result in extended periods of time between usable satellite views of the Stream. Such conditions have prevailed through much of this past December and continue. Our last usable view of the Stream was December 12, 2015 (Fig.1). The potential for such conditions favors an early start to Stream evaluations in

order to limit impacts if cloud cover were to form close to the start of the race. In addition, navigators are increasingly making use of a variety of numerical computer models of circulation to estimate Stream location and structure. These models provide the added benefit of detailed current velocity estimates not available from the satellite views and in a format (GRIB) that can be easily accommodated by optimum routing programs such as Expedition, Manseau, OpenCPN, and Sailfast.

Computer modeling of ocean circulation began almost as soon as computers came into general use in the 1960s. Early models provided coarse spatial resolution and failed to handle turbulence very well. As a result they were of

that 2016 Chief Inspector James Phyfe describes this way: “The inspectors are not adversaries, but experienced sailors and racers who are eager to assist others with boat preparation. I want competitors to know that ‘passing’ a pre-race inspection is not a guarantee of compliance. Compliance with the race regulations is, inescapably, the owner’s or skipper’s sole responsibility. An inspection is not intended to be compre-

(NBRSR), and pass on advice from their own long experience. As inspector Ernie Messer has said, “A skipper should regard the inspector as *helping him*, the skipper, to meet his responsibilities and avoid problems he may not have considered.” The time to identify and consider those problems is well before casting off and heading out to sea.

Here is how Rives Potts, owner of the 48-foot, 2010-12 St. David’s Lighthouse Trophy winner *Carina*, describes his approach to boat preparation: “People are taking it for granted, but I believe that everything you do *before* you leave the dock makes it a lot easier when you go sailing. At the end of every season, you should strip your boat, taking everything off and then start the next season with what you *really* need. You’re prepared before you leave the dock so you don’t screw around on the water.”

The photos here of *Carina* illustrate Potts’s solutions to some standard safety and seamanship problems. Like many skippers, he wants his sailors to climb up the companionway ladder with safety harness

tethers already clipped on to the cockpit. Another of his concerns is getting storm sails set quickly with the least hassle. On most boats, the storm trysail is brought up from below when it’s time to set. “Everyone has a 10-minute rule, a 20-minute rule. . . whatever . . . to get the storm trysail ready,” Potts says. “We do it differently. We set up its bag next to the mast with the slides on the track so it’s ready to hoist when we need it. We have two tracks on the mast and two halyards. That way, you set the storm sails exactly when you need them, not when you’re dragging the rudder and going slow.”

Setting storm sails requires practice. “I encourage everybody to go out on a sunset cruise on a nice day with the storm sails set,” Potts said. “You’ll be doing 6 knots instead of 9, but you’ll learn how to set and trim these sails.”

hensive. It is merely a courtesy provided to the yacht owner to assist with compliance. It is our way of seeing every boat’s preparation and ensuring that the proper precautions are being heeded.”

No matter how many Bermuda Races they’ve sailed and many miles they have in their wakes, all entries are inspected before the race, and many of them will also be re-inspected after they cross the St. David’s Light finish line. “We will do random re-inspections on as many of the finishers as possible,” Phyfe said. “We will concentrate on the class and division winners, but no one is immune.” In 2014, 75 boats—almost half the fleet—were re-inspected.

Besides enforcing regulations, the inspectors—all of whom are experienced offshore sailors—look at important areas that fall outside Newport Bermuda Race Safety Requirements

FOUR COMMON INSPECTION MISTAKES

According to inspectors, here’s how owners can trip themselves up:

1. Unprepared captain. Chief Inspector Phyfe: “All entrants, no matter how many times they have competed previously, are encouraged to carefully review both the 2016 Notice of Race and the race’s safety requirements (the NBRSRs).” Captains should work closely with an inspector.

2. Unprepared boat. Before the inspector arrives, lay out the required documents with the gear to be inspected, including paper charts, backup running lights, big buckets, and enough fire extinguishers, safety harnesses, and life jackets for the boat and crew. Secure anchors, life rafts, ice chest lids, and other heavy items.

3. Noncompliant, missing, or broken gear, such as expired flares, an inoperable EPIRB, a broken bilge pump, loose lifelines, a cracked rudder, missing cotter pins, no lanyards to secure pump handles and hatch boards, and no way to secure the navigator and cook. Gear should be clearly labeled.

4. Operator error. The owner can’t rig a preventer, describe a man overboard rescue, set storm sails, demonstrate emergency steering, or find the EPIRB.



Well before the race, set up and practice with storm sails, reefs, and the preventer so everybody knows how they work.



NEB has the Formula for Success



Judel/Vrolijk & Co. 72, Bella Mente
Built by NEB
Photo: Onne van der Wal



Tripp 43, Settler
Built by NEB
Photo: NEB



NAUTOR'S
SWAN
AUTHORIZED
SERVICE



Ker 50, Snow Lion
Built by NEB
Photo: Onne van der Wal

Refit ❖ Repair ❖ Paint ❖ Build ❖ IRC Optimizations ❖ Sail & Power
Marina Slips ❖ Showers ❖ Restaurant ❖ Fuel ❖ Pool ❖ Ship’s Store

New England Boatworks

1 Lagoon Rd, Portsmouth, RI ❖ 401 683 4000 ❖ information@NEBoatworks.com ❖ www.NEBoatworks.com

Sailing Home? Be Prepared



BY SHEILA McCURDY

The Bermuda Race is a Big Deal. It's a test of sailors competing in a hostile environment. Every boat has checklists and crew assignments to ensure that every aspect of going to sea will not impede getting the very best performance out of the boat.

Breakdowns are bad for VMG. Mistakes give away advantage. For the top-notch crews, the race requires days of intense preparations leading up to the start and then pushing very hard to the finish.

The pressure is off for the return trip. Speed is not the goal. A smaller cadre looks for a holiday and a happy offshore experience under cruising rig. As much as I love racing hard to Bermuda (I've done 16 races) I also love the return trip (at least ten of them). It feels like the cool-down lap after the months of preparations and the race itself. I am happy to opt for a weather window, shorten sail for comfort, use the engine to make miles in light spots, and help a less experienced

crew become better sailors as we become good friends.

Ah, blissful complacency. It's too easy to assume all will go well. The 635-mile passage to my home port, Newport, has the same remoteness as the race a week earlier. Even with a favorable forecast, local squalls can knock down the unwary. The route crosses the Gulf Stream, of course, where difficult conditions can require hours of skilled helmsmanship. Things can and do happen on the return. Here are three incidents that come to mind:

Several years ago a delivery skipper on a returning yacht went overboard and drowned. He wasn't wearing a life jacket,

and the crew didn't know how to pick him up or call for help over the radio. We were nearby and might have been able to assist.

A cold front swept across the Gulf Stream in 2012, with heavy squalls and steep seas that caused injuries and damaged returning boats. One boat lost her steering. A cruise ship came to her assistance, and two seasick crew members (who had not taken proper medication) insisted they be taken off. The rest of the crew joined them. Two weeks later, the boat was recovered (in good shape) by an expensive salvage tug.

During the return to Newport in 2014, our boat, *Selkie*, was running before a good breeze at night when the watch heard something banging around forward. It turned out that the headstay (with the rolled-up jib) disconnected from the stem fitting and threatened the spreaders. The crew quickly jury-rigged halyards to support the mast, and re-

SAFETY AT SEA TRAINING TOPICS

- Safety equipment use including life jacket, harness, tether, life raft use
- MOB prevention and rescue
- Illness and injury treatment
- Distress signaling: radio, EPIRB and pyro
- Damage control including fire and flooding
- Search and Rescue resources
- Assisting other vessels
- Heavy Weather preparation, storm sails, and tactics

paired the problem in daylight with spare parts (including a backup clevis pin).

Training a Responsive Crew

If even a well-prepared boat can be counted on to provide surprises, the question is this: "Can the crew respond properly?" Making the return trip as trouble-free and pleasant as possible is the responsibility of all aboard—especially the skipper. As the sea has taught us over and over again, a successful passage takes planning, skill, and organization. The skipper needs to be certain that each watch can cover all the bases: looking out for the boat, steering, deck work, boat systems, navigation, crew welfare, medical issues, and emergency response.

Within the crew there should be a primary person and assistant assigned for each area according to individual experience, skill, and inclination. With a small crew, each sailor may have several assignments. These and many other concerns are addressed at US Sailing-sanctioned Safety at Sea Seminars, which the delivery crew should be advised to attend.

Safety training and offshore experience are obvious considerations, but so are crew compatibility and on-board practice that familiarizes the crew with the boat and equipment. Crew members can be assigned to lead a review of each of the topics of Safety at Sea Seminars. The skipper should prepare or assign boat-specific, written 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, where everybody is likely to see them) for periodic review, along with schematic drawings showing the locations of the bilge pumps, fuel shutoff, 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 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.

Upon departure, the skipper and the sailors assigned as watch leaders should set the example by reviewing and talking through all procedures. If a jib sheet is accidentally led through the lifelines, or if someone neglects to clip on the safety harness tether, everyone will be a lot happier if the mistake is caught right away before the sail rips out a stanchion or the sailor falls over the side. 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, satphones, and personal electronic devices without interfering with the nav station.

The Boat's Rules

Clearly written and 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 per-



Be prepared. Make sure safety harnesses fit.



Get familiar with the storm sails.

JOHN ROUSMANIERE

BARRY PICKTHALL/PPL

Bermuda Visiting Yachts

http://www.gotobermuda.com/uploadedFiles/GetHere/MapsAndBrochures/SubContent/Yachts_Brochure_9.16.2013.pdf

U.S. Customs and Border Protection

<http://www.cbp.gov/travel/pleasure-boats-private-flyers>

sonal stuff from piling up in the galley or on the chart table (thereby soothing the hackles of the cook or navigator).

The crew's responsibility includes looking after the health and safety of themselves and others. An incapacitated person puts a hole in the lineup and can be very distressing for the crew. 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 coming on board, and note any personal side effects such as drowsiness or anxiety.

Make 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. Seasickness, dehydration, hypothermia, and fatigue all compromise performance, lead to errors and oversights and can become a threat to life. They can cause strapping young men to become wraiths, and voluble leaders to be struck dumb. It can be amusing until you need their help. Inexperienced sailors seem to believe they can outwit being cold, wet, tired, and nauseous, yet few would believe they could will away other afflictions like the rope burns or sunburn. The rest of us take precautions. We owe it to the rest of the crew, and we have more fun. Seawater temperature north of the Gulf Stream in June is likely to be in the 60s. Night air temperatures are similar. Add 20 to 30 knots of wind with spray, and the crew will want several warm, dry layers including hats and gloves—the tropics are left far behind!

I like bringing one or two inexperienced sailors on the passage between Bermuda and Newport to encourage adventure, but I make sure I can do without them if they fail to perform. A few years ago I invited two 17-year-old, high school sailors to join us on a delivery. I also had three other experienced women. At the first sign of rough conditions, the fellows curled up miserably in their bunks, and the four middle-aged wom-

PRIORITIES

- Protect against sun, cold, wet, thirst, fatigue, and seasickness
- Have 3 crew who can do most anything
- Have other crew to fill in and learn
- Review Safety at Sea Seminar topics together as a crew
- Know the medical conditions, allergies, and meds of all
- Review protocols for emergency response aboard and to help others
- Practice reefing and MOB in protected waters
- Label switches and valves
- Post stowage plans

en did all the work quite happily. When calm returned a day or so later, the boys popped up—ready to eat. Of course they had a sea story on which to embellish. Maybe they will take seasickness medication next time.

Seamanship

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. Ideally the boat is in better shape at the end of the trip than the beginning.

I would add that good seamanship should include the ability to assess, address, and anticipate. The best offshore sailors use sight, smell, hearing, and feel to monitor what is going on below, on deck and in the wider environment for whatever may come next. Experience lets the crew member distinguish the significant concerns from normal variations. In a perfect world, every issue would be caught before it becomes a problem or emergency. Let's snap back to reality—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 watchmate 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 three to five appropriate steps to take in each of these cases and so many more. The steps include activating the response team, establishing on-board and outside communications, and utilizing tactical boat handling or changes in procedure.

All passages begin and end with land. Visitors need to be prepared to abide by local environmental and harbor regulations, as well as immigration, customs, and border protection laws. Before heading out, give crews the heads up on passport and visa requirements for all countries on the itinerary. Research the 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 of four to five days is within a pretty reliable weather window with today's forecast abilities. (Attend the weather briefing at the Royal Bermuda Yacht Club.) While most boats head straight home after several days of fun on this most hospitable island group, 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 into risky weather or with short-handed crew just to meet a deadline.

Sailing at sea is most rewarding. The adventure should be satisfying, not one of confusion, mistakes, oversights, and damage. After sailing over 100,000 miles offshore, my favorite passages have humorous, rather than harrowing, sea stories. It's a goal worth pursuing for you, your crewmates, and those waiting for you ashore.

Maybe I'll see you out there.

REAL WE MAKE NEW RIDERS Every Day

Photo: Elkus



as featured in
SAILING WORLD



REALWATERSPORTS.COM | (252) 987-6000 | CAPE HATTERAS, NC



Snow Lion
starts the
2010 race.

CREW LIST

This list of entered boats as of June 3 includes sailors' home towns, World Sailing (formerly ISAF) IDs and certification numbers, and assignments. PIC is Person in Charge, RPIC is Reserve Person in Charge. WC, Nav, Tac, Cook, Doc, and Crew indicate Watch Captain, Navigator, Tactician, Cook, ship's doc, and other crewmembers.

For updates, go to BermudaRace.com.

SAILOR NAME	RESIDENCE	POS	WS	CERT
-------------	-----------	-----	----	------

ACTAEA USA 3815

Constance Cone	Philadelphia	PA	Crew	USACC25	1
Michael Cone	Philadelphia	PA	PIC	USAMC24	1
James Dalton	Philadelphia	PA	Crew	USAJD212	1
George Fallon	Media	PA	Crew	USAGF18	1
Rex Miyashiro	Bel Air	MD	Crew	USARM157	1
Stewart Rose	Media	PA	Crew	USASR39	1
Wm Stanley Sneath	Missoula	MT	Crew	USAWS14	1
Richard Walls	Galena	MD	Crew	USARW137	1

AGGRESSIVE USA 12946

Roger Defelice	E Greenwich	RI	Crew	USARD132	1
Harold Knight	Jamaica Plain	MA	Crew	USAHK25	1
Craig Lippman	Warren	RI	WC	USACL14	1
Peter Maloney	Bristol	RI	WC	USAPM101	1
Raymond Renaud	Warren	RI	PIC	USARR37	1
Douglas Shearer	E Greenwich	RI	Nav	GBRDD40	1

AIRBORNE IV CAN 54381


Michael Coady	Halifax	CAN	Cook	CANMC26	1
Graham Eisenhauer	Halifax	CAN	Crew	CANGE10	1
William Greenwood III	Halifax	CAN	PIC	CANWG4	1
Edward Greenwood	Halifax	CAN	Nav	CANEG4	1
Peter Greenwood	Halifax	CAN	Crew	CANPG9	1
Will Greenwood	Halifax	CAN	Crew	CANWG1	1
James Luther	Halifax	CAN	Crew	CANJL17	1
Alexander O'Connor	Halifax	CAN	Crew	CANAO8	1
Michael O'Connor	Halifax	CAN	WC	CANMO1	1
David Stanfield	Halifax	CAN	WC	CANDS30	1
Philip Wash	Halifax	CAN	Crew	CANPW5	1

ALIBI USA 43968

Stephen Fisk	Westport	CT	WC	USASF14	1
Gardner Grant	Westport	CT	PIC	USAGG6	1

ALTAIR USA 47502

Kenneth Bacco	Alta	UT	PIC	USAKB110	1
Laura Bacco	New York	NY	Crew	USALB77	1



*Reading the
conditions takes
experience...*

It takes an experienced team to anticipate and adapt to an ever-changing environment without losing sight of the final destination. At Butterfield, we've spent more than a century honing our banking and wealth management skills to help clients achieve their goals in dynamic market conditions. We'll help you map out a plan for your future, and our exceptional team of banking and investment experts will be there to help you throughout the journey.

Contact us today about setting the right course for your financial needs.

www.butterfieldgroup.com

THE BAHAMAS | BERMUDA | CAYMAN ISLANDS | GUERNSEY | SWITZERLAND | UNITED KINGDOM



CREW LIST

Liisa Bacco	Alta	UT	Cook	USALB76	1
Matt Bacco	New York	NY	Crew	USAMB219	1
Robert Farley	Wilton	CT	WC	USARF72	1
Arthur Hanlon	Rye	NY	Crew	USAAH106	1
Kelly Hanlon	Rye	NY	Crew	USAKH92	1
Kenneth Barton	Annapolis	MD	Crew	USAKB115	3
Clinton Bolton	Newport	RI	PIC	USACB162	1
Lindsey Chirichiello	Chester	NH	Crew	USALC57	1
Robert Eichler	Hunts Point	WA	RPIC	USARE45	1
Glenn Fuller	Delray Beach	FL	Crew	USAGF56	3
Steven Horrobin	Edinburgh	UK	Nav	GBRSH103	1
Jeremy King	Peekskill	NY	Crew	USAJK189	1
Alden Winder	Manchester	MA	Crew	USAAW27	1
John Winder	Gloucester	MA	Crew	USAJW10	1
Magnus Witters	Vollen	NOR	Crew	NORMW2	1

AMERICA USA 1

Troy Sears	San Diego	CA	PIC		
------------	-----------	----	-----	--	--

ANDIAMO USA 60790

Morgan Buffum	Westerly	RI	Crew		
Bill Dickinson	Annapolis	MD	Crew	USAWD35	1
Richard Ladelfa	Seneca	SC	Nav	USARL119	1
Byrne Murphy	Washington	DC	PIC		
Caitlin Murphy	New York	NY	Crew	USAMM286	1
Clarke Murphy	New York	NY	WC	USACM184	1
Devon Murphy	New York	NY	Crew	USADM176	1
Erin Murphy	Chevy Chase	MD	Crew		
Morgan Murphy	New York	NY	Crew		
Lars Svenstrup	Portsmouth	RI	Crew	DENLS4	3

APOGEE USA 30207

Ian Gordon	Chicago	IL	Crew	USAIG7	1
Benjamin Morris	Boston	MA	PIC	USABM158	1

APRÈS USA 50454

Seth Besse	Mill Valley	CA	WC	USASB14	1
Stephen Besse	Guilford	CT	PIC	USASB47	1
Geoffrey Gibson	Vin Haven	MA	Nav	USAGG73	1
Tyler Gibson	Edgartown	MA	Crew	USATG74	1
Adam Hayes	Vin Haven	MA	Crew	USAAH108	1
Fraser Novakowski	San Francisco	CA	Crew	USAFN11	1

ARAUCARIA USA 60583

Pierrick Cruzol	La Rochelle	FR	Crew	FRAPC60	3
Chadwick Dickison	Newport	RI	Crew	USACD108	1
Clayton Dickison	Newport	RI	Crew	USACD109	1
Henry Dipietro	Newport	RI	Crew	USAHD25	1
John D. Keogh	Newport	RI	Crew	USAJK135	1
Steven McInnis	Newport	RI	Nav	USASM183	1
Richard Piller	Newport	RI	WC	USARP113	3
Aldo Roldan	Princeton	NJ	PIC	USAAR117	1

ARROWHEAD USA 52062

Steve Berlack	Franconia	NH	Crew	USASB117	1
Robert Windsor	E Northport	NY	Crew	USARW65	3

ATTITUDE USA 52571

David Caso	Duxbury	MA	WC	USADC31	1
Shawn Dahlen	Duxbury	MA	Crew	USASD22	1
Charles Barns Davis	Duxbury	MA	WC, Cook	USACD84	1
Mark Lindquist	Kingston	MA	WC	USAML57	1
Andre Martecchini	Duxbury	MA	PIC,	USAAM53	1

AUGUST WEST USA 12204

Daniel Cooney	Marion	MA	Crew	USADC58	1
Paul Duane	Burlington	VT	Crew	USAPD55	1
William Godfrey	Englewood	CO	Crew	USAWG32	1
David Johns	Mattapoissett	MA	WC	USADJ12	1
Oliver Moore	Warren	RI	Crew	USAOM4	1
Jamey Shachoy	Marion	MA	PIC	USAJS173	1
Ed Van Keuren	Mattapoissett	MA	Nav	USAEV6	3
Sam Vineyard	Mattapoissett	MA	Crew	USASV5	1

AURA USA 51016

Gray Benson	Oxford	MD	Crew	USADB143	1
Schuyler Benson	Oxford	MD	WC	USASS206	1
W. Frank Bohlen	Mystic	CT	Nav	USAWB15	1
Robert Floyd	Annapolis	MD	Crew	USARF50	1
William Kardash	Annapolis	MD	PIC	USAWK3	1
Andrew Parish	St. Michaels	MD	Crew	USAAP47	1
Michael Perry	Somers Pt	NJ	WC	USAMP126	1

AZURA USA 60454

David Buckingham	Ipswich	MA	Crew	GBRDB94	1
Thomas Hall	WinstonSalem	NC	Crew	USATH36	1
Joseph Hanna	Charleston	SC	Nav	USAJH297	1
David Houle	Cornelius	NC	Crew	USADH180	1
Robert Key	Columbia	SC	WC	USARK68	1
Kevin Meechan	Fairview	NC	Crew	USAKM145	1
Townsend Morey	Natick	MA	Crew		
Jeffrey Randall	Dedham	MA	Crew	USAJR229	1
David Rogers	Seattle	WA	Crew	USADR131	1
Patrick Rogers	Mt Pleasant	SC	WC	USADR113	1
Stephan Stewart	Athens	GA	Crew	USASS173	1
Jamie Walker	Columbia	SC	PIC	USAJW199	1

BANDERA USA 9368

Jacob Andrew	Forest Hill	MD	Crew		
Chandler Chiappe	Kings Point	NY	Crew	USACC206	1
Kenneth Luczynski	Kings Point	NY	PIC	USAKL18	3
Dominique Neubelt	Little Silver	NJ	Crew	USADN52	1
Ethan Neubelt	Little Silver	NJ	Crew	USAEN17	1
Gabrielle Neubelt	Kings Point	NY	Crew	USAGN17	1
Max Neubelt	Little Silver	NJ	Crew	USAMN55	1
Connor Sexton	Vermilion	OH	Crew	USACS266	1
Karl Wallin	Kings Point	NY	Crew		

BEAM REACH USA 51750

Timothy Dow	Chatham	MA	Nav	USATD13	3
Edward Flocco	Winnetka	IL	Crew	USAEF43	1
Thomas Flocco	Winnetka	IL	PIC	USATF58	1
Thomas Flocco	Winnetka	IL	Crew		
Christopher Kennedy	Kenilworth	IL	Crew	USACK92	1
James Lawsing	WinstonSalem	NC	Crew	USAJL208	1
Daniel Mielke	NSmyrnaBch	FL	Crew	USADM239	1

BELLA J USA 54554

Paul Baker	St. John's	CAN	WC	CANPB5	1
Hayley Crichton	St. John's	CAN	Crew	CANHC6	1
Meredith Gilmore	Holyrood	CAN	Crew	CANMG38	1
Gaelle Halliday	St. John's	CAN	Crew	CANGH15	1
Michelle Mifflin	St. John's	CAN	Crew	CANMM59	1
S. Anderson Noel	Mt Pearl	CAN	Nav	CANSN5	1
Simon Rees	Wanchese	NC	Crew		
Raymond Rhineland	St. John's	CAN	PIC	CANRR22	1
Erik Schwan	St. John's	CAN	WC	USAES100	1

2016 NEWPORT-BERMUDA RACE

Thom Smith	St. John's	CAN	Crew	USATS166	1
Charles Williams	Lexington	MI	Crew	USACW138	1

BELLA MENTE USA 45

James Baxter	Auckland	NZ	Crew	NZLJB21	3
Michele Cannoni	Bogliasco	IT	Crew	ITAMC7	3
Sean Clarkson	Mill Valley	CA	Crew	NZLSC5	3
Sean Couvreur	White Salmon	WA	Crew	USASC4	3
James Dagg	Auckland	NZ	Crew	NZLJD4	3
Hap Fauth	Naples	FL	PIC	USAHF17	1
Greg Gendell	Annapolis	MD	Crew	USAGG10	3
Federico Giovanelli	Montecatini Ter	ITA	Crew	ITAFG103	3
Peter Henderson	Middletown	RI	Crew	USAPH29	3
Terry Hutchinson	Harwood	MD	Crew	USATH11	3
Keats Keeley	Middletown	RI	Crew	USAKK82	3
Brian Macinnes	Grandville	MI	Crew		
Neal McDonald	La Ciotat	FR	Crew	GBRNM77	3
Craig Monk	Auckland	NZ	Crew		
Ian Moore	Cowes	UK	Crew	GBRIM21	3
Robert Ouellette	Portsmouth	RI	Crew	USARO	3
Michael Sanderson	Herne Bay	NZ	Crew	NZLMS10	3
Matt Smith	San Diego	CA	Crew	USAMS167	3
Adrian Stead	Bursledon	UK	Crew	GBRAS66	3
Morgan Trubovich	Trumbull	CT	Crew	NZLMT14	3
Jim Turner	Greenhithe	NZ	Crew	NZLET2	3

BELLA PITA USA 7575

Nathanael Burke	Marblehead	MA	Crew	USANB40	1
Harry Dunning	Newport	RI	Crew		
Stephen Foraste	Wellesley	MA	Crew	USASF8	1
Scott Gibbs	Oxford	MD	Crew	USASG74	3
Jim Grundy	Doylestown	PA	PIC	USAJG163	1
Samuel Grundy	Horsham	PA	Crew	USASG73	1
Theodore Haaland	Annapolis	MD	Crew	USATH59	3
James Hedleston	Guilford	CT	Crew	USAJH305	1
William Jenkins	Annapolis	MD	Crew	USAWJ13	3
Philip McKee	Annapolis	MD	Crew	USAPM106	1
Johnathan Schlossberg	Annapolis	MD	Crew	USAJS352	1
William Wrightson	Gladwyne	PA	Crew	USAWW48	1

BERMUDA OYSTER BER 435

Barbara Ashfield	Beccles	BER	WC	GBRBA11	1
Roger Beach	Pembroke	BER	Crew	BERRB3	1
Stephen Benn	Hamilton	BER	Nav	BERSB3	1
Michael Gladwin	Pembroke	BER	Crew		
Paul Hubbard	Pembroke	BER	PIC	BERPH4	1
Steve Musicant	Hamilton Par	BER	Crew	USASM179	1
John Nicholls	Warwick	BER	Crew	BERJN1	1
Neil Redburn	Pembroke	BER	WC	BERNR2	1

BLACK WATCH USA 71

James Cummiskey	Darien	CT	WC	USAJC83	1
Kyle Dufur	Tiverton	RI	WC	USAKD10	3
Trevor Fetter	Dallas	TX	RPIC	USATF14	1
Darwin Fielder	Dallas	TX	Crew	USADF90	1
Lars Forsberg	Greenwich	CT	WC	USALF15	1
Peter Forsberg	Greenwich	CT	Crew	USAPF44	1
Carl Gish	Palo Alto	CA	Crew	USACG53	1
John Kramer	New York	NY	Crew	USAJK73	1
John Melvin	Riverside	CT	PIC	USAJM276	1
Mark Melvin	Torrington	CT	Cook	USAMM338	1
Michael Melvin	Riverside	CT	Crew	USAMM283	1
Max Petrushonis	Milford	CT	Crew	USAMP150	3
Peter Rugg	New York	NY	Nav	USAPR25	1

David Ryan	San Diego	CA	Crew	USADR129	1
Jesse Terry	New York	NY		USAJT122	1

BLUE NOTE USA 52766

Henry Henning	Monroe	NJ	Crew	USAHH5	1
John Mackinnon	London	UK	Crew	GBRJM172	1
Darren Meeh	Belvidere	NJ	Crew	USADM208	1
Gary Nackman	Montville	NJ	PIC	USAGN15	1
Joseph Richter	Little Silver	NJ	WC	USAJR165	1
John Thomas	Flemington	NJ	Crew	USAJT134	1
Stuart Van Winkle	Little Silver	NJ	Crew	USASV30	1

BLUEMOON USA 39520

Chris Dawson	Mashpee	MA	Crew	USACD110	1
George Luber	N Reding Bch	FL	Crew	USAGL52	1
Kimberly Morecraft	N Providence	NJ	Crew		
Jack Puk	Kinnelon	NJ	Crew	USAJP210	1
Luke Puk	Kinnelon	NJ	PIC	USALP38	1
David Rodriguez	E Boston	MA	Crew	USADR114	1

BREEZING UP GBR 4626

Corwith Cramer	Middletown	RI	Crew	USACC208	1
Anthony Fitch	Owls Head	ME	Crew	USATF12	1
Ben Willauer	Freeport	ME	WC	USABW27	1
Charles Willauer	S Boston	MA	Crew	USACW111	1
Charles S Willauer	Charlestown	MA	WC	USACW69	1
Eleanora Willauer	Hope	ME	Crew	USAEW77	1
Langley Willauer	Hope	ME	Nav	USALW51	1
Peter Willauer	Charlestown	MA	Crew	USAPW55	1
Victoria Willauer	Owls Head	ME	Crew	USATW93	1
William Bradford Willauer	Scarborough	ME	PIC	USAWW29	1

BRIGAND USA 52120

Mark Andrews	Guilford	CT	Crew	USAMA58	1
David Dickerson	Waterford	CT	Crew	USADD20	1
Peter Johnson	Guilford	CT	Crew	USAPJ31	1
Michael Lachance	Wolcott	CT	Crew	USAML85	1
Chip Ott	Guilford	CT	Crew	USAGO21	1
Jeffrey Ott	Guilford	CT	Crew	USAJO59	1
Janet Riesman	Branford	CT	WC	USAJR11	1
Sean Saslo	Branford	CT	PIC	USASS28	1
Seth Saslo	State Coll	PA	WC	USASS65	1
Thomas Spencer	Higganum	CT	Crew	USATS37	1
Bill Tyler	E Haven	CT	Crew	USABT1	1
Les Wolkowski	Glastonbury	CT	Crew	USALW23	1

C 'EST BON USA 60645

Nathaniel Atwater Jr	Madison	CT	Crew	USANA14	1
Emily Casella	Little Egg Hbr	NJ	Crew	USAEC67	1
Daniel Dagenais-gaw	Halifax	CAN	Crew	CANDD12	1
Ervin Grove	Newport	RI	Crew	USAEG28	3
Deborah McKeon	W Hartford	CT	Crew	USADM238	1
Carl Merz	W Hartford	CT	PIC	USACM207	1
Caitlin Niemic	Newport	RI	Crew	USACN30	1
Lee Toney	Knoxville	TN	Crew	USALT19	1
Peter Tuite	Gulfport	FL	Crew	USAPT39	1

CAPELLA USA 51109

Robert Hoar	Southboro	MA	Nav	USARH50	1
Jonathan Lewis	Hamilton	CAN	WC	CANJL26	1
Clint Marshall	Bidd Pool	ME	Crew	USACM25	1
Alexander Millet	Chicago	IL	WC	USAAM15	1
David Millet	Needham	MA	PIC	USADM27	1

CREW LIST

Jessie Millet	Somerville	MA	Crew	USAJM322	1
Scott Petritz	Morro Bay	CA	Crew	USASP31	1

CARINA USA 315

Peter Bauer	Mamaroneck	NY	Crew	USAPB47	1
Peter Fackler	New York	NY	Crew	USAPF50	1
Alexis Gahagan	Wilmington	DE	Crew	USAAG13	1
William Gahagan	San Francisco	CA	Crew	USAWG4	1
Barrett Holby	Warren	RI	Crew	USAWW64	1
Robert Hutton	Atherton	CA	Crew	USACH141	1
Tom Hutton	Atherton	CA	Crew	USATH82	1
Neil McLaughlin	Newport	RI	Crew	USANM9	1
A. Rives Potts	Westbrook	CT	PIC	USARP16	1
Allen Potts	Big Sky	MT	Crew		
Walker Potts	Old Lyme	CT	Crew		
Devin Santa	Fairfield	CT	Crew	USADS22	1

CARINA US 42937

David Baker	Washington	DC	Crew	USADB171	1
Peter Dudley	Baltimore	MD	WC	USAPD87	1
Charles Goldberg	New York	NY	Crew	USAZG2	1
Murray Leigh	Gibson Is	MD	WC	USAAL81	1
Alex Passano	Skillman	NJ	Cook	USAAP92	1
Will Passano	Skillman	NJ	PIC	USAWP6	1
Scott Schluederberg	Elkridge	MD	Crew	USASS220	1
Edwin Steeble	Evergreen	CO	Nav	USAES9	1

CECILIE VIKING USA 60525

Douglas Carlisle	Madison	CT	Crew	USADC162	1
Gaston Carreno	Oakton	VA	Crew	USAGC58	1
Torgrim Joergensen	Kennebunkpt	ME	Crew	NORTJ4	1
Ernie Messer	Old Lyme	CT	Nav	USAEM23	1
Leif Roar Olsen	Drammen	NOR	WC	NORLO2	1
Even Østheim	Kongsberg	NOR	Crew	NOREO4	1
Gurhan Ozen	Somerville	MA	Crew	TURGO4	1
Vidar Skjelstad	Old Lyme	CT	PIC, WC	NORVS3	1
Jacob Wolf	Baltimore	MD	Crew	USAJW211	1

CHALLENGER GBR 301

Burt Apfelbaum	Menands	NY	Crew		
David Burnes	Toronto	CAN	Crew	CANDB49	1
Robert Burnes	Oakville	CAN	Crew	CANRB26	1
Stephen Cashdollar	Fishers	IN	Crew	USASC138	1
Joanna Cranfield	Sandys	BER	Crew	BERJC5	1
Jacques Gelinas	Brownburg	CAN	Crew	CANJG23	1
Eric Gouin	Pointe Claire	CAN	Crew	CANEG8	1
Anthony Hendricks	Sandys	BER	Crew	AUSAH48	1
Greg Johnson	Corinth	TX	Crew	USAGJ19	1
Michel Morelli	Montreal	CAN	Crew	CANMM60	1
Alison Puleo	OldGreenwich	CT	Crew	USAAP90	1
Edward Rankin	Toronto	CAN	Crew	USAER71	1
Christopher Stanmore	Mahone Bay	CAN	PIC	GBRCS66	3
Catherine Tobin	Alexandria	VA	Crew	USACT65	1
Richard Walker	Riverside	CT	Crew	USARW127	1

CHAOTIC FLUX USA 51218

Brian Barone	Annapolis	MD	Crew	USABB166	1
Ian Berke	Delmar	NY	Crew	USAIB21	1
Elijah Bowen	Friendship	MD	Crew	USAEB113	1
Isaac Breen-Franklin	Washington	DC	Nav	GBRIB25	1
James Chen	Fairfax	VA	PIC	USAJC287	1
Mathew Hansen	Alexandria	VA	Crew	USAMH178	1
Thomas Shaw	Vienna	VA	Crew	USATS135	1
Christopher Van Horne	Alexandria	VA	WC	USACV23	1

CHARLIE V USA 42844

Joel Basilion	New York	NY	Crew	USAJB374	1
Nicholas Basilion	Glen Cove	NY	Crew	USANB66	1
Charles Dupin	New Orleans	LA	Nav	USACD70	1
Christopher Ercole	Woodside	NY	Crew	USACE40	1
Christine Gross	New York	NY	Crew	USACG128	1
Alan Horowitz	Baltimore	MD	Crew	USAAH111	1
Charles Hurd	New York	NY	WC	USACH50	1
Richard Meisenbach	Burlington	VT	Crew		
James O'Hanlon	New York	NY	Crew	USAJO89	1
Norman Schulman	Glen Cove	NY	PIC		

CHASSEUR USA 42454

Miles Cook	Atlanta	GA	PIC	USAMC182	1
Peter Cook	Wellfleet	MA	Crew	USAPC110	1
Bernie Jakits	Annapolis	MD	Nav	USABJ36	3
Peter Knag	Dallas	TX	WC	USAPK69	1
Tom Ray	Oxford	MD	Crew	USATR82	1
Javier Sanchez Lamelas	London	UK	WC	ESPJS86	1
William Savage	Arlington	VA	Crew	USAWS102	1

CHECKMATE USA 32708

Donald Dwyer	Guilford	CT	Crew	USADD114	1
Frank Flores	Essex	CT	PIC	USAFF3	1
Thomas Klin	Essex	CT	WC	USATK44	1
Gerald Clifford Myers	Chester	CT	Crew	USAGM92	1

CHOUCAS USA 50343

Ernest Berger	New York	NY	RPIC	USAEB15	1
Frederic Cosandey	New York	NY	PIC	USAF66	1

CHRISTOPHER DRAGON USA4304

Ed Bahen	St Petersburg	FL	Crew	USAEB35	3
Morgan Bennett	Burlington	VT	Crew	USAMB30	1
Lawrence Cutler	Croton Hudson	NY	Crew	USALC39	1
Larry Fox	Riverdale	NY	Nav	USALF7	1
Patrick Johnson	New York	NY	Crew	USAPJ33	1
Andrew Kaplan	Larchmont	NY	Crew	USAAK76	1
Rick Lyall	Weston	CT	Crew	USARL28	1
Kelly Robinson	Staten Island	NY	Crew	USAKR8	1
Andrew Weiss	Mamaroneck	NY	PIC	USAAW46	1

COMANCHE USA 12358

Pablo Arrarte	Santander	Esp	Crew	ESPPA35	3
Richard Clarke	Salt Spring Is	CAN	Crew		
Justin Clougher	Newport	RI	Crew	AUSJC60	3
Nick Dana	Newport	RI	Crew	USAND4	3
Dirk De Ridder	Terkaple	NL	Crew	NEDDD19	3
Shannon Falcone	Newport	RI	Crew	ANTSF1	3
Joseph Fanelli	Ocala,	FL	Crew		
Warwick Fleury	Auckland	NZ	Crew	NZLWF3	3
Ryan Godfrey	Largs Bay	AUS	Crew	AUSRG6	3
Phillip Harmer	Portsmouth	UK	Crew		
Kelvin Harrap	Cork	IRL	Crew	NZLKH2	3
Stan Honey	Palo Alto	CA	Crew	USASH19	3
Chris Maxted	Melbourne	AUS	Crew	AUSCM6	3
Antony Mutter	Auckland	NZ	Crew	NZLAM32	3
Ken Read	Newport	RI	PIC		
Casey Smith	Portsmouth	RI	Crew	AUSCS49	3
Jonathan Taylor	Southampton	UK	Crew	GBRJT53	3
John Von Schwarz	Charleston	SC	Crew	USAJV6	3
Daryl Wislang	Lower Hutt	NZ	Crew	NZLDW1	3
Kimo Worthington	Portsmouth	RI	Crew		

2016 NEWPORT-BERMUDA RACE

CRACKERJACK USA 73113

Christopher Cooper	Arlington	VA	Crew	USACC153	1
Aaron Davenport	Purcellville	VA	Crew	USAAD98	1
James Gray	Baltimore	MD	WC	USAJG32	1
Alan Krulisch	Arlington	VA	PIC	USAAK14	1
John Litherland	Newport	RI	Crew	USAJL141	1
Mark Martin	Severna Park	MD	Crew	USAMM233	1
Rob Nilsen	West River	MD	WC	USARN2	1
Bruce Ogden	West River	MD	Crew	USABO21	1

CRAZY HORSE USA 43777

Paul Adam	Dartmouth	MA	WC	USAPA12	1
Caleb Armstrong	Dartmouth	MA	Crew	USACA65	1
Daniel Barry	Dartmouth	MA	Crew	USADB168	1
Jon Desmond	Boston	MA	Nav	USAJD26	1
Kevin Malloy	N Marshfield	MA	Crew	USAKM131	1
Kevin McLaughlin	Fairhaven	MA	PIC	USAKM118	1
Sean McLaughlin	Fairhaven	MA	Crew	USASM138	1
Graham Philpot	Portsmouth	NH	Crew	USAGP47	1
Kevin Tongue	Quincy	MA	Crew	USAKT20	1
Matt Wordell	Fairhaven	MA	Crew	USAMW113	1

CROSSFIRE BER 125

Eddie Bardgett	Pembroke	BER	Crew	BERDB1	1
Brian Hillier	St Georges	BER	Crew, PIC	BERBH1	1
Somers Kempe	Warwick	BER	Crew	BERSK1	1
Peter Martin	Pembroke	BER	Crew	BERPM3	3
Michael Oatley	St. Georges	BER	Crew	BERM01	1
Jason Owen	Ipswich	BER	Crew	GBRJO	1
J C Raby	Tiburon	CA	Crew	USAJR113	1
William Thompson	Hamilton	BER	Crew	BERWT1	1

DEFIANCE NA 24

Mikala Bussey	Annapolis	MD	RPIC	USAMB184	1
Andrew Camargo	Annapolis	MD	Crew		
Christopher Cantillo	Annapolis	MD	Crew	USACC189	1
Bradley Cole	Annapolis	MD	Crew	USABC81	1
Joshua Corbett	Annapolis	MD	Crew	USAJC283	1
Paige Krumwiede	Annapolis	MD	Cook		
James Reynolds	Westfield	NJ	PIC	USAJR194	1
Matthew Signorelli	Annapolis	MD	Crew	USAMS292	1
Rob Thyberg	Clarksville	MD	Crew		
Jonathan Wright	Worton	MD	Crew	USAJW95	1

DEFIANCE USA 51868

Alexander Fridell	Brooklyn	NY	Crew		
Drew Kellogg	Easton	MD	Crew	USAAK16	1
Kenyon Kellogg	Boston	MA	Crew	USAKK73	1
Nicholas Kellogg	Easton	MD	Crew	USANK21	1
Peter Noonan	Saratoga	CA	Crew	USAPN20	1
Carsten Petersen	N Kingstown	RI	Crew	DENCP1	1
Stuart Streuli	Newport	RI	Crew	USASS1	1
Rogan Van Gruisen	Newport	RI	Crew		
Rufus Van Gruisen	Newport	RI	Crew	USARV11	1

DESPERADO USA 51601

Theodore Gleysteen	Brooklyn	NY	Crew	USATG64	1
Rob Lehane	Cork	IRL	Crew	IRLRL18	1
George Petrides	New York	NY	WC	USAGP14	1
Timothy Price	New York	NY	Cook		
Andrey Sarmoylov	Moscow	NY	Crew	RUSSA50	1
Vadim Shablinsky	Westbury	NY	Crew	USAVS7	3
Leo Vasiliev	Pt Washington	NY	PIC	USALV9	3

Daniel Watt	New York	NY	Crew	USADW109	1
Simon Wills	New York	NY	Crew		

DEVIATION CAN 50271

Matthew Christie	Bedford	CAN	WC	CANMC21	1
Sean Christie	Bedford	CAN	Crew	CANSC24	1
Geoffrey Dalzell	Bedford	CAN	Crew	CANGD17	1
Cameron Fraser	Halifax	CAN	Nav	CANCF9	1
Robert Maclean	Bedford	CAN	Crew	CANRM58	1
Stuart McCrea	Halifax	CAN	PIC	CANSM38	1
India White	Halifax	CAN	Crew	CANIW8	1
Jason White	Halifax	CAN	Crew	CANJW31	1

DHARMA USA 60056

Edward Anderson	GreenCove Sp	FL	Crew	USAEA34	1
Michael Carroll	Fort Bragg	CA	Crew	USAMC188	1
Jeremy Crookshanks	Morgantown	WV	Crew	USAJC285	1
David Powers	MarinaDelRey	CA	Nav	USADP91	1
Doug Robinson	Troutman	NC	PIC	USADRI26	1
Joshua Robinson	Gassaway	WV	Crew	USAWW76	1
William Schriber	Charleston	SC	Crew	USAWS88	1
Daniel Valoppi	Charleston	SC	Crew	USADV18	1

DIRIGO USA 32624

Buck Downes	Crofton	MD	WC	USAJD223	1
Eric M. Johnson	Annapolis	MD	PIC	USAEJ14	1

DOGSLED USA 63495

Greg Allen	Hyde Park	MA	Crew	USAGA29	1
Todd Barnard	Halifax	CAN	PIC	CANTB4	1
Philip Burchinshaw	Bedford	CAN	Crew	CANPB27	1
Greg Currie	Halifax	CAN	WC	CANGC8	1
Shawne Hancock	Delisle	CAN	Crew	CANSH18	1
Tony Hancock	Bedford	CAN	Crew	CANAH27	1
Shaun Oleary	Halifax	CAN	WC	CANSO1	1
Mark Pearson	Toronto	CAN	Crew	CANMP28	1
Kevin Sewell	Toronto	CAN	Crew	CANKS24	1

DREAM CRUSHER USA 60206

Benjamin Allen	Gorham	NH	Crew	USABA39	3
Tim Dawson	Portsmouth	RI	Crew	USATD83	3
Gregg Griffin	Newport	RI	PIC		
Gijs Gunneman	Newport	RI	Crew	NEDGG1	3
Ian Liberty	Colts Neck	NJ	Crew	USAIL7	1
Kyle Martin	Portsmouth	RI	Crew	USAKM19	3
Declan McGranahan	Sewickley	PA	Crew	USADM213	1
Devin McGranahan	Sewickley	PA	Crew		
Lachlain McGranahan	Sewickley	PA	Crew	USALM73	1
Shannon McGranahan	Sewickley	PA	Crew		
Patrick O'Connor	Newport	RI	Crew	USAPO13	3
Robert Peckham	Tequesta	FL	Crew		
Keiran Searle	Miami	FL	Crew	AUSKS6	3

DREAMCATCHER USA 10625

Bruce Chafee	Boston	MA	WC	USABC24	1
Paul Grimes	Portsmouth	RI	Crew	USAPG15	1
Dustin Hawks	Cambridge	MA	Crew	USADH134	1
Daniel Kylander	Hingham	MA	Crew	USADK104	1
Doug Kylander	Philadelphia	PA	WC	USADK25	1
Stephen Kylander	Hingham	MA	PIC	USASK74	1
Thomas Kylander	Hingham	MA	Crew	USATK55	1
Richard Pedone	Hingham	MA	Crew	USARP17	1
Geoff Rand	Ipswich	MA	Nav	USAGR3	1
J Matthew Sullivan	Arlington	MA	Crew	USAMS34	1

CREW LIST

EL ORO GBR 2018

Anna Bakowska	Aosta	ITAL	Crew		
Tom Barker	Tamarama	AUS	WC	AUSTB7	1
Urs Gauchat	Cambridge	MA	Crew		
Bruce Gould	Sydney	AUS	Crew		
Kent King	Paddington	AUS	PIC	NZLKK1	3
Radoslaw Leonczak	NowMiastoNad	POL	Crew		
Ian Macdiarmid	Glebe	AUS	Tac	AUSIM5	3
Carol Writer	Woollahra	AUS	Crew	AUSCW40	1

ELIMINATOR USA 15370

Charles Bayer	Detroit	MI	PIC	USACB97	1
Michael Hoey	Grosse Pt Wds	MI	Crew	USAMH14	3
Timothy Kelly	Grosse Pt Wds	MI	Crew	USATK36	1
Paul Rashid	Chicago	IL	Crew	USAPR57	1
Harrison Richardson	San Francisco	CA	WC	USAHR19	1
Kevin Schrage	Venice	CA	Crew	USAKS60	1
Christopher Vantol	Grosse Pt Park	MI	WC	USACV1	1
Gregory Vasse	Wilton	CT	WC	USAGV6	1

ENTROPY USA 50400

Frank Arabia	Boston	MA	Crew	USAF14	1
William Crump	Annapolis	MD	WC	USAWC32	1
Ben Greenfield	Newport	RI	Crew	USABG69	1
Paul Hamilton	Jamestown	RI	PIC	USAPH10	1
Thomas Klok	Annapolis	MD	Crew	DENTK2	1
Michael Komar	Newport	RI	Crew	USAMK75	1
Max Tringale	Newport	RI	Crew	USAMT50	1
Patricia Young	Jamestown	RI	Nav	USAPY1	1

EQUINOCCIO CHI 5711

Felipe Cubillos	Santiago	Chile	WC	CHIFC3	1
Alejandro Kemp	Santiago	Chle	Crew	CHIAD2	1
Melanie Leibbrandt	Santiago	Chile	Cook	CHIML2	1
Tomas Middleton	Santiago	Chile	Crew	CHITM1	1
Jose Munoz	Algarrobo	Chile	Tac	CHIJM4	3
Rodrigo Robles	La Reina	Chile	Crew	CHIRR4	1
Carlos Vergara	Santiago	Chile	Crew	CHICV1	1
Lawrence Westcott	Santiago	Chile	Crew	CHILW1	1
Martin Westcott	Santiago	Chile	PIC	CHIMW1	1
Philip Westcott	Santiago	Chile	RPIC	CHIPW1	1
Jorge Zuazola	Vina Del Mar	Chile	Nav	CHIJZ1	1

ESCAPADE USA 5542

Diana Caillouet	Bowling Green	KY	Crew	USADC161	1
Larry Caillouet	Bowling Green	KY	Crew	USALC54	1
Richard Collins	Bowling Green	KY	WC	USARC11	1
William Linehan	Indianapolis	IN	Nav	USAWL13	1
Kell Morris	Aliso Viejo	CA	WC	USAKM14	1
Daniel Nussbaum	Stamford	CT	Crew	USADN53	1
Geoff Preu	Darien	CT	Crew	USAGP56	1

FARFARER USA 77

David Arenburg	Yarmouth	ME	WC	CANDA15	1
Frank Blair	Northeast Hbr	ME	PIC	USAFB22	1
Shawn Cox	Halifax	CAN	Crew	CANSC21	1
Alexander Macmillan	Lunenburg	CAN	Nav	CANAM16	3
John Steele	Riverport	CAN	Crew	CANJS45	3
Zoe Steele	Middletown	CAN	Crew	CANZS2	1

FEARLESS USA 33555

Scott Adler	Brooklyn	NY	Crew		
Nick Barta	Dartmouth	MA	Crew		
Shaun Ensor	Fairhaven	MA	PIC	USASE36	1

Richard Gleason	Hopedale	MA	Crew	USARG104	1
Roland Grenningloh	Arlington	MA	Crew	GERRG18	1
Pete Hickey	Milford	MA	Crew	USAPH67	1
Nathan Hinchliffe	Roslindale	MA	Crew	USANH28	1
Nikita Imennov	Boston	MA	Crew	USANI7	1
Ikay Iwobi	Somerville	MA	Crew	USAI11	1
Timothy Kowalczyk	Boston	MA	WC	USATK68	1
Enzo Lucarelli	Fair Haven	NJ	Crew	USAEL58	1
Duane Palmateer	Middle Grove	NY	Crew		
Dan Ricker	Fair Haven	NJ	Crew	USADR133	1
Alec Snyder	Newport	RI	Crew		

FINESSE USA 50820

Colton Brown	New York	NY	Crew	USACB93	1
Timothy Desmond	Stonington	CT	Crew	USATD75	1
Nicholas Dubois	New York	NY	Doc	USAND30	1
Caperton Flood	New Canaan	CT	Crew	USAJF157	1
Haven Ladd	Charlestown	MA	Nav,	USAHL2	1
Eliot Merrill	Brooklyn	NY	PIC	USAEM10	1
Jason Michas	Long Is City	NY	Crew	USAJM295	1
Alexander Saltonstall	Newton	MA	Crew	USAAS13	1

FLYER USA 2213

Douglas Abbott	St Michaels	MD	PIC	USADA30	1
Jeffrey Cox	Easton	MD	Crew	USAJC281	1
Edward Crawford	Easton	MD	Nav	USAEC6	1
Henner Gibbons-Neff	Easton	MD	WC	USAHG17	1
John Hines	Easton	MD	Crew	USAJH300	1
Michael Kabler	Claiborne	MD	Crew	USAMK106	1
Russell Stone Jr	Easton	MD	WC	USARS162	1
Jay Weaver	Oxford	MD	Crew	USAJW74	1

FLYING LADY USA 50197

Michael Brennan	Milford	CT	Crew	USAMB177	1
Patrick Collins	East Haven	CT	WC	USAPC83	1
Phillip Dickey	New Haven	CT	PIC	USAPD37	1
Bruce Galaski	North Haven	CT	Crew	USABG59	1
Richard Gleason	Milford	CT	Crew	USARG76	1
D. Matthew Johnson	Milford	CT	Crew	USADJ68	1
Michael Lebov	Milford	CT	Crew	USAML23	1
Dylan Mark	Milford	CT	Crew	USADM237	1
Andreas Schwartzkopff	Trumbull	CT	Crew	USAAS28	1
Toad Smith	Milford	CT	WC	USAMS184	1

FREE RANGE CHICKEN USA 7122

Andy Anderson	Chico	CA	Crew	USAAA94	1
Bruce Anderson	Basalt	CO	Nav	USABA40	1
Bruce Cooper	Santa Ana	CA	Crew	USABC14	1
Steven George	HuntingtonBch	CA	Crew	USASG96	1
Richard Parlette	ManhattanBch	CA	PIC	USARP57	1
Robert Strang	Costa Mesa	CA	Crew	USARS249	1
Sharon Todd	Basalt	CO	Crew	USASA56	1
Chris Trezzo	San Francisco	CA	Crew	USACT19	1

FREEBIRD USA 5341

Philip Asche	OldGreenwich	CT	PIC	USAPA22	1
Ronald Canizares	Coral Gables	FL	Crew	USARC16	1

FROYA USA 779

Christopher Casiraghi	Norwalk	CT	Crew	USACC207	1
Margaret G Costikyan	Norwalk	CT	Crew	USAMC184	1
Warren K Costikyan	Norwalk	CT	Nav	USAWC68	1
Christopher Cyr	Grosse Pt Wood	MI	Crew	USACC131	1
Andrew Macdonald	Washington	DC	Crew	USAAM148	1

DEMAND GOLD FROM YOUR NETWORK PARTNER

WINNING TEAMS CHOOSE DIGICEL

As the only certified Cisco Gold Partner in Bermuda, you know you are in the right boat with Digicel Business. Let us help your business sail with the gold standard for networking expertise, care and end to end support.

CONTACT US: 441-500-5090

EMAIL: Bda_business@digicelgroup.com



Gold
Partner



Master
Cloud Builder
Partner



Master
Service
Provider



Master
Collaboration
Partner

Digicel | BUSINESS

CREW LIST

Jamie Mitchell	Darien	CT	Crew	USAJM430	1
Benjamin Sickinger	Darien	CT	Crew	USABS160	1
Timothy Sickinger	Darien	CT	Crew	USATS163	1
Briggs Tobin	Ridgefield	CT	PIC	USABT48	1
Lane Tobin	Ridgefield	CT	Crew	USALT18	1
Sam Tobin	Ridgefield	CT	Crew	USAST42	1

GARNET USA 172

Ed Bruenjes	Danvers	MA	WC	USAEB57	1
Joseph Grenier	Beverly	MA	Crew	USAJG145	1
Brad Johnson	Newbury	MA	Crew	USABJ38	1
James Leonard	Topsfield	MA	Crew	USAJL207	1
Joe Naroski	Marblehead	MA	PIC	USAJN33	1
George Pawle	Wenham	MA	Nav	USAGP17	1

GLIM USA 30521

William Beery	Norwalk	CT	Nav	USAWB36	1
John Fallon	Norwalk	CT	WC	USAJF57	1
Peter Fallon	Providence	RI	Crew	USAPF46	1
Ian King	Norwalk	CT	Cook	AUSIK2	1
Will Klein	Norwalk	CT	Crew	USAWK33	1
William Klein	Norwalk	CT	PIC	USAWK32	1
Michael McLaughlin	Darien	CT	Doc	USAMM333	1

GLORY USA 42324

Riely Brande	New London	CT	Crew	USARB211	1
Jonathan Cardinal	New London	CT	Crew	USAJC286	1
William Colomb	Williston	VT	Crew		
James Gigantelli	New London	CT	Crew	USAJG203	1
Andrew Goetz	New London	CT	Crew	USAAG94	1
Zachary Groce	Charlotte	NC	Crew	USAZG4	1
Micah Larson	New London	CT	Crew		
Jack Neades	New London	CT	Crew, PIC	USAJN31	3
Peter Reeve	New London	CT	Crew	USAPR59	1
Valentina Whelan	Waterford	CT	Crew	USAVW9	1
Erin Wright	New London	CT	Crew	USAEW79	1

GOLD DIGGER USA 49

James Bishop	New York	NY	PIC	USAJB2	1
Kenny Brodin	Jamestown	RI	Crew	USAKB38	1
Howard Coon	Cumberland	ME	Crew	USAHC1	1
Tim Ebert	Huntington	NY	Crew	USATE30	1
Jeffrey Feehan	Darien	CT	Nav	USAJF69	1
Andrew Holt	Portland	ME	Crew		
Christopher Holt	Cumberland Fore	ME	Crew	USACH47	1
Howard Lapsley	Needham	MA	Crew	USAHL1	1
Bob Little	Cincinnati	OH	Crew	USABL100	1
Tom Tracy	Westport	CT	Crew	USATT28	1
David Willis	Huntington	NY	Crew	USADW15	1
Jeffrey W. Willis	Huntington Bay	NY	Crew	USAJW29	1

GREY GHOST USA 87526

John Foster	Queenstown	MD	Crew	USAJF142	1
F. Tyler Johnson	Chestertown	MD	Crew	USAFJ10	1
Chip Johnston	Alexandria	VA	Crew		
Philip Parish	Galena	MD	PIC	USAPP8	1
Theodore Parish	Georgetown	MD	Crew	USATP10	1
Phillip Valliant	Grasonville	MD	Crew	USAPV19	1

HAERLEM USA 55110

Jack Helmly	Middleburg	VA	Crew		
Carroll Johnston	Lovettsville	VA	Doc	USACJ51	1
Thomas Maynard	Newport	RI	Crew	USATM149	1
Siebe Noordzy	Newport	RI	WC	USASN9	1

Albert Van Metre, Jr.	Middleburg	VA	WC	USAAV8	1
Anneka Wisker	Round Hill	VA	PIC	NEDAW3	1
Hendrikus Wisker	Round Hill	VA	WC	NEDHW6	1
Hendrikus P Wisker	Round Hill	VA	RPIC	NEDHW2	1

HAKUNA MATATA USA 23589

Christopher Andrews	Exeter	NH	PIC	USACA9	1
Eric Chevalier	Bonnington	CAN	Crew	CANEC16	1
Kevin Marr	Slocan	CAN	WC	CANKM29	1
Daniel Miner	Durham	NH	WC	USADM183	1
James Richards	Olalla	WA	Crew	USAJR232	1

HELIOS USA 32552

Eduardo Canet	New York	NY	Tac	USAEC76	1
James Gardiner	New York	NY	Crew	USAJG229	1
Ian Gumprecht	Locust Valley	NY	Doc	USAIG2	1
Court Hoover	New York	NY	Crew	USACH176	1
Morgan McCauley	New York	NY	PIC	USAMM335	1
Matthew Restaino	Locust Valley	NY	Crew	USAMR150	1
Adrian Little	Westport	CT	PIC	USAAL3	1
Jonathan Ricci	Stamford	CT	Nav	USAJR186	1

HERON USA 53520

Leah Bright	Baltimore	MD	Crew	USALB81	1
Denis Hope-ross	Crownsville	MD	WC	IRLDH39	1
M Ken Kissel	Annapolis	MD	Crew	USAMK126	1
Greg Leonard	Annapolis	MD	PIC	USAGL25	1
Hannes Leonard	Annapolis	MD	Crew	USAHL19	1
Theodore Lepich	Baltimore	MD	Nav	USATL49	1
Sean Reilly	Alexandria	VA	WC	USASR92	1

HIGH NOON USA 1200

Collin Alexander	Rye	NY	Crew		
Robert Alexander	Rye	NY	Crew	USARA53	1
Guillermo Altadill	Gerona	ESP	Crew		
Carina Becker	Rye	NY	Crew	USACB204	1
Peter Becker	Rye	NY	PIC	USAPB9	1
Brooks Daley	Darien	CT	Crew	USABD59	1
Will McKeige	Mamaroneck	NY	Crew	USAWM108	1
Hector McKemey	Larchmont	NY	Crew	GBRHM45	1
Richard O'Leary	Croton Falls	NY	Crew	USARO29	1
Madelyn Ploch	Pelham	NY	Crew	USAMP149	1

HIRO MARU USA 32510

Jeff Bell	Chicago	IL	Crew	CANJB33	1
James Berge	Norwalk	CT	Crew	USAJB280	1
Kristen Donelan	Ramsey	NJ	Crew	USAKD25	1
Joseph Fontanella	White Plains	NY	Nav	USAJF67	1
Christopher Kniffin	Stamford	CT	WC	USACK55	1
Robert Langstine	Lawrenceville	GA	WC	USARL32	1
Hiroshi Nakajima	Stamford	CT	PIC	USAHN1	1
Yuko Yasunaga	Stamford	CT	Cook	JPNYY5	1

HORIZON - OAKCLIFF USA 118

David Bennett	Grosse Pt Farms MI		Crew	USADB148	1
Christopher Clark	Birmingham	MI	Crew	USACC50	1
Chip Kah	NPalm Beach	FL	PIC	USACK29	1
Christopher Kah	NPalm Beach	FL	Crew	USACK93	1

ICE BEAR USA 48601

Eileen Blute	Houston	TX	Crew	USAEB112	1
Carolyn Harrington	Charleston	SC	PIC	USACH155	1
Kurt Harrington	Charleston	SC	Nav	USAKH77	1
Swen Harrington	Chicago	IL	WC	USASH115	1

2016 NEWPORT-BERMUDA RACE

Christopher Lawrence	New York	NY	Crew	USACL105	1
Laura Martin	Philadelphia	PA	Tac	USALM70	1
Justin Olewack	Darnestown	MD	Crew	USAJO79	1
Tim Ponter	Dallas	TX	Crew	USATP80	1

INDRA USA 52569

Stephen Barry	Marblehead	MA	Crew	USASB24	1
Timothy Galligan	Marblehead	MA	Crew	USATG54	1
Kevin Godfrey	Stratham	NH	Crew	USAKG50	1
Hugh Greville	Marblehead	MA	PIC	USAHG25	1
Kenneth Harvey	Marblehead	MA	Crew	USAKH	3
Timothy Lake	Sydney	AUS	Crew	AUSTL8	1
Thomas Linkas	S Hamilton	MA	Crew		
Benjamin Newman	Boston	MA	Crew		
Jack Slattery	Marblehead	MA	Crew	USAJS40	3
Douglas Slocum	Woburn	MA	Crew	USADS108	3
Daniel Tucker	Marblehead	MA	Crew	USADT4	3
Jeffrey Udell	Riverside	NJ	Crew	USAJU2	3
Patrick Werner	Waltham	MA	Crew	USAPW12	1
Tod Yankee	Freeport	ME	Crew	USATY5	1

INIGO MONTOYA USA 60825

Robert Breslin	Sparks	MD	WC		
Greg Elliott	Auckland	NZ	WC	NZLGE3	3
Robert Gorman	La Jolla	CA	Crew	USARG74	1
Gregory Marie	Nahant	MA	Crew	USAGM93	3
Mike Piper	Marblehead	MA	PIC	USAMP117	1

INISHARON USA 32730

Mark D'Arcy	Marblehead	MA	Nav	USAMD118	1
Caitlin Murphy	New York	NY	Crew	USACM159	1
Jim Murphy	Rye	NY	PIC	USAJM329	1
Kristin Murphy	Rye	NY	WC	USAKM98	1
Thomas Murphy	Burlington	VT	Crew	USATM107	1
Taylor Tobin	Middletown	RI	Crew	USATT58	1
Thomas Tobin	Rye	NY	Crew	USATT57	1
Thomas Young	Port Chester	NY	WC	USATY8	1

ISOLA ITA 12271

Harrison Barrow	N Chatham	MA	Crew	USAHB52	1
Kevin Cain	Centerville	MA	WC	USAKC23	1
Howard Eisenberg	Baltimore	MD	PIC	USAHE8	1
Loneragan Harrington	Providence	RI	Crew	USALH44	1
Edward Johnson	Boston	MA	Crew	USAEJ9	1
Francine Kilbride	Newport	RI	Crew	USAFK6	3
Peter McAvoy	Winchester	MA	WC	USAPM125	1
Kristina Stookey	Boston	MA	Crew	USAKF48	1
Taylor Treese	Miami	FL	Crew	USATT25	1
Carol Vernon	Newport	RI	Nav	USACV2	3
Doris Zografos	Baltimore	MD	Crew	USADZ14	1

JACQUELINE IV USA 52066

Chris Baxter	Cranston	RI	Crew		
Kara Forman	San Francisco	CA	Nav	USAKF39	1
Robert Forman	Bay Shore	NY	PIC	USARF23	1
Trip Forman	Buxton	NC	Crew	USATF6	1
Eric Irwin	Mystic	CT	Crew	USAEI3	1
Benjamin Normann	South Salem	NY	Crew	USABN7	1
John Plominski	Boston	MA	Crew	USAJP120	1
Michael Saganic	Bay Shore	NY	Crew	USAMS138	1

JAMBI USA 50015

Henry Backe	Fairfield	CT	Crew	USAHB4	1
Ryan Caywood	Newport	RI	Crew		
John Donovan	Southport	CT	Crew	USAJD238	1
John Dumke	Westport	CT	Crew	USAJJ134	1
George Gosselin	Fairfield	CT	Crew	USAGG7	1
Jonathan Hammond	Newport	RI	Crew		
John Levinson	Westport	CT	Crew	USAJL16	1
Charlie Reynolds	Southport	CT	Crew	USACR15	1
Theodore Von Rosenvinge	Weston	CT	Crew	USATV9	1

JAMBO USA 60786

Mark Coleman	Loveland	OH	PIC	USAMC185	1
Nicholas Dobvniak	Middletown	RI	Crew	CANND2	3
Michael Filimon	Miller Place	NY	Crew	USAMF95	1
Kristin Jacobs	Providence	RI	Crew	USAKJ26	1
Michael Shelby	Newport	RI	Crew	USAMS271	1
Derek Vandermeer	Mississauga	CAN	Crew	CANDV2	1

JEROBOAM USA 51013

Jonathan Green	Wakefield	MA	PIC	USAJG68	1
Russ Hancock	Boston	MA	Crew	USARH129	1

KENAI GBR 5598

Emmett Dickheiser	Galveston	TX	Crew	USAED37	1
Brian Dobbs	Houston	TX	Crew		
Mark Funk	Kemah	TX	Crew		
Albrecht Goethe	Seabrook	TX	Crew	USAAG54	1
David Hinrichsen	El Lago	TX	Nav	USAJH245	1
Chris Lewis	Houston	TX	PIC	GBRCL44	1
Karen Lewis	Houston	TX	Crew	GBRKL18	1
Michael McGagh	Kemah	TX	Crew	USAMM	1
Rod Nichols	Katy	TX	Crew	USARN37	1
Bill Zartler	Houston	TX	Crew	USAWZ3	1

KINSHIP USA 51333

Andy Herlihy	S Dartmouth	MA	WC	USAAH39	1
Edward Herlihy	S Dartmouth	MA	Crew	USAEH25	1
Jonathan Pope	Mattapoisett	MA	WC	USAJP209	1
Jonathan J Pope	Mattapoisett	MA	Crew	USAJP211	1
Francis Selldorff	Boston	MA	Crew	USAFS39	1
Frank Selldorff	Boston	MA	Crew	USAFS17	1
John Selldorff	Chatham	MA	Crew	USAJS364	1
Tom Selldorff	Weston	MA	Crew	USAJS134	1
Ryan Walsh	S Dartmouth	MA	Nav	USARW51	1

KIVA US 40104

Hank Halsted	Newport	RI	Nav	USAHH7	1
Mark Stevens	Stratham	NH	PIC	USAMS39	1

KODIAK USA 50095

Scott Bancroft	Dartmouth	MA	Crew	USASB25	1
Ike Bowen	N Kingstown	RI	Crew	USAIB2	3
Arthur Burke	S Dartmouth	MA	Crew	USAAB16	1
Frederic Detwiler	GrossePtPark	MI	Crew	USAFD5	1
Ward Detwiler	Grosse Pointe	MI	Crew	USAWD47	1
Peter Eagan	Tiverton	RI	Crew	CANPE3	3
Llwyd Ecclestone	WPalm Beach	FL	PIC	USALE1	1
Rob Gale	Halifax	CAN	Crew	CANRG5	1
Peter Griffin	Grosse Pt Shores	MI	Crew	USAPG27	1
Ryan Hughes	S Dartmouth	MA	Crew	USARH160	1
Gary Jobson	Annapolis	MD	Crew	USAGJ4	1
Jack Orr	Clinton	CT	Crew	USAJO38	3
Alexander Root	Middletown	RI	Crew	USAAR107	1

CREW LIST

Karl Von Schwarz	Annapolis	MD	Crew	USAKV6	1
Simon Wilson	Little Compton	RI	Crew	NZLSW10	3
Paul Wring	Marstons Mills	MA	Crew	GBRPW81	1

KURRANULLA USA 38007

James Branson	Mexico City	ME	Nav	AUSAB60	1
Kevin Brinker	Chicago	IL	Crew	USAKB8	1
Chris Feret	Berwyn	PA	WC	USACF69	1
Stuart Jones	Philadelphia	PA	PIC	AUSSJ18	1
Alexander Malykhin	Philadelphia	PA	WC	RUSAM41	1
Sam Martin	Philadelphia	PA	Crew		
Alexei Medovikov	Philadelphia	PA	Crew	USAAM140	1
Alexander Stone	Naperville	IL	Crew	USASS239	1
Allen Todd	Penn Valley	PA	Crew	USAAT45	1

KYRIE USA 79

Edward Clark	Centerport	NY	Cook	USAEC77	1
Terence Clark	Centerport	NY	Doc	USATC15	1
John Di Matteo	Centerport	NY	PIC	USAJD21	1
Peter Dodge	Northport	NY	WC	USAPP49	1
Richard Holwell	New York	NY	Crew	USARH161	1
Chris Price	Huntington	NY	Tac	USACP36	
David Price	Huntington	NY	Nav	USADP109	1
Christopher Schneider	Centerport	NY	Crew	USACS270	1

LADY B USA 8888

Andrew Bales	New York	NY	Crew	USAAB17	1
Matt Bowser	Canterbury	NH	Crew	USAMB221	1
Peter Cassidy	Rochester	MA	Crew	USAPC14	1
Adam Cove	W Yarmouth	MA	Crew	USAAC74	1
Gregory Dik	Lunenburg	MA	Crew	USAGD55	1
Murray Jacob	Newport	RI	Crew	AUSMJ19	3
James Lamb	Taunton	MA	Crew	USAJL157	1
Stephen Lamb	Taunton	MA	Crew	USASL14	1
John Madden	Norwood	MA	PIC	USAJM336	1
Henry May	Houston	TX	Crew	USAHM32	1
Robert Nourjian	Marion	MA	Crew	USAGN6	1
James Schock	Newport	RI	Crew	USAJS62	1
Camden Tougas	Marion	MA	Crew	USACT61	1

LAISSEZ FAIRE USA 5501

Pedro Escandon	Brick	NJ	Crew	USAPE25	1
Bjorn Johnson	Newport	RI	Nav	USABJ4	1
Michael Levy	Greenwich	CT	Crew	USAML131	1
Brian Millard	Ipswich	MA	Crew	USABM42	1
Michael Millard	Stamford	CT	WC	USAMM88	1
Andrew Porter	Barrington	RI	Crew	USAAP71	1
Elizabeth (Lisa) Thornton	Bridgeport	CT	Cook	USAET29	1
Robert Young	W Palm Beach	FL	PIC	USARY7	1

LECHEILE USA 60506

Sebastien Desquesses	Winchester	MA	WC	FRASD36	1
John Muxie	Hampton	NH	Crew	USAJM428	1
Brian Palmer	Winchester	MA	PIC	USABP73	1
Brian Palmer	Washington	DC	Crew	USABP73	1
Spencer Piatt	Washington	DC	Crew	USASP100	1
Stephen Rowe	Harpswell	ME	WC	USASR93	1

LEGACY V, USA 60247

Tim Dunne	Cambridge	MA	Crew	USATD107	1
Christopher Errichetti	Stonington	CT	Crew	USACE38	1
Anne Kolker	New York	NY	Crew	USAAK101	1
Scott Kraft	Morristown	NJ	Crew	USASK102	1
Michael Linhares	Mystic	CT	Crew	USAML145	1

Chris Sinnett	Ledyard	CT	Crew	USACS274	1
Katharine Sinnett	Ledyard	CT	Crew	USAKS139	1
Michael Wiseman	Westport	CT	PIC	USAMW26	1

LIBERTY CALL USA 60816

Danny Da Cruz	Manama	BHR	Crew	USADD82	1
Michael Diverde	Crystal Lake	IL	Crew	USAMD142	1
Jeff Huggins	Arlington	VA	Crew	USAJH195	1
Douglas Larratt	1000 Oaks	CA	Crew	USADL64	1
John O'Donnell	Dallas	TX	Crew	USAJO63	1
Jon Pilon	Severna Park	MD	Crew	USAJP161	1
Matthew Pilon	Houston	TX	PIC	USAMP84	1
Phil Pilon	Houston	TX	Crew	USAPP35	1

LIR USA 45454

Robert Connell	Clinton	CT	Crew	USARC10	1
Donald Dowd	Rye	NY	Crew	USADD42	1
James Gurnell	Old Saybrook	CT	Crew	USAJG101	3
Jim Hahn	Norwalk	CT	Crew	USALH5	1
Bruce Lawrence	Westbrook	CT	Crew	USABL23	1
James Marshall	N Bennington	VT	Nav	USAJM40	1
John McNamara	Darien	CT	PIC	USAJM133	1
Kevin Morgan	Rochester	NY	Crew	USAKM81	1
Kurt Strecker	Essex	CT	Crew		
Kristofer Werner	Rochester	NY	Crew	USAKW14	3

LORA ANN USA 40789

Richard Du Moulin	Larchmont	NY	Crew	USARD18	1
Chris Reyling	Hartsdale	NY	Crew	USACR13	1

LUCY GEORGINA USA 60492

Lucy Bacon	London	UK	Crew	GBRLB40	1
Peter Bacon	London	UK	PIC	GBRPB95	1
Travers Blossom	Stratford	CT	Crew	USATB149	1
Gianmaria Delzanno	New York	NY	Crew	USAGD9	1
Toby Halsey	Mystic	CT	Crew		
Marc Labbe	Ledyard	CT	Crew	USAML62	1
Francis Patrick Murphy	Stonington	CT	Crew		
Robert Rodgers	Stonington	CT	Crew	USARR22	1

MADISON USA 83293

Christopher Anto	Southport	CT	Doc	USACA40	1
Philip Gavey	Fairfield	CT	Crew	USAPG66	1
John Kimberly	Fairfield	CT	Crew	USAJK191	1
Bryce May	Fairfield	CT	Crew	USABM156	1
Ken Odonnell	Southport	CT	WC	USAKO21	1
Lee Reichart	Mystic	CT	Nav	USAHR5	1
Brian Spears	Southport	CT	WC	USABS158	1
Maryellen Tortorello	Bridgeport	CT	Doc	USAMT57	1

MAGIC USA 51552

Cory Cozzens	New York	NY	Crew	USACC210	1
Cliff Crowley	Fairfield	CT	Crew	USACC18	1
Paul Denslow	New York	NY	Crew		
Noel Nunniss	Pleasantville	NY	Crew	USANF6	1
Seth Greenwald	New York	NY	Crew	USASG46	1
Kyle Hanson	West Chester	PA	Crew	USAKH50	1
Douglas Ingraham	New York	NY	Crew	USADI6	1
Christopher Land	Efalmouth	MA	WC	USACL36	1
Ken Laudon	CrotonHudson	NY	PIC	USAKL34	1
Branislav ("Bran") Raskovic	New York	NY	Crew	USABR42	1
Jess Richter	Hermosa Bch	CA	Nav	USAJR27	1
Todd Traver	Croton Hudson	NY	Crew	USATT46	1
David Zedlovich	Peekskill	NY	Crew	USADZ13	1

2016 NEWPORT-BERMUDA RACE

MATADOR USA 60342

Luke Ackerman	Charleston	SC	Crew		
Samuel Cargill	Southport	CT	WC	USASC107	1
Dale Mclvor	Southport	CT	Nav	USADM181	1
Michael Mclvor	New York	NY	PIC	USAMM231	1
William Mclvor	New York	NY	Crew	USAWM81	1
Goran Puljic	Darien	CT	Crew	USAGP39	1
David Rosow	Southport	CT	Crew	USADR12	1
Jeffrey Warren	Fairfield	CT	Crew	USAJW164	1

MAXIMIZER GBR 711

Jordi Arbusa	Barcelona	ESP	Nav	ESPJA45	1
AlfArozamena		NY	Crew		
Jose Arozamena		NY	Cook		
Jose Arozamena	New York	NY	PIC	ESPJD56	1
Juan Gonzalez Torcida	StCruz Bezana	ESP	Crew		
Jesus Gonzalez	StCruz Bezana	ESP	WC		
Moritz Hilf	New York	NY	Nav	GERMH8	1
John Hoekman	Old Greenwich	CT	Crew	USAJH197	1
Rom Loopik	Heeg	NL	Crew		
Manuel Martin Gomez	Sevilla	KY	Doc	ESPM79	1
Daniel Moran	New York Ny	NY	Cook		
Francisco Rivero	Palma	ESP	WC		
Jose Miguel Ruiz Luque	New York	NY	Crew	ARGJR12	1
Alexander Stanton	New York	NY	Crew	USASS34	1
Manuel Vidal De La Pena Santander		ESP	WC		

MERIDIAN USA 25391

Murray Beach	Westwood	MA	PIC	USAMB218	1
Peter Bransfield	Northbridge	MA	Crew	USAPB99	1
Valentine Hollingsworth	Dover	MA	Crew	USAVH11	1
Lewis Marten	Westwood	MA	WC	USALM89	1
Peter Neville	Westwood	MA	Crew	USAPN26	1
David Tabor	Leesburg	VA	Nav	USADT56	1

METOLIUS CAY 11

Alexander Adelsberg	Smiths	BER	Crew	GBRAA29	1
Jeremy Burnham	Pembroke	BER	Crew	BERJB3	1
Richard Crossley	Southampton	BER	Crew	GBRRC60	3
Tim Fetsch	Charleston	SC	Crew	USATF4	1
Thomas Herbert-Evans	Warwick	BER	Crew	GBRTH51	1
Dale Howe	HamiltonPar	BER	Crew	AUSDH46	1
Gary Ince	Smith's	BER	Crew	BERGI1	1
Christopher Schaper	HamiltonPar	BER	Crew	USACS272	1
Stephen Sherwin	Hamilton	BER	PIC	BERSS2	1
Charles Swan	Hamilton	BER	Crew	BERCS5	1
Elsbeth Weisberg	Warwick	BER	Crew	BEREB2	1
Philip Worboys	Hamilton	BER	Crew	BERPW1	1

MILKY WAY USA 60260

Boris Dolgin	Fair Lawn	NJ	Crew	USABD69	1
Russell Dunn	Hollywood	FL	Nav	USARD32	1
Dmitriy Frumkis	Brooklyn	NY	Crew	USADF88	1
Gleb Grapps	Glen Rock	NJ	Crew		
Justin Gray	Brooklyn	NY	Crew	USAJG230	1
Eric Magnuson	Stamford	CT	Crew	USAEM72	3
Ian McLaughlin	Marblehead	MA	WC	USAIM1	1
Alexander Natanzon	UpSaddle R	NJ	PIC	ISRAN3	1

MIRACLE USA 50282

Conor Cashel	New York	NY	Crew	USACC176	1
Finnian Cashel	Boston	MA	Crew	USAF26	1
Michael Cashel	Boston	MA	Crew	USAMC148	1
Sean Cashel	Boston	MA	Crew		

Tripp Cashel	Denver	CO	Crew	USATC89	1
William Feldman	Hingham	MA	Crew	USAWF39	1
Bill Hartnett	Matlacha	FL	Crew	USAWH54	1
Henry Helme	Newport	RI	Crew	USAHH34	1
Skip Helme	Newport	RI	Crew	USAJH46	3
Henry Little	Tiverton	RI	Crew	USAHL10	3
Max Nickbarg	New York	NY	Crew	ISMVN1	1
Charles Simonds	Fairfield	CT	Crew		1

MIREILLE USA 50622

Hewitt Gaynor	Fairfield	CT	PIC	USAHG2	1
Jay Raymond	Whitefish Bay	WI	Crew	USAJR40	1

MISTY USA 43553

Craig Allardyce	Pleasantville	NY	Crew	USACA24	1
Fred Allardyce	Westerly`	RI	PIC	USAF1	1
Paul Bacchiocchi	Clinton	CT	Crew	USAPB76	1
Jon Burt	Hingham	MA	Crew	USAJB168	1
Tom Higbee	Owls Head	ME	Crew	USATH75	1
Carter Holliday	Ashaway	RI	Crew	USACH13	1
John Hope	Marblehead	MA	Crew		
Neal O'Connell	Niantic	CT	Crew		
Stephen Schwartz	Westport	CT	Crew	USASS165	1

MOMENTUM USA 51020

James Drake	Toronto	CAN	WC	CANJD31	1
Paul M Kanev	East Longmeadow	MA	PIC	USAPK61	1
Rob McAlpine	Midland	TX	Nav	USARM198	1
Catherine Ragheb	Miami	FL	Cook	USACR114	1
John Ragheb	Miami	FL	WC	USAJR230	1

MOMO IVB 72

Matteo Auguadro	Verbania	ITA	Crew	ITAMA6	3
Thomas Auracher	Gmund	GER	Crew	GERTA6	3
Roberto Munoz	La Coruña	ESP	Crew	ESPRB17	3
Philipp Blinn	Hamburg	GER	Crew	GERPB9	3
Maciel Cicchetti	Caprino Veronese	ITA	Crew	ITAMC6	3
Sebastien Col	La Foret Foesnant	FR	Crew		
Donald Cowie	Auckland	NZ	Crew	NZLDC7	3
Daniel Fong	Auckland	NZ	Crew	NZLDF3	3
Gerd Habermueller	Stockerau	AUT	Crew	AUTHG3	3
Ross Halcrow	Tapanui	NZ	Crew	NZLRH5	3
Michele Ivaldi	Ravenna	MI	Crew	ITAMI4	3
Georgii Leonchuk	Kiev	UKR	Crew	UKRGL1	3
Victor Marino	Vigo	ESP	Crew	ESPVM12	3
Matthew Mason	Auckland	NZ	Crew	NZLMM12	3
Christopher McAsey	Whangarei	NZ	Crew	NZLCM15	3
Michael Mueller	Altenholz	VA	Crew	GERMM16	3
Tony Rae	Auckland	NZ	Crew	NZLTR1	3
Julian Salter	Cowes	UK	Crew	GBRJS69	3
Dieter Schoen	St. Moritz	SWI	PIC	GERDS27	1
Thomas Swift	Kisdorf	GBR	Crew	GBRTS29	3
Andrew Robert Taylor	Valencia	ESP	Crew		

MOONDANCE ISA 56000

Bill Biewenga	Wellfleet	MA	Nav	USAWB17	3
Dana Bolton	Montclair	NJ	WC	USADB197	1
Thomas Carroll	Montclair	NJ	WC	USATC108	1
Cameron Fraser	Boston	MA	Crew	USACF70	1
Elizabeth Glivinski	Boston	MA	Crew	USAEG39	1
Jacqueline Johnson	San Diego	CA	Cook	USAJC181	1
Matthew Johnson	San Diego	CA	WC	USAMJ44	1
Michael Johnson	Montclair	NJ	PIC	USAMJ42	1

CREW LIST

MOONRACER USA 74

John Bullard	Westport Pt	MA	Crew	USAJB371	1
Jd Crouchley	Darien	CT	Crew	USAJC95	1
Geoffrey Davis	Providence	RI	Crew	USAGD60	1
J P English	Crosshaven	IRL	Crew	IRLJE5	1
John Graham	Newport	RI	Nav	USAJG100	3
Adolf Haffenreffer	Providence	RI	Crew	USAAH65	1
Bay Hudner	Little Compton	RI	Crew	USABH35	1
Michael Hudner	Bristol	RI	PIC	USAMH42	1
Alexandra Plock	Middletown	RI	Crew	USAAP99	1

MORGAN OF MARIETTA USA 50692

Michael Brennan	Fanwood	NJ	Crew	USAMB157	1
John Dennerlein	Westfield	NJ	WC	USAJD191	1
Colin Golder	NewProvidenc	NJ	PIC	USACG10	1
Thomas McLoughlin	Morris Plains	NJ	Nav	USATM9	1
John Murphy	Atkinson	NH	Crew	USAJM62	1
Ann Myer	Bridgewater	NJ	WC	USAAA1	1
Lou Rugulo	E Brunswick	NJ	Crew	USALR43	1
Jeffrey Steuber	Perth Amboy	NJ	Crew	USAJS137	1

MOXIEE USA 60085

Robert Gibson	London	UK	Crew	USARG116	1
John Hanson	Somerville	MA	Crew	USAJH307	1
Daniel Heun	Franklin	MA	PIC	USADH7	1
Timothy Kohl	Newport	RI	Crew	USATK26	1
Robert Kyle	Medina	OH	Crew	USARK79	1
Mike Larison	Lebanon	OH	WC	USAML81	1
Gregory Pitner	Cincinnati	OH	Nav	USAGP53	1
Chris Teer	Cary	IL	Crew	USAGT41	1
Andrew Urban	Providence	RI	Crew	USAAA88	1

NEXT BOAT USA 52787

William Donelan	Ramsey	NJ	Crew	USAWD16	1
Mark Ellman	New York	NY	PIC	USAME8	1

NICOLE USA 2021

Douglas Campbell	Cordova	MD	Crew	USADC43	1
T. Coleman duPont	Saint Michaels	MD	PIC	USATD16	1
Andrew Hughes	Annapolis	MD	Crew	USAAH67	1
Robert Mathews		MD	Crew	USARM30	1
Michael Price		MD	Crew	USAMP61	1
Jim Ryan		MD	Crew	USAJR363	1

NIX IVB 612

Joseph Boland	Pewaukee	WI	Crew		
Michael Boland	Delafield	WI	Crew	USAMB226	1
Nico Cortlever	Cole Bay	SX	PIC	NEDNC1	1
Nicolette Cortlever	Cole Bay	SX	Crew	NEDLC3	1
Richard Evans	Poy Sippi	WI	Crew		
Peter Kulenkamp	Bayfield	WI	Crew	USAPK38	3
Joe Monahan	Washington	DC	Crew		
John Murphy	Atlanta	GA	Crew	USAJM62	1

OKACLIFF FARR 40 - BLACK USA 51695

Amina Brown	Jamestown	RI	Crew	USAAB172	1
Roby Douglas	Boutilliers Pt	CAN	Crew		
Scott Guinn	Nyack	NY	Crew	USASG95	1
Chris Kennedy	Oyster Bay	NY	Crew	USACK50	3
Stuart Macintosh	Halifax	CAN	Crew	CANSM37	1
Christina Maurillo	Fresh Meadow	NY	Crew	USACM93	1
Nikolas Noetzel	Wenatchee	WA	Crew	GERNN8	1
Sean O'Halloran	Santa Clara	CA	Crew	USASO33	1
Elizabeth Shaw	Oyster Bay	NY	PIC	CANES3	3

OKACLIFF FARR 40 - BLUE USA 51990

Gregory Adams	Mequon	WI	Crew	USAGA16	1
Ivy Binns	Dutch Flat	CA	Crew	USAIB15	1
Travis Carlisle	Madison	CT	Crew	USATC109	1
John Colburn	Oyster Bay	NY	Crew		
Ethan Johnson	Oyster Bay	NY	Crew	USAEJ28	1
Tim Kent	Oyster Bay	NY	PIC	USATK25	3
Bobby Martin	Boston	MA	Crew	USARM100	1
Cruz Schroeder	Macomb	MI	Crew	USACS250	1
Sam Tobio	Sarasota	FL	Crew	USAST37	1
Michael Turon	Jacksonville	FL	Crew	USAMT63	1

OKACLIFF OCEAN TEAM USA 52675

Daniel Flanigan	San Diego	CA	Crew	USADF70	3
Hobie Ponting	Bristol	RI	PIC	USAHP26	1

ODETTE USA 5619

Jasen Adams	Annapolis	MD	PIC	USAJA91	1
John Chiochetti	Annapolis	MD	Crew	USAJC135	1
Ric Crabbe	Annapolis	MD	Crew	USAF20	1
Kyle Jachney	Boston	MA	Crew		
Angus Macaulay	Charlestown	MA	Crew	USAAM150	1
Steve Mason	Olympia	WA	Crew	USASM184	1
Brian Regan	Annapolis	MD	Crew	USABR85	1
David Shaeffer	Annapolis	MD	Crew	USADS24	1

OLD SCHOOL USA 39532

Shawn Burke	Atlanta	GA	Crew	USASB45	1
Ganson Evans	Ponte Vedra	FL	PIC	USAJE66	1
John Evans	Ponte Vedra Bch	FL	Crew	USAJE79	1
Trammell Evans	Ponte Vedra Bch	FL	Crew	USATE36	1
Hal Gilreath	Jacksonville	FL	Crew	USAHG26	1
Douglas Hamilton	Haddam	CT	Crew	USADH146	1
Stephen Suddath	Jacksonville	FL	Crew		

ORCA USA 60823

G J "Chip" Bradish	Jamaica Plain	MA	WC	USACB216	1
John Carver	Bermuda Run	NC	Nav	USAJC139	1
Harold Guidotti	Westbrook	CT	PIC	USAHG23	1
Mary Guidotti	Westbrook	CT	Cook	USAMG146	1
Michelle Guidotti	Brighton	MA	Crew	USAMG145	1
Clark Reiner	New York	NY	WC	USACR96	1

PAU HANA USA 1508

Nicholas Pasyanos	Middletown	RI	Crew	USANP20	1
Michael Rocheleau	Tiverton	RI	Nav	USAMR148	1
Paul Schmidle	E Greenwich	RI	WC	USAPS136	1
David Wilson	Hope Valley	RI	PIC	USADW147	1

PERIGEE USA 60640

Charles Bocklet III	Point Lookout	NY	PIC	USACB210	
Charles Bocklet IV	Point Lookout	NY	Crew	USACB137	1
Elliot Busta	Madison	WI	Crew	USAEB111	1
Dave Coughlin	New Rochelle	NY	Crew	USADC52	1
Matthew Coughlin	New Rochelle	NY	Crew	USAMC141	1
Alexander Hummel	Point Lookout	NY	Crew	USAAH107	1
Ian Norman	Golden Valley	MN	Crew	USAIN3	1
Ian Walter	Madison	WI	Crew	USAIW6	1

PLEIONE/PLEIAD RACING USA 39

Edward Cesare	Norwalk	CT	PIC	USAEC5	1
Charles Corning	New Rochelle	NY	Crew	USACC17	3

RALLY TO THE CUP



Be part of sailing history and rally to the 2017 cup finals in Bermuda! Offshore Passage Opportunities is hosting the Rally To The Cup event from various U.S. East Coast ports.

DEPARTURE DATE

Wednesday June 7th, 2017

Cup finals start Saturday June 17th, 2017

FROM

Newport RI, New York, and the Chesapeake Bay*

* Tentative Port list

* If you or your club has 10 boats or more interested in joining us, contact us to discuss adding your port to the program.

PRICE \$199 PER BOAT

Plus \$150 per person fee for socials

INCLUDES

- ▶ Pre-departure organization
- ▶ Weather Routing by WRI
- ▶ St. George's Harbour anchorage
- ▶ St. George's dockage (limited)
- ▶ Launch Service (no dinghy needed)
- ▶ Organized social events

TO SIGN UP AND FOR MORE INFORMATION



Contact Hank Schmitt

E-mail - offshorepassage@sprintmail.com

Website - www.sailopo.com

Call - 1-800-4-passage (1-800-472-7724)

Offshore Passage Opportunities is the organizer of the annual N.A.R.C. Rally from Newport to Bermuda and St. Maarten.

CREW LIST

PROSPECTOR USA 52560

Brendan Brownyard	Bay Shore	NY	WC	USABB13	1
Terence Glackin	Newport	RI	PIC	USATG5	3
Tim Keyworth	Deep River	CT	Crew	USATK33	1
Lawrence Landry	Shelter Is Heights	NY	Nav	USALL44	1
Matthew Landry	New York	NY	Crew	USAML141	1
Paul McDowell	New York	NY	Crew	USAPM135	1
Lucien Moore	Chester	CT	Crew	FRALM27	3
David Siwicki	Jamestown	RI	Doc	USADS110	1
Grace Siwicki	Jamestown	RI	Crew		
John Sommi	Darien	CT	Crew		
Colette Storck	Huntington	NY	Crew	USACS269	1
Joshua Summers	Savannah	GA	Crew	USAJS56	1
Quinn Tobin	Newport	RI	RPIC	USAQT1	3
Scott Tompkins	Newport	RI	Crew	USART31	3
Dennis Willette	New York	NY	Crew	USADW149	1
Andrew Wolf	Greenport	NY	Crew	USAAW105	1

PROTEUS USA 60722

Stuart Bannatyne	Auckland	NZ	Tac	NZLSB2	3
Richard Bouzaid	Warkworth	NZ	Crew	NZLRB13	3
Jason Carr	Newport	RI	Crew	GBRJC147	3
Reginald Cole	Newport	RI	RPIC		
Robbie Doyle	Marblehead	MA	Nav	USARD106	3
Jim Gibson	Middletown	RI	WC	USAJG5	3
Peter Kingsbury	Guaynabo	PR	Crew	PURPK1	3
Mark Mendelblatt	Miami	FL	Crew		
Matt Mialik	Madison	WI	Doc	USAMM194	3
Edoardo Natucci	Verona	ITA	Crew	ITAEN4	3
Liam Newman	Stockholm	NY	Crew	NZLLN1	3
Silas Nolan	Henley Beach	AUS	Crew	AUSSN3	3
Arkadiusz Ornowski	Gdynia	POL	Crew		
John Plume	Stratford	CT	Crew	USAJP54	3
Timothy Powell	Southampton	UK	Crew	GBRTP9	3
Christina Sakellaris	Milton	MA	Crew		
George Sakellaris	Framingham	MA	PIC	GREGS13	1
Alan Smith	Perth	AUS	Crew	NZLAS8	3
Guy Standbridge	Bunyola	ESP	Crew	GBRGS60	3
Andrea Visintini	Trieste	ITA	Nav	ITAAV8	3

RAZOR'S EDGE USA 50836

Mia Anderson	Arlington	VA	Cook	USAMA73	1
C David Brown	HavreDeGrace	MD	Nav	USACB187	1
Dixon Duffett	Fairfax	VA	WC	USADD116	1
Paul Ims	Huntingtown	MD	Doc	USAPI9	1
Frank Kendall	Falls Church	VA	PIC	USAFK17	1
Tim Knowles	Pt Richmond	CA	Tac	USATK29	1

REINDEER USA 666

David Bonney	Annapolis	MD	Crew	USADB54	1
Ross Dierdorff	Annapolis	MD	Crew	USARD44	1
Peter Driscoll	York Harbor	ME	Crew	USAPD41	1
Edward Du Moulin	Charlottesville	VA	Crew	USAED24	1
Tony Parker	Washington	DC	PIC	USAAP8	1
Kaity Potts	New Orleans	LA	Crew	USAKS50	1
David Schoene	Annapolis	MD	Crew	USADS197	1
John Storck III	Huntington	NY	Crew	USAJS118	1
John Storck Jr	Huntington	NY	Crew	USAJS47	1
Erik Storck	Huntington	NY	Crew	USAES28	1
Ian Storck	Huntington	NY	Crew		

RESTIVE USA 51703

George Denny	Boston	MA	PIC	USAGD8	1
Brian Gault	Boston	MA	Crew	USABG70	1

Robert Kostyla	Marion	MA	Crew	USARK72	1
Robin Lawrence	Brookline	MA	Crew	USARL76	1
Paul Mitchell	Dedham	MA	Crew	USAPM159	1
Bart Weisenfluh	Falmouth	ME	Crew	USABW104	1

RUSE USA 52044

David Kells	Chatham	MA	Crew, Nav, WC	USADK113	3
William Marsh	Chatham	MA	Crew, PIC	USAWM82	1

SALTY GOOSE USA 12058

Eric Camiel	Danbury	CT	Crew	USAEC10	1
Erik Derecktor	Mamaroneck	NY	Crew	USAED44	1
Paul Derecktor	Mamaroneck	NY	Nav		
Thomas Derecktor	Portsmouth	RI	Crew		
Adam Donahue	Newport	RI	Crew		
Ryan Jaenke	Arnold	MD	Crew	USARJ33	1
John Koenig	Millstone	NJ	Nav	USAJJ133	1
Samuel Koenig	Millstone	NJ	Crew	USASK100	1
Peter Manion	Mamaroneck	NY	PIC	USAPM57	1
Susan Mortgu	Rhode Island	RI	Crew	USASM59	1
Micah Tucker	Mamaroneck	NY	Doc	USAMT21	1

SARAH USA 52756

Chris Connors	Harvard	MA	Doc	USACC118	1
Kevin Coughlin	Cumberland	RI	Crew	USAKC14	1
Dexter Holaday II	Lincoln	RI	Crew	USADH59	1
Todd Johnston	N Kingstown	RI	WC	USATJ6	3
Benjamin Manning	Warwick	RI	Crew	USABM162	1
Gregory Manning	Warwick	RI	PIC	USAGM31	1
Doug Nisbet	N Kingstown	RI	Crew	USAJN64	1
James Phyfe	Cranston	RI	Crew	USAJP127	1

SELEMAT USA 60589

Blake Banky	Newport	RI	Crew	USABB150	1
Jeffrey Barrows	Marblehead	MA	Crew	USAJB364	1
John Clayman	Beverly Farms	MA	Doc	USAJC284	1
David Fraizer	Danvers	MA	Crew	USADF29	1
Andrew Garcia	ClintonCorners	NY	Crew	USAAG78	1
Lawrence Goss	Jamestown	RI	Crew		
John Larson	Chicago	IL	Crew	USAJL24	1
Rick Morton	E Falmouth	MA	Crew	USARM167	1
Robert Morton	Newport	RI	Nav	USARM67	1
Matthew Fortune Reid	Newport	RI	Crew	USAMR18	1
Norman Reid	Bedford	MA	Crew	USANR24	1
Ronald Rossetti	St Helena Is	SC	PIC	USARR146	1
Henry Smith	Wenham	MA	Crew	USAHS61	1
Dick Tracy	Middletown	RI	Crew	USART9	1

SELKIE USA 40808

Brian Adams	Mequon	WI	Crew	USABA29	1
Anne Becker	Newport	RI	Crew		
Sam Carter	Lusby	MD	Crew	USASC109	1
Brian Firth	Newport	RI	Crew		
James McCurdy	Middletown	RI	Crew	USAJM200	1
Sheila McCurdy	Middletown	RI	PIC	USASM85	1
Karen Prioleau	Newport Bch	C	Crew	USAKP57	1

SHAZAAM! USA 52910

J A Booker	St Petersburg	FL	Crew	USAJB	1
Jim Cooper	Corinth	TX	Crew	USAJC210	1
Kenneth Davis	Alexandria	VA	WC	USAKD49	1
Catherine Gatewood	Naples	FL	Crew	USACG86	1
Elizabeth Gatewood	Oakland	CA	Crew	USAEG40	1
Roger Gatewood	St Petersburg	FL	PIC	USARG72	1

Classic Yacht Owners Association

- EST 2015 -

ONE FOR ALL, ALL FOR ONE.
IT'S TIME TO UNIFY *EVERYONE*.



"The Classic Yacht Owners Association's mission is to promote the ownership, knowledge and appreciation of classic yachts and those yachts built in the spirit of tradition of classic yachts. It is the direct intention of the CYOA to preserve and champion these yachts to insure their survival and enjoyment for future generations while encouraging, partnering and unifying the cruising and racing opportunities these yachts are able to participate in throughout the whole of the United States. The CYOA aims to accomplish this through the inclusive membership of the owners, builders, restoration yards and related craftspeople, supplier partners, archives and related maritime history community, and the regattas/host authorities and yacht clubs in which the yachts live and compete."

Join today to become one of the 100-and-counting at:

ClassicYachtOwnersAssociation.org

For more information, contact us at:

ClarkPoston@USCSYOA.com - CamilleConover@USCSYOA.com

1 WASHINGTON ST. NEWPORT, RI 02840

CREW LIST

David Hopper	Naples	FL	Crew	USADH181	1
Scott Hurst	Fort Worth	TX	Crew	USASH101	1
Sean Motta	Dover	FL	Crew	USASM133	1

SHEARWATER USAR 2036

Chris Bjerregaard	Bristol	RI	PIC	USACB122	1
June Bjerregaard	Bristol	RI	Cook	USAJB375	1
Kate Bjerregaard	Bristol	RI	Crew		
Ted Bjerregaard	Bristol	RI	Crew	USATB152	1
Kenneth Madsen	Bristol	RI	Crew	DENKM	1
Karl Wenner	Klamath Falls	OR	Doc	USAKW77	1
Joseph Whelan	Bristol	RI	WC	USAJW228	1

SHEARWATER USA 51428

Daniel Biemesderfer	Guilford	CT	PIC	USADB35	1
Dennis Driscoll	Westfield	NJ	Nav	USADD21	1
Richard Formica	Bethany	CT	WC	USARF17	1
Mark Kondracky	Westbrook	CT	Crew	USAMK24	1
Mark Pittenger	Severna Park	MD	Crew	USAMP35	1
Jeff Ryer	Southbury	CT	Crew	USAMR151	
Richard Sanders	Lakewood	CA	WC	USARS192	

SHINNECOCK USA 51334

David Chinaea	Annapolis	MD	Crew	USADC68	1
James Praley III	Annapolis	MD	RPIC		
James Praley	Annapolis	MD	PIC	USAJP7	1
Michael Praley	Severna Park	MD	Crew	USAMP41	1
J. Kevin Ryman	Annapolis	MD	Crew	USAKR4	1
Earl (Tom) Schubert	Annapolis	MD	Crew	USAES31	1
Shane Zwingelberg	Baltimore	MD	Crew	USASZ2	1

SIMON SAYS OAKCLIFF USA 55655

Lau Busch-Petersen	Broenshoej	DK	Crew		
Anne Corvi	New York	NY	Crew	USAAC104	1
Mark Disanti	Sea Cliff	NY	Crew	USAMD105	1
Susan Disanti	Sea Cliff	NY	Crew	USASD84	1
David Konczak	Waukesha	WI	Crew	USADK114	1
Brendan Larrabee	Oyster Bay	BY	Crew	USABL68	1
Suzy Leech	Jamestown	RI	Nav	USASL3	1
Barrett Levenson	Marion	MA	Crew		
Ross Lyon	Larchmont	NY	Crew		
Christopher Museler	Portsmouth	RI	Crew	USACM95	1
Carlisle Norwood	Chester	CAN	Crew	CANCN6	1
Jonathan Riley	Marion	MA	Crew	USAJR212	1
Mark Riley	Marion	MA	Crew	USAMR93	1
Christopher Ross	Enfield	NH	Crew	USACR116	1
Aidan Vascotto	Huntington	NY	Crew		
Lorenzo Vascotto	Huntington	NY	PIC	USALV8	1

SIMPATICO USA 53169

Jeffrey Best	Waveland	MS	Crew	USAJB367	1
Charles Curtis	S Dartmouth	MA	Crew	USACC49	1
Peter Donovan	N Chatham	MA	Crew	USAPD103	1
Peter Furze	Mashpee	MA	Nav	USAPF12	1
John Riley	Somerset	MA	WC	USAJR136	1
William Riley	Chatham	MA	PIC	USAWR37	1

SIREN USA 2600

Robert Brooks	Bristol	RI	Crew	USARB74	1
Lee Chrisman	New Haven	CT	Crew	USALC37	1
Stacey Clark	Yateley	UK	WC	GBRSC5	1
Jonathan Coad	Cambridge	UK	Crew	GBRJC106	1
William Hubbard III	New York	NY	RPIC	USAWH5	1
William Hubbard	New York	NY	PIC	USAWH4	1

WS Lirakis	Newport	RI	Crew	USAWL5	1
Henry Maxwell	N Stonington	CT	Crew	USAHM19	1
Kevin McMeel	Nanaimo	CAN	Crew	CANKM9	1
Ryan Novak-Smith	Johnston	RI	Crew	USARN41	1
James Price	New York	NY	Crew	USAJP185	1
Darren Walters	Boston	MA	Crew	USADW97	1

SIRONA CAY 60779

Ashley Burgey	Cocoa	FL	Crew	USAAB187	1
Roger Conradie	Salt Rock	ZA	Crew	RSARC3	3
Craig Copeland	Rumson	NJ	Crew	USACC34	1
David Dempsey	Jersey City	NJ	Crew	USADD14	1
Ronald Gerfelder	Leland	NC	Crew	USARG118	1
Max Lopez	Bristol	RI	Crew		
Steven Lopez	Red Bank	NJ	Crew		
James Mackevich	Edison	NJ	Crew		
Geoffrey Pierini	Rumson	NJ	PIC	USAGP27	1
Mark Rebovich	Perth Amboy	NJ	Crew	USAMR66	1
Peter Rebovich	Fords	NJ	Crew	USAPR5	1
Whitey Russell	Newport	RI	RPIC	USARR36	1

SKULL CRACKER USA 111

Abigail Artig	Chicago	IL	Crew	USAAA89	1
Stanley Carroll	Ellsworth	MI	WC	USASC126	1
Simon Harris	London	UK	Nav	GBRSH76	1
Dayne Holloway	St.louis	MO	Crew	USADH179	1
Daniel Kitchens	Huntleigh	MO	PIC	USADK97	1
Grant Kitchens	St. Louis	MO	Crew		
Lance Kitchens	St. Louis	MO	Crew		
John Sandberg	Saint Louis	MO	Crew		

SLIDE RULE USA 52744

Scott Bearse	W Barnstable	MA	PIC	USASB37	1
Jeffrey Curtis	Marstons Mills	MA	Crew		
Gerard Kivney	W Barnstable	MA	Crew	USAGK15	1
Kevin McCann	Centerville	MA	Crew	USAKM22	1
John O'Loughlin	Harwich	MA	Crew		
Michael Puleo	OldGreenwich	CT	Crew	USAMP82	1
Mathew Ringler	Charlotte	VT	Crew	USAMR87	1
Edmund (Ted) Scott	S Dartmouth	MA	WC	USAES8	1

SOLARUS USA 50066

Ben Millard	Stamford	CT	Crew	USABM57	1
Noel Sterrett	Hanahan	SC	PIC	USANS46	1

SOULMATES USA 1131

Robert Behringer	Monmouth Bch	NJ	Crew	USARB73	1
Gerard Girstl	Pelham	NY	Crew		
Barry Gold	Larchmont	NY	WC	USABG19	1
David Greenhouse	Rye	NY	WC	USADG73	1
Dwight Greenhouse	Rye	NY	Crew		
Timothy Greenhouse	Rye	NY	Crew		
Adam Loory	Mamaroneck	NY	PIC	USAAL33	3
Ryan Malloy	Mamaroneck	NY	Crew		
Austin Royle	Wilton	CT	Crew	USAAR48	1
Matthew Tym	New Rochelle	NY	Crew	USAMT64	1

SPECTRE USA 51356

Daniel Casey	East Haven	CT	Crew	USADC163	1
Sam Dendas	Branford	CT	Crew	USAFD19	1
Paul Dorsi	West Haven	CT	Crew	USAPD66	1
Andrew Everson	Branford	CT	Crew	USAAE32	1
Mark Howard-flanders	Branford	CT	Crew	USAMH175	1
Timothy Mason	Branford	CT	Crew	USATM94	1



is pleased to be a part of the
50TH NEWPORT-BERMUDA RACE

From importing cruising sails to assisting with customs entry and trucking, Bermuda Forwarders is there to make your next sailing event a success!

WWW.BERMUDAFORWARDERS.COM

set your course for
Italy & the Orient



LITTLE VENICE

Celebrating over 40 years of fabulous food and fine wine, featuring classic and contemporary, regional Italian specialities. Great outdoor dining on the Terrazzo or mingle in the Wine Bar.

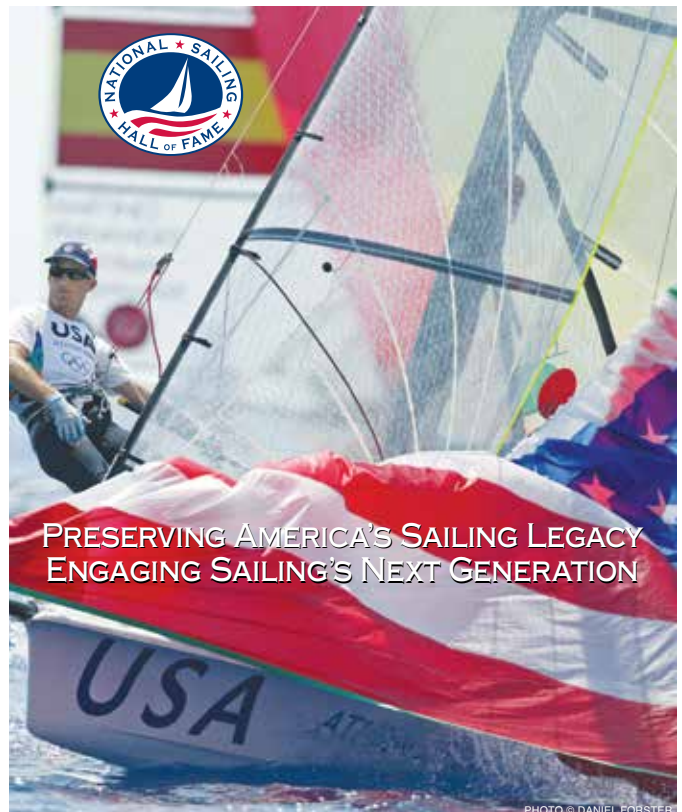
32 Bermudiana Road, Hamilton
T 441-295-3503
E info@littlevenice.bm
WWW.LITTLEVENICE.BM



L'ORIENTAL

Above Little Venice is Hamilton's best Oriental Restaurant. Fabulous Chinese & Thai Fusion cuisine, with the island's only Teppanyaki Table and a Sushi Bar, all in a beautifully designed space.

32 Bermudiana Road, Hamilton
T 441-296-4477
E info@loriental.bm
WWW.LORIENTAL.BM



**PRESERVING AMERICA'S SAILING LEGACY
ENGAGING SAILING'S NEXT GENERATION**

PHOTO © DANIEL FORSTER

69 PRINCE GEORGE STREET ANNAPOLIS, MD 21401
info@nshof.org • 877-295-3022

CREW LISTING

Brian Prinz Jr	Cheshire	CT	Crew	USABP48	1
Brian Prinz	East Haven	CT	Crew	USABP51	1
Gladwyn Taylor	East Haven	CT	Crew	USAGT42	1
Matt Twickler	Branford	CT	Crew	USAMT41	1

SPIRIT OF BERMUDA BER 688

Newton Adcock	Paget	BER	Crew	BERNA1	1
Melvin Bird	Wichita	KS	Crew	USAMB224	1
Stuart Birnie	Hamilton	BER	PIC	NZLSB25	3
Alan Burland	Somerset	BER	Crew	BERAB3	1
S George Cubbon	Pembroke	BER	Crew	BERGC4	1
James Doughty	Paget	BER	Crew		
Rockal Evans	Devonshire	BER	Crew	BERRE1	1
Benjamin Fairn	Sandys	BER	Crew		
Rees Fletcher	Warwick	BER	Crew		
Douglas Frith	Hamilton	BER	Crew	BERDF4	1
David Goodwin	Hamilton	BER	Crew		
David Goulbourne	Southampton	BER	Crew	BERDG2	3
John Hartley	Sandys	BER	Crew		
Kevin Horsfield	Warwick	BER	Crew		
Hal Kempe	Warwick	BER	Crew	BERHK2	1
James (Jay) Kempe	Devonshire	BER	Crew		
Malcolm Kirkland	Warwick	BER	Crew		
Thomas Miller	Paget	BER	Crew	BERTM1	1
Mark Orchard	Paget	BER	Crew		
Stephen Outerbridge	Pembroke	BER	Crew		
Patrick Perret	Warwick	BER	Crew		
Terry Pimentel	Hamilton	BER	Crew	CANTP6	1
Larry Rosenfeld	Marblehead	MA	Crew	USALR16	1

Laura Ruse	Devonshire	BER	Crew		
Douglas Stewart	Chevy Chase	MD	Crew		
John Wadson	Hamilton	BER	Crew	BERJW6	1
Dirk Wray	Henderson	NV	Crew		
Dale Young	Warwick	BER	Crew	BERDY1	1

SPIRIT OF NOAHS CHN 323

Zhu Bao	Shanghai	CGN	Crew	CHNBZ4	1
Chen Fulin	Shanghai	CHN	Nav	CHNFC4	3
Yang Longshen	Shanghai	CHN	Crew	CHNLY4	1
Zhang Minhang	Shanghai	CHN	Crew	CHNMZ2	3
Dong Qing	Shanghai	CHN	PIC	CHNDQ1	1
Yuan Shuai	Shanghai	CN	Crew	CHNSY8	1
Lin Songmin	Shanghai	CHN	Crew	CHNSL5	1
Yi Xiaobin	Shanghai	CHN	WC	CHNXY13	3
Lin Zhiwei	Shanghai	CHN	Crew	CHNZL9	1
Cao Zhongqiu	Shanghai	CHN	Crew	CHNZC7	1

SPOOKIE USA 95

Stephen Benjamin	Norwalk	CT	PIC	USASB	3
Peter Carey	Norwalk	CT	Crew		
Peter Holmberg	St. Thomas	VI	Crew	ISVPH1	3
Christopher Kam	Hope Valley	RI	Crew	USACK96	3
Robbie Kane	Bellingham	WA	Crew	USARK21	3
Ryan Kononchik	Stratford	CT	Crew		
Charles McHugh			Crew		
Ben Quatromoni	Newport	RI	Crew	USABQ1	3
Anderson Reggio	Newport	RI	Crew	USAAR21	3
Matt Reynolds	San Diego	CA	Crew	USAMR27	3

STRENGTH INSURES BERMUDA

BF&M proudly supports the 50th Newport Bermuda Race. As the local leader in marine insurance, we are honoured to be part of this remarkable event in Bermuda's sailing history.



112 Pitts Bay Road, Pembroke HM 08, Bermuda ☎ 295-5566 ✉ bfm@bfm.bm 🌐 www.bfm.bm



46th Annual
Newport
 INTERNATIONAL
BOAT SHOW

SEPTEMBER 15-18, 2016
 NEWPORT, RHODE ISLAND

CRUISING WORLD PRESENT
 YACHTING **NEWPORT FOR NEW**
 SAILING WORLD **PRODUCTS**
Official U.S. Debuts of 2017 Boats & Boating Products

POWER & SAIL TOGETHER | KAYAKS TO CRUISERS | MARINE EQUIPMENT | SERVICES | ACCESSORIES

800.582.7846 | ADVANCE TICKETS AVAILABLE ONLINE | NEWPORTBOATSHOW.COM

CONCURRENT WITH THE NEWPORT BROKERAGE BOAT SHOW AND THE NEWPORT WOODEN BOAT SHOW



**MUSTANG SURVIVAL
 EP OCEAN RACING
 SERIES /**

AVAILABLE JUNE 2016/
 TEAM 1 NEWPORT

SAVING LIVES SINCE 1967.



CREW LIST

Christopher Williams	Milford	CT	Crew	
Jeremy Wilmot	Newport	RI	Crew	

STORMY WEATHER USA 52526

Josh Brown	Gwynn Oak	MD	Crew	USAJB369	1
Frank Cirii	Sicklerville	NJ	WC	USAF23	1
Peter Dragonas	Marblehead	MA	Nav	USAPD104	1
Peter Fletcher	Lenah Valley	AUS	Crew	AUSPF3	1
Paul Lauriello	Medford	NJ	Crew	USAPL25	1
Christina Lizza	New York	NY	Crew	USACL97	1
Jason Maher	Marblehead	MA	Crew	USAJM160	1
Michael Maholchic	Annapolis	MD	PIC	USAMM249	1
Twila Rosiewich	Toronto	CA	Crew	CANTR6	1
Sevan Topjian	Washington	DC	WC		

SUGAR & SPICE CAN 34593

Fraser Forsythe	Saint John	CAN	PIC	CANFF3	1
Joel Forsythe	Rothesay	CAN	Crew	CANJF31	1
Kevin McDermott	Saint John.	CAN	Crew	CANKM32	1
Herb Mitton	Saint John	CAN	Crew	CANAM45	1
Thomas Nicholson	Saint John	CAN	Crew	CANTN2	1
Catherine Richards	Calgary	CAN	Crew	CANCR5	1
David Richards	Saint John	CAN	Crew	CANDR32	1
Susie Thompson	Warwick	BER	Crew	CANST16	1

SUNSET CHILD USA 28920

Marcus Cholerton-Brown	New York	NY	PIC	GBRMC96	3
Jules Del Vecchio	Larchmont	NY	Crew	USAJD249	1
Douglas Johnstone	Los Angeles	CA	Nav	USADJ21	1
Michael Kennedy	Los Angeles	CA	WC	USAMK124	1
Richard Mainland	Los Angeles	CA	Crew	USARM195	1
Thomas Oconor	Los Angeles	CA	WC	USATO9	1
Paco Stevens	Calabasas	CA	Doc	USAPS123	1
William Tetrick	Los Angeles	CA	Crew	USAWT12	1

SWIFT NA 11

Peter Carrico	Annapolis	MD	Crew	USAPC2	3
Ethan Doherty	Annapolis	MD	Crew, PIC	USAED23	1
Jace Erlanson	Annapolis	MD	Crew	USAJE86	1
Pierson Haines	Annapolis	MD	Crew	USAPH96	1
Megan Hartman	Annapolis	MD	Crew, Cook	USAMH161	1
Matthew Hundt	Annapolis	MD	Crew	USAMH157	1
Zachary Makkonen	Annapolis	MD	Crew	USAZM10	1
John Roser	Annapolis	MD	Crew	USAJR222	1
Sean Rundle	Annapolis	MD	Crew, RPIC	USASR81	1
Scott Ward	Dowell	MD	Crew	USASW92	1

TARAHUMARA USA 6003

Jesse Fulmer	League City	TX	Crew	USAJF103	1
John Gregg	Bryn Mawr	PA	PIC	USAJG60	1
Gary Largess	Jamestown	RI	Doc		
Matt Newborn	Philadelphia	PA	WC	USAMN44	1
Bill Read	Gladwyne	PA	Nav	USAWR6	1
Andrew Sayre	Saunderstown	RI	Crew	USAAS119	1
Evan Smith	Bacliff	TX	Crew	USAES77	1
Pete Sutch	Blue Bell	PA	Crew	USAPS112	1

TEMPTATION - OAKCLIFF USA 50069

Seth Cooley	Newport	RI	Crew	USASC78	1
Philip Dyer	Wickford	RI	Crew	AUSPD17	1
Scott Edgcomb	Boston	MA	Crew		
Andres Guerra	Barcelona	NJ	Crew	ESPAG62	1
Jacob Henley	Gaylord	MI	Crew	USAJH295	1
Michael Komar	Annapolis	MD	Crew	USAMK75	1

Zachary Mason	Ft Lauderdale	FL	Crew	USAZM6	3
Alexander Rudkin	Portsmouth	RI	Crew	USAAR58	1
William Rudkin	Portsmouth	RI	Crew	USAWR40	1
Arthur Santry IV	Arlington	VA	Crew		
Alexa Santry	Arlington	VA	Crew		
Arthur Santry	Arlington	VA	PIC	USAAS113	1

TEMPTRESS USA 43950

Brendan Faria	Middletown	RI	Crew	USABF14	1
Dan Faria	Middletown	RI	WC	USADF8	1
Jay Gowell	East Greenwich	RI	PIC	USAJG172	1
Matthew Gowell	East Greenwich	RI	Crew	USAMG91	1
Dexter Hoag	Newport	RI	WC	USADH118	1
Robert Hunte	Jamestown	RI	Crew	USARH159	1
Christopher Keimig	East Greenwich	RI	Crew	USACK90	1
Joseph McGettigan	Newport	RI	Crew	USAJM183	1
Mark Sertl	Rochester	NY	Crew	USAMS	1

THAT'S RIDICULOUS

Francis Nilsen	Sound Beach	NY	PIC	USAFN8	1
Kenneth Nilsen	Sound Beach	NY	WC	USAKN20	1
Matthew Nilsen	Sound Beach	NY	WC	USAMN53	1
Spencer Ochs	St. James	NY	Crew		
Travis Ochs	St James	NY	Cook		
Taylor Walker	Madison	CT	Nav	USAPW54	1

TIME OUT USA 333

Christopher Avallone	Madison	WI	Crew		
Michael Burt	Port Washington	WI	Nav	USAMB178	1
Douglas Evans	Whitefish Bay	WI	PIC	USADE30	1
Daniel Sexton	Brighton	MA	Crew	USADS223	1
Mark Sexton	Hyannis	MA	Nav	USAMS296	1
Matthew Sexton	Duxbury	MA	Nav	USAMS288	1

TOOTHFACE 2 USA 128

John Caunter, Jr	Hampton Falls	NH	Crew	USAJC96	1
Simon Day	Newport	RI	WC	USASD76	1
Mike Dreese	Newton	MA	PIC	USAMD58	1
Ryan Murphy	Dorchester	MA	Crew	USARM151	1
Colin Patterson	Somerville	MA	NAV	USACP80	1
David Regan	Wayland	MA	WC	USADR124	1

TOUJOURS USA 41644

Brian Bush	Westborough	MA	PIC	USABB163	1
Jeffrey Bush	S Yarmouth	MA	Crew	USAJB368	1
Paul Duffy	Acton	MA	Crew	USAPD99	1
Jonathan Smith	Attleboro	MA	Crew	USAJS361	1
Michael Tetrault	Lynnfield	MA	Crew	USAMT62	1
Thomes Tetrault	Georgetown	MA	Crew	USATT80	1

TRIAGE USA 51110

John Behen	Hampton	VA	Nav	USAJB331	1
Gregory Colley	Baltimore	MD	Crew	USAGC59	1
Brian Deming	Ashburn	VA	Crew	USABD70	1
Stephen Ormsbee	Norfolk	VA	Crew	USASO38	1
Brendan Savage	Chesapeake	VA	Crew	USABS148	1
Doug Savage	Alexandria	VA	RPIC	USADS66	1
Timothy Savage	Chesapeake	VA	PIC	USATS39	1
David Washbourne	Portsmouth	VA	Crew	USADW135	1

Fuel up and sail on



Sol is dedicated to providing
the best energy solutions for
your marine needs.

St David's Service Station

107 St. David's Rd

St. David's DD 01

Tel: (441) 297 0475

Email: stdavidsvariety@logic.bm

SOL PETROLEUM BERMUDA LIMITED

25 Ferry Road, St. George's GE 01, Bermuda · Tel: (441) 297-3776 · Fax: (441) 294-5243

bermuda.sales@solpetroleum.com | facebook.com/solpetroleum

www.solpetroleum.com

CREW LIST

TRIPLE LINDY USA 93310

Andrew Childs	Halifax	CAN	Crew	CANAC3	1
Robert Long	New Canaan	CT	Crew	USARL24	1
Rory Macdonald	Halifax	CAN	Crew	CANRM14	1
John Mackay	Halifax	CAN	Crew	CANJM15	1
Sean McDermott	Dartmouth	CAN	Crew	CANSM16	1
Joe Mele	New York	NY	PIC	USAJM8	1
Jay O'Brien	Norfolk	VA	Crew	USAJO24	1
Kent Paisley	Oakville	CAN	Crew	CANIP1	1
Peter Ramsdale	Warwick	BER	Crew	BERPR1	1
Rob Trainor	Halifax	CAN	Crew	CANRT9	1

TRUE USA 22

Richard Casner	Dedham	MA	WC	USARC22	1
Glenn Cook	Marblehead	MA	Crew	USAGC11	3
William Felder	Vineyard Haven	MA	Crew	USAWF26	3
William Friend	Hamilton	MA	Crew	USAWF37	1
Henry Frissora	Hamilton	MA	Crew	USAHF5	1
John Glessner	Yarmouth	ME	WC	USAJG98	1
Howard Hodgson	Ipswich	MA	PIC	USAHH8	1
Potter Hodgson	Ipswich	MA	Crew	USAPH28	1
Dave Miller	Boston	MA	Crew	USADM236	1
Christopher West	Berlin	MA	Crew	USACW142	1

VALKYRIE USA 93499

Michael Capitain	New Orleans	LA	Crew	USAMC44	1
Drew Chapman	New York	NY	PIC	AUSDC29	1
Alexander Clegg	E Greenwich	RI	Nav	USAAC61	3
Susan Duff	Riverhead	NY	Crew	USASD98	1
Bill Johnson	New York	NY	Crew	USABJ37	1
Eric Macdonald	Seattle	WA	Crew	USAEM34	1
Todd McGuire	Newport	RI	Crew		
Josh Parks	Red Bank	NJ	Crew	USAJP195	1

VAMOOSE USA 51233

Bob Anderson	Seekonk	MA	Nav	USABA9	1
Bob Manchester	Barrington	RI	PIC	USARM99	1
Geoffrey Manchester	Barrington	RI	WC	USAGM15	1
Tom Scott	Barrington	RI	Tac	USATS10	1
Richard Simmonds	Craven Arms	UK	Crew	GBRRS132	1

VAMP USA 43600

Cole Barney	Red Bank	NJ	Crew	USACB140	1
Michael Carducci	Cranford	NJ	Crew	USAMC68	1
A. J. Evans	Red Bank	NJ	RPIC, WC	USAAE1	1
Lynden Kibler	Ocean Grove	NJ	Nav	USALK20	1
Douglas Lanthier	Berkeley Hght	NJ	Crew	USADL16	1
Paul Luisi	Millersville	MD	Crew	USAPL49	1
Matthew Marciano	Long Branch	NJ	Crew	USAMM280	1
Gary Martin	Matawan	NJ	Crew	USAGM52	1
Ian Sanderson	Red Bank	NJ	Crew	USAIS12	1
Leonard Sitar	Holmdel	NJ	PIC	USALS50	1
Chris Strukus	Providence	RI	Crew	USACS19	3

VARUNA USA 61437

James Boyle	Newtown	CT	Crew		
James Coffman	Westport	CT	WC	USAJC81	1
Richard Debenedetto	Cross River	NY	Crew	USARD130	1
Gavin Pommernelle	Darien	CT	Crew	GERGP8	1
Ivan Radountchev	Doha	PA	Crew	GBRIR13	1
John Roberts	Riverside	CT	Crew	USAJR231	1
Kaushal Shastri	Stamford	CT	Crew	USAKS136	1
Martinus Van Breems	Norwalk	CT	PIC	USAMV9	1

VERISSIMO USA 40047

Kenneth Ahrendt	Avon	NC	Crew	USAKA32	1
Connell Cannon	Jamestown	RI	Crew	USACC175	1
David Flynn	Annaolis	MD	Crew	USADF13	3
Robert Gretz	Villanova	PA	Crew	USARG96	1
Ben Hall	Tiverton	RI	Crew	USABH98	1
George Isdale	Narragansett	RI	Crew	USAGI7	1
Michael Keyworth	Barrington	RI	Crew	USAMK31	1
William Prichett	Jamestown	RI	Crew	USAWP51	1
Robert Ranzenbach	Annapolis	MD	Crew	USARR148	3
Matthew Reinhardt	Newport	RI	Crew	USAMR3	3
Brandon Somers	N Kingstown	RI	Crew	USABS142	1
Ace Tarberry	N Conway	NH	Crew	USART71	1
Bernard Wharton	Jamestown	RI	Crew	USABW93	1
Win Wharton	Redding	CT	Crew	USAWW70	1

WAHOO USA 52599

Devin Camlin	Stamford	CT	Crew		
George Davis	Annapolis	MD	Crew	USAGD58	1
Edward Decker	Annapolis	MD	Crew	USAED50	1
Matthew Dods	Annapolis	MD	Crew	USAMD140	1
Colin Duggan	Annapolis	MD	Crew	USACD107	1
Alexander Ehrenberg	Annapolis	MD	Crew	USAAE34	1
Gunnar Hough	Annapolis	MD	Crew		
Benjamin Hynes	Annapolis	MD	Crew	USABH94	1
Teddy Papenthien	Annapolis	MD	Crew	USATP77	1
K. Parriott	Annapolis	MD	Cook		
Matt Robbins	Annapolis	MD	PIC	USAMR125	1
Christopher Schubert	Washington	DC	Crew	USACS23	1
Trenton Tibbetts	Annapolis	MD	RPIC		

WARRIOR WON USA 60564

Peter Carpenter	New Rochelle	NY	Crew	USAPC35	1
Andres De Lasa	Larchmont	NY	Crew	USAAD96	1
H.L. DeVore	Mamaroneck	NY	Nav	USAHD4	1
Dougie "Lips" Lynn	Stamford	CT	WC	USADL14	1
Roland "Moug" Schulz	Port Chester	NY	Crew	USARS69	1
Christopher Sheehan	Larchmont	NY	PIC	USACS259	1
Joost-Olan Sheehan	Larchmont	NY	Crew	USAJSS363	1
Christopher Simon	Larchmont	NY	Crew	USACS268	1
Paul van Dyke	Groton	CT	WC	USAPV6	3
Ryan Zupon	Larchmont	NY	Crew	USARZ5	1

WASSAIL USA 60614

Frederick Livingston	Bristol	RI	Crew	USAFL9	1
Graham McKay	Newburyport	MA	Crew	USAGM90	1
Nicholas Orem Jr	Belmont	MA	Crew	USANO16	1
Daniel Orem	Belmont	MA	Crew	USADO32	1
Nicholas Orem	Newbury	MA	PIC	USANO14	1
Ryan Wilson	Marblehead	MA	Crew	USAPW30	1

WEATHERLY USA 60999

Robin Akeroyd	Den Haag	NL	Crew	NEDRA4	1
Thomas Blatterman	Duxbury	MA	WC	USATB132	1
Clay Burkhalter	Stonington	CT	Nav	USACB29	1
John Duerden	Stonington	CT	PIC	USAJD228	1
Andrew Halsey	Mystic	CT	Crew	USAAH64	1
Brian Petrie	West Mystic	CT	WC	USABP54	1
Arturo Pilar	Coventry	CT	Crew	USAAP11	1
John Turner	Belfast	ME	Crew	USAJT51	1
Andy Williams	Stonington	CT	Crew	USAAW56	1

2016 NEWPORT-BERMUDA RACE

WHISPER USA 52648

John Browning	PlandomMa	NY	Crew, RPIC, WC	USAJB50	1
Thomas Vander Salm	Salem	MA	Crew, PIC	USATV6	1

WHITE RHINO 2

Jared Lazor	Newport	RI	Crew	USAJL66	1
Rowan Leaper	Hampton	AUS	Crew	AUSRL7	3
Jeffrey McCooey	Jamestown	RI	Crew		
Pete McCormick	San Francisco	CA	Crew	USAPM155	3
Paul McMahon	Manchester	MA	Crew	USAPM17	1
Matthew Mullan	Barrington	RI	Crew, PIC	USAMM111	3
Christopher Ringdahl	Middletown	RI	Crew		
Brendon Scanlon	Worcester	MA	Crew	USABS62	1
Matt Sole	Newport	RI	Crew	GBRMS37	1
Lisa Stuart	Key West	FL	Crew	USALS61	1
Todd Stuart	Key West	FL	Crew	USATS99	1
Joseph Waits	Newport	RI	Crew	USAJW152	1

WHY NOT ITA 16969

Michael Bell-wright	Annapolis	MD	Crew	USAMB223	1
Tom Bell-wright	Annapolis	MD	Crew	GBRTB72	1
Niels Espeland	Dubai	AE	Crew	NORNE3	1
Brian Gallagher	Northport	NY	Crew	USABG82	1
Michael Hudson-davies	Dubai	AE	Crew	GBRMH134	1
Scott Johnston	Kings Point	NY	Crew	USASJ39	1
Lawrence Murphy	Greenlawn	NY	Crew	USALM90	1
Liam Murphy	Greenlawn	NY	Crew	USALM91	1
Patrick Rueben	Katy	TX	Crew	CANPR16	1
Fabio Scalzi	Latina	ITA	PIC	ITAFS108	1
Matt Schoene	Annapolis	MD	Crew	USAMS295	1
Giancarlo Tosca	Napoli	ITA	Crew	ITAGT73	1

WINDBORN USA 51120

Richard Born	Baltimore	MD	PIC	USARB102	1
Richard Born	Lutherville	MD	Crew	USARB41	1
Chip Carr	Severna Park	MD	Crew	USACC65	1
Kevin Groner	Highland	MD	Crew	USAKG5	1
Jonathan Hilbert	Annapolis	MD	Crew	USAJJ93	1
Michael Johns	Essex	MD	Crew	USAMJ8	1
David Scheidt	Edgewater	MD	Crew	USADS228	1
William Wagner	Arnold	MD	Crew	USAWW16	1

WISCHBONE USA 35322

Cynthia Crofts-Wisch	Wellesley	MA	Cook	USACC156	1
Pieter De Zwart	Ft Lauderdale	FL	Crew	USAPD36	1
Brian Deichmann	W Roxbury	MA	WC	USABD29	1
Bryan Gordon	Boston	MA	Crew		
Mark Lenci	Natick	MA	Crew	USAML144	1
Steve Riggs	New Ipswich	NH	Crew	USASR75	1
Douglas Wisch MD	Canton	CT	Crew	USADW54	1
Jeffrey Wisch	Wellesley	MA	PIC	USAJW176	1

WIZARD USA 4511

Ally Askew	Salt Lake City	UT	Crew		
David Askew	CottonwoodHs	UT	PIC	USADA18	1
Peter Askew	Riderwood	MD	Crew	USAPA18	1
Arnis Baltins	Annapolis	MD	Crew	USAAB74	1
Matt Beck	Annapolis	MD	Crew		
Jordi Calafat	Palma	ESP	WC	ESPJC5	3
David Culver	San Diego	CA	Crew	USADC47	3
Charles Enright	Bristol	RI	Tac	USACE14	3
Michael Howard	Trail	OR	Crew	USAMH179	3

Chris Larson	Annapolis	MD	Tac	USACL13	3
Artie Means	San Diego	CA	Nav		
William Oxley	Castle Hill	AUS	Nav	AUSWO	3
Jimmy Slaughter	Escondido	CA	Crew	USAJS360	3
Grant Spanhake	Annapolis	MD	WC	USAGS108	3
Ralf Steitz	Treasure Is	FL	Cook	USARS6	3
David Tank	Walloon Lake	MI	Crew		
Mark Towill	Kaneohe	HI	Crew	USAMT20	3
Phil Trinter	Midlothian	VA	Crew		
Mitchell White	Sydney	AUS	Crew		

YANKEE GIRL USA 42889

S. Zachary Lee	Pelham	NY	PIC	USASL104	1
Gust Stringos	Skowhegan	ME	Crew	USAGS98	1

YYZ USA 2112

Justin Bonar	Stamford	CT	Crew	CANJB66	1
Michael Galaty	Stratford	CT	Crew	USAMG141	1
Daniel Galyon	Binghamton	NY	Crew	USADG123	1
Derek Joynt	Oakville	CAN	Crew	CANDJ12	1
Drew Lambert	Wilton	CT	Crew	USAAL85	1
Brian Ofarrell	Westport	CT	Crew	USABO3	1
Mike Raynor	Fishkill	NY	Crew	USAMR149	1
Joseph Spinella	New York	NY	Crew	USAJS351	1
Warren Willett	Sherman	CT	Crew	USAWW77	1
Stephen Wolpo	Stamford	CT	Crew	USASW117	1

ZEST USA 42050

Chip Adams	Madison	CT	WC	USABA11	1
Anthony Marzocca	Weehawken	NJ	Crew	USAAM89	1
Justin Muller	Palm Coast	FL	Nav	USAJM53	1
Timo Platt	Fayston	VT	WC	USATP8	1
Charles Rutherford	Stamford	CT	Crew	USACR67	1
Brian Swiggett	Huntington	NY	PIC	USABS73	1
Jeff Swiggett	Madison	CT	Crew	USAJS203	1
Peter Swiggett	Huntington	NY	Crew	USAPS107	1

ZIPPORAH USA 69213

Robert Buffin	Minnetonka	MN	Crew	FRARB35	1
Roger Friedell	Golden Valley	MN	WC	USARF73	1
Doug Mann	St Paul	MN	PIC	USADM233	1
Mary McCarthy Mann	St Paul	MN	Crew	USAMM332	1
Aimee Meyer	Minneapolis	MN	Crew	USAAM147	1
Connell Smith	Plymouth	MN	Nav	USACS222	1

ZOE II CAN 52543

Andre Beaudet	Lac-beauport	CAN	WC	CANAB36	1
Etienne Brassard	Plessisville	CAN	Nav	CANEB13	1
Francois Brassard	Plessisville	CAN	PIC	CANFB8	1
Jean-francois Brassard	Levis	CAN	Crew	CANJB42	1
Yves Dion	Quebec	CAN	Crew	CANYD2	1
Claude Gauvin	Quebec	CAN	Crew	CANCG15	1
Eric Laplante	Granby	CAN	Crew	CANEL5	1
Richard Larue	Québec	CAN	Crew	CANRL11	1

THE SAILOR'S PLAGUE

The medical reports submitted by crews after recent Newport Bermuda Races usually include more than 50 cases of seasickness. I suspect that this number significantly underestimates the actual incidence of this illness. Seasickness may present in a full range of stages, ranging from slight queasiness to severe nausea and vomiting, so it is likely that mild cases were not formally

logged and that some of the cases occurred without any thought toward expecting or taking preventative measures.

As a community, we pride ourselves in taking safety seriously. Vessels and crew must comply with strict requirements in order to be certified to participate in the Newport Bermuda Race. Race participants and organizers spend considerable time preparing for events that are unlike-

ly to happen but that (should they occur) could be catastrophic. Potential problems include such scenarios as dismasting, blown sails, failed through-hulls, sinking, losing one's rudder, and man overboard situations. While preparation for the Newport Bermuda Race usually is detailed and labor intensive, there is one problem that sailors do not seem to take as seriously as they should and yet

is much more likely to occur. That is the maritime version of motion sickness we know as seasickness. Make no mistake about it, seasickness can be life-threatening. In the 2012 race, seasickness precipitated evacuation of a crewmember from a competing boat, and another vessel on the return trip was also abandoned with seasickness playing a major role in the event. Seasickness is a malady that causes

Try to line up visual clues by focusing your eyes on the horizon. Don't read or do any other kind of visual work.

The Bermuda Race's medical chair (a race skipper) described the causes, prevention, and treatment of this all too common and potentially dangerous illness. BY JEFFREY S. WISCH, M.D.

PREPARE FOR IT, TREAT IT



You may have a good boat and crew, But have you planned for "the sailor's plague" that can undermine safety?

misery. But seasickness also is a danger not only for the victim but for the rest of the crew, too.

Causes of Motion Sickness

Nobody is completely immune to motion sickness. It may occur in aircraft, automobiles, buses, your favorite carnival ride, trains, and boats of any size. This sickness occurs when our visual cues are mismatched with what our brain perceives. It is caused by the brain's inability to properly process sensory information, particularly from the inner ear (the labyrinth apparatus), which is responsible for our sense of balance and position in relation to the rest of the environment around us. This is precipitated when we are unable to anticipate or line up visual cues with a particular, or perceived, motion. An excellent example is when sailors have to spend time in the bilge, say, while repairing an engine. Our brain senses a motion (the vessel's movement) but the associated visual cues are absent. Add the smell of diesel fuel and the rest is readily predictable. Motion sickness can also affect an individual in the *absence* of motion, as may occur while viewing an action packed video game. Additional fac-

tors that contribute to seasickness include: lack of sleep, anxiety, poor hydration, foods difficult to digest, certain smells, and learned behavior. When one crewmember becomes seasick, the likelihood of others on board developing the illness increases. Continued seasickness may lead to severe dehydration, an inability to function, and, if untreated, possible death.

Symptoms and Prevention

Symptoms of motion sickness include apathy, inability to focus, cold sweats, anorexia, excess salivation, yawning, belching, headache, pale complexion, and, finally, 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 also very difficult to predict who will and will not become ill. The illness may be recurrent during a voyage, although most people will adapt to conditions after 36 to 72 hours at sea.

Before Heading Out

How do you prevent seasickness? Knowing your limitations and propensity for seasickness is critical. Because

SEASICKNESS PREVENTION

- Be honest about your personal threshold to get sick
- Be well rested prior to going offshore
- Trial seasickness remedies before going offshore, checking for side effects
- Start your choice of medication the night before sailing
- No alcohol the night before sailing
- Eat easily digestible foods the night before sailing and for the first 24 hours
- Try to remain topside as much as possible when not getting rest for the first 24 hours
- Adhere to a strict watch schedule and get plenty of sleep when off watch
- Stay well hydrated

WHEN YOU FEEL SICK

- Go topside and hook your safety harness tether to the boat
- Let your watch captain know you feel sick and inform them of any other personal illness
- If you are not taking any seasick medications, start immediately
- Try to focus on the horizon and if possible and appropriate take the helm
- Do not try to read or attempt close visual work
- Try hydrating slowly with an electrolyte solution such as Gatorade or Pedialyte
- Saltines, ginger ale, and Coca Cola may help settle your stomach
- Stay attached to the vessel in the event that you need to vomit
- If you need to vomit try to do so on the leeward side
- Crewmates help secure the affected individual



Seasickness can distract sailors from steering competently, wearing proper clothes, clipping on, staying hydrated, and taking care of themselves.

seasickness is exponentially more prevalent than the more dramatic disasters we prepare for, you and your crew should plan ahead on how to deal with it prior to heading out. The captain, watch captains, and medical officer should have a well thought-out management plan that includes careful planning by the entire crew.

Pride should never prevent you from using preventative medications or acknowledging the onset of seasickness. I know many well-respected sailors who routinely take preventative medications for the first 24 to 48 hours of a voyage. Crewmembers owe it to themselves and to their crewmates to try their preventative medications prior to going offshore in order to choose the medicine with the most tolerable side effects. Individuals prone to seasickness should have a very low threshold to begin a regimen of medications. Begin dosages prior to embarking, continue for at least the first few days, and be on the lookout for signs and symptoms of early seasickness even if a form of medication is already being used.

Medications

Before severe nausea and vomiting occur, get a jump on things by using a medication (which you should already have tested on shore). Taking the most effective preventative medication prior to embarking on a voyage, either coastal or offshore, has been demonstrated to be effective and the best preventive treatment available.

Anti-seasickness drugs include scopolamine patches as well as medications like 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, **but they may not be your favorites, too.** Before choosing a medication, try several of them out on land prior to the voyage to see how they affect you as an individual. 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 in order to recognize a problem, should it occur.

Alternative remedies that have been advocated include the use of ginger, wristbands, acupuncture, and magnets. I believe these interventions are of limited efficacy. One should not rely on them as the sole source of treatment.

For those captains and crewmates who stubbornly choose to ignore the possibility of seasickness until their time comes, they might take to heart my favorite quote as they look for the silver lining in the storm cloud of this humbling experience: "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)

IF YOU BECOME SEASICK AND VOMIT

- Try using a rectal suppository such as Phenergan or Prochlorperazine
- If not available try a small sip of an electrolyte solution with a pill (Stugeron, Dramamine etc.)
- Try chewing the seasick pill and let the pieces melt in your mouth and under your tongue. This may help absorption into your system if pills are vomited up
- Apply a Scopolamine Patch if suppositories/pills are not available or if you vomit the pills up, however take care so as not to overmedicate with pills and a patch
- Try to lie down and if possible attempt to sleep in a secure place
- Do not try to take fluids or eat anything until you feel better and have given the medications 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 as if he or she 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 other 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

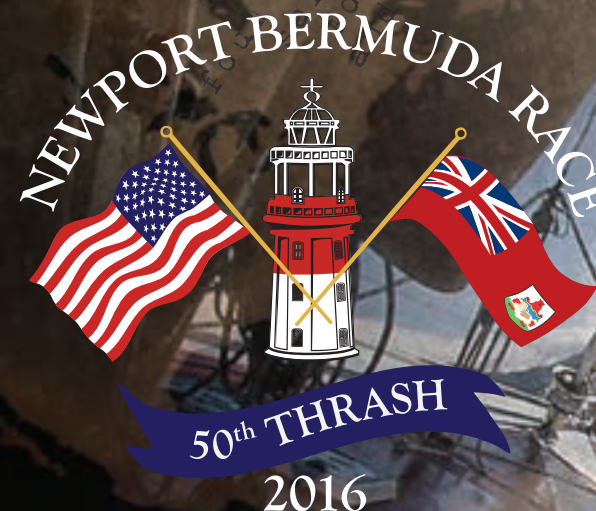
JOHN ROUSMANIERE

NEWPORT BERMUDA RACE 2016

Where the world's sailors shop.

TEAM ONE NEWPORT

foul weather gear
safety gear
footwear
and more!



Customize just
about anything
available at
Team One Newport
with the
Newport Bermuda logo.

PHOTO: © BILLY BLACK/billyblack.com

561 THAMES STREET • NEWPORT, RI
401 • 847 • 4327 team1newport.com



WINDS OF CHANGE AT THE BERMUDA DOCKYARD

BY DR. EDWARD HARRIS, EXECUTIVE DIRECTOR, NATIONAL MUSEUM OF BERMUDA



TOP, FAY & GEOFFREY ELLIOT COLLECTION, BERMUDA ARCHIVES

NATIONAL MUSEUM OF BERMUDA

As the boats of the 50th Bermuda Race make their way from the finish line off St. David's Head through the Narrows Channel and the South Channel, bound for the Royal Bermuda Yacht Club and the capital at Hamilton, they will pass the majestic buildings of the old Royal Naval Dockyard at Ireland Island, nestled on the shores of the former warship anchorage of Grassy Bay, and today just a short ferry ride from Hamilton or St. George.

The Bermuda Dockyard was created by the hurricane-force winds of change promulgated by the independence of some of our British-American colonies, as declared by the Treaty of Paris in 1783. The Dockyard became the largest such English military establishment in the Americas. The bulwark against the rising power of the United States of America, the Dockyard and most of a dozen other fortifications (the largest of which is now the National Museum of Bermuda) lay at the critical chokepoint of Bermuda's eastern coast fronting the Narrows.

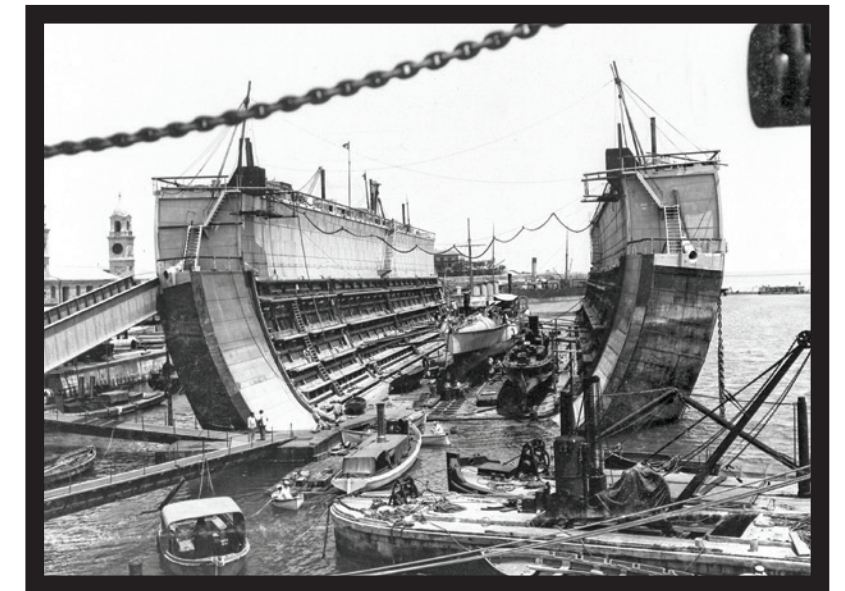
This naval base became known by some as "the Gibraltar of the West." As the original Rock of Gibraltar guarded the western entrance to the Mediterranean Sea, an essential waterway to Britain's possessions there and later further afield via the Suez to the Far East, so the isolated Rock of Bermuda was intended to retain British hegemony over the sea lanes from Trinidad to the Canadian Maritimes.

It was intended to keep in check the new country that (according to a British officer in 1857) was unable, if not unwilling, to control among its people a wild spirit of aggression dangerous to the maintenance of peace. As an officer stated in 1806: "For though Bermuda is a place of no trade, having no Staple, and can never produce any revenue to the Mother Country, being a mere barren Rock, were it ever to fall into the hands of an Enemy, [it] would be the severest stroke over West India trade ever experienced, as ships of War and Privateers may be at Anchor in St.

George's Harbour, and in 20 minutes [be] at Sea in the very track where all our Ships must pass, and in the case of a rupture with America, [Bermuda] would prove of the utmost consequence in annoying their trade, both to Europe and the West Indies, and even their coasting trade would severely feel

USSR and the end of the second Cold War.

When the Royal Navy left Bermuda after a 200-year presence, the Dockyard sailed into the uncertain waters of international tourism. The original, more historic portion is now a major destination for visitors, anchored by



the bad consequences of such a neighbour."

Thus, in waters now plied by the boats of the Newport Bermuda Race, a first Cold War ensued in the western North Atlantic from the end of the War of 1812 until Britain and the United States became allies, pursuant to a treaty in 1907. The United States had two military bases in Bermuda from 1941 until the advent of Glasnost with the

the 16 acres of the National Museum, established in 1974 in the derelict Keep, or great fort of the Royal Naval base.

Today, in the year of the 50th Bermuda Race, the Dockyard is affected by two new winds of change. One is the influx of the vacationing public. The other is the arrival of sailors and associated design and support teams focused on winning the 35th competition for the America's Cup in 2017. They will sail in

Top left, The Royal Naval Dockyard at Bermuda as painted by a British officer in 1857. Warships of the North America and West Indies Station lie at anchor nearby. **Bottom left,** The ten-acre headquarters of the National Museum of Bermuda comprise the Keep, the largest fort in Bermuda, with its centerpiece of the Commissioner's House, the first prefabricated cast-iron home in the world. **Top right,** As the ground at the Bermuda naval base was unsuitable for an ordinary repair basin, the Royal Navy reinvented the floating dock and towed it to the Island for the Royal Naval Dockyard in 1869.



Top, America's Cup catamarans are the latest maritime technology at the Dockyard. **Bottom,** Shipwreck Island is the newest exhibition at the National Museum of Bermuda and covers three centuries of maritime disasters, including that of the *Sea Venture*, which led to the English settlement of the Island.

technologically advanced boats carrying radically updated versions of the fabled three-sided Bermuda Rig, which was invented in Bermuda waters before 1674.

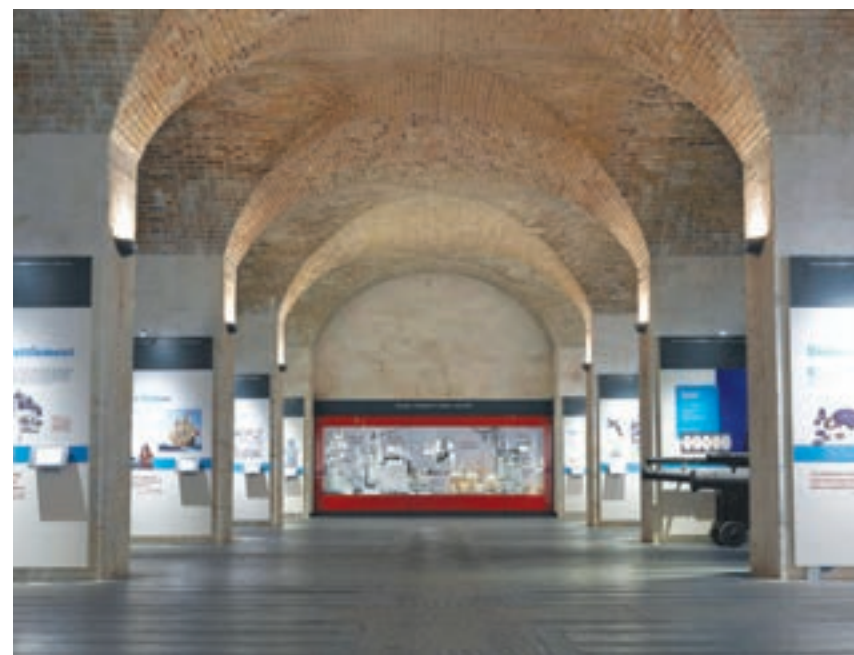
Opened by Her Majesty The Queen in 1975, the Bermuda Maritime Museum

occupied ten acres of the Keep. In 2009, the Bermuda Government agreed to the transfer of the remainder of the Dockyard fortifications to the museum based on its success in restoring the site and peopling it with exhibitions. The historic struc-

tures there include the great Commissioner's House, dating to the 1820s and a building of international importance in the use of prefabricated cast iron.

The site, which will always be maritime-based, given Bermuda's history, was renamed the National Museum of Bermuda, and is largely supported by the general public with some input from central authorities. Great has been the support from our former enemy to the west by a mere 635 miles to Cape Hatteras, which is the same mileage as that of the Newport Bermuda Race. The success of the National Museum has thus been based on Allied maritime resources. Once a far-fetched dream, the museum at the Dockyard marked its fortieth anniversary in 2015. Heavily damaged in three hurricanes in less than 12 months, the National Museum is undergoing repairs in order to cruise into the future.

That is cause for celebration, as is indeed this 50th Bermuda Race. Congratulations are due to the Cruising Club of America and the Royal Bermuda Yacht Club for their 90 years of co-organizing the oldest regularly scheduled long-distance ocean yacht race in all the seas.



SAM GREENFIELD/ORACLE TEAM USA

OFFSHORE PASSAGE OPPORTUNITIES

FREE experienced crew for your return Leg.

FREE service to race participants.

If you need more crew (or a paid skipper and **FREE** crew) for the trip back simply call or e-mail. Crew pay their own way to and from the boat.

OPO since 1993

1-800-427-7724 (1-800-4-PASSAGE)

www.sailopo.com

offshorepassage@sprintmail.com



THE ONION PATCH AND NAVIGATORS SERIES

TWO UNIQUE CHALLENGES

BY TALBOT WILSON



The classic yawl *Black Watch* enjoys a lovely day on Great Sound in the 2014 Navigators Series.

This Naval Academy crew has a close finish in the 2014 “harbour tour” race. The midshipmen team won the Onion Patch Series.

Step up and take the special offshore racing challenge offered by two series carrying the famous nickname for Bermuda. One is the Onion Patch Trophy Series for serious racers (founded in 1964), and the other is the more relaxed Onion Patch Navigators Series for cruisers that was introduced in 2014. Each series’

five races are sailed in June in and between two countries: the 162nd New York Yacht Club Annual Regatta in Newport, the Newport Bermuda Race, and finally the Royal Bermuda Yacht Club Anniversary Regatta in Bermuda.

All yachts racing in the 2016 Newport Bermuda Race in the St. David’s Lighthouse Division or the Gibbs Hill

Lighthouse Division are eligible to enter the Onion Patch Series as individual entries and members of three-boat teams representing yacht clubs or sailing associations. In Newport and Bermuda they race around windward-leeward courses.

Yachts in the Bermuda Race Cruiser or St. David’s Lighthouse Divisions may enter the Onion Patch Navigators Se-

ries, with courses mixing beats, reaches, and runs.

The Onion Patch Series was created in the early 1960s by three Bermuda sailors competing in England in the Royal Ocean Racing Club’s Admiral’s Cup international series for three-boat teams racing around the buoys and around Fastnet Rock. Shorty and Jerry Tringham and Warren Brown hatched the idea of bringing the Admiral’s Cup idea to North America, connecting it to the Newport Bermuda Race, and calling it the Onion Patch Series. The Royal Bermuda Yacht Club backed the concept and deeded the Onion Patch Trophy. The first series, in 1964, included 25-

mile races off Newport and Bermuda, and the Newport Bermuda Race. There were teams from Argentina, Bermuda, and the United States (the trophy’s first winner). Since 1994, the Onion Patch Series has had two races in Rhode Island Sound, the Bermuda Race, and two races on Great Sound—one a windward-leeward race and the other a scenic “harbour tour” course that ends in Hamilton Harbour near the Royal Bermuda Yacht Club.

The Onion Patch Trophy is awarded to the winning Onion Patch team. The top Onion Patch Series boat receives the Henry B. du Pont Trophy, named for a Cruising Club of America Commodore.

The top boat in the Onion Patch Navigators Series wins the Dick Kempe Memorial Trophy, named for a Royal Bermuda Yacht Club Commodore.

Top Onion Patch Trophy teams in recent years are: Cruising Club of America (2000), Storm Trysail Club (2002, 2004), Indian Harbor Yacht Club (2006), US Sailing (2008), the New York Yacht Club (2010, 2012), and (in 2014) the U.S. Naval Academy team, whose *Constellation*, commanded by midshipman Joshua Forgacs, was top boat of the 28 entries.

The first Onion Patch Navigators Cup Series was sailed in 2014 with seven entries and won by the Pearson 39 *Simpa-*

tico, sailed by William F. Riley.

“The Onion Patch is a tough series to win,” says Rives Potts, owner of *Carina*, winner of the St David’s Lighthouse Trophy in the 2010 and 2012 Newport Bermuda Races. “You have to be very good in all conditions and on all types of race courses. Not many boats or crews excel at both. To win as a team is even more difficult. All three boats have to do very well in all three phases of the series. The winning team is usually the team that makes the fewest mistakes and is consistent throughout.”

More information about the Onion Patch and Navigators Series is available at onionpatchseries.com.

TALBOT WILSON

TALBOT WILSON



NOTICE OF RACE

2016 NEWPORT BERMUDA

1. MANAGEMENT

- 1.1** The Organizing Authority (“OA”) of the 2016 Newport Bermuda Race (“the race”) is the Bermuda Race Organizing Committee (“BROC”) of The Royal Bermuda Yacht Club (“RBYC”) and The Cruising Club of America (“CCA”). The OA will appoint a separate race committee, which may be assisted by the New York Yacht Club (“NYYC”) in Newport and RBYC in Bermuda.
- 1.2** The OA will have the authority to interpret the conditions governing the event and assign yachts to divisions and classes. The OA reserves the right to accept or reject the entry of any “yacht,” which term shall be interchangeable with “boat.”

2. RULES

- The race will be governed by the following:
- 2.1** The rules, as defined in The Racing Rules of Sailing for 2013-2016 (“RRS”), including the US Sailing prescriptions thereto, except as modified by the Sailing Instructions;
- 2.2** The current Offshore Racing Rule (“ORR”);
- 2.3** The current Newport Bermuda Race Safety Requirements (“Safety Requirements” or “NBRSR”), a copy of which is available on the race website;
- 2.4** This Notice of Race (“NoR”);
- 2.5** Addendum A hereto (which applies to the Super Yacht Division); and
- 2.6** The Sailing Instructions, including any changes to the rules that appear therein, including but not limited to the following:
- a.** Between the times of local sunset and sunrise, RRS Part 2 (WHEN BOATS MEET) will be replaced with Part B (Steering and Sailing Rules) of the International Regulations for Preventing Collisions at Sea (“IRPCAS”);
 - b.** RRS 41, OUTSIDE HELP, will be changed to add (permit): “(e) Help in the form of information freely available to all boats even if that information is only accessible at a cost. However, such ‘at a cost’ help shall not include private forecast or tactical advice or information customized for a particular boat or group of boats and/or her/their situation. The use of PredictWind’s Weather Routing tool is permitted.”;
 - c.** RRS 44, PENALTIES AT THE TIME OF AN INCIDENT, will be changed to read as follows: “If a boat causes injury or serious damage, or gains a significant advantage in the race by her breach of a rule, her penalty shall be to retire. The jury may impose suitable penalties other than disqualification, including time penalties, for breaches of a rule.” This also changes 64.1(a); and
 - d.** RRS 51 and/or RRS 52 will be modified for certain divisions specified below.
- 2.7** The race’s International Jury, which mandated NoR 2.6(a), states the following: Whenever a boat meets a Super Yacht Division boat, competitors are reminded that “room” to keep clear means “the space a boat needs in the existing conditions, including space to comply with her obligations under rules of Part 2 (When Boats Meet) and rule 31, while maneuvering promptly in a seamanlike way” - as defined in the Racing Rules of Sailing. Also, IRPCAS, Part B, Rule 8(d) refers to boats “passing at a safe distance.” In protests for breaches of the rules in these situations, i.e., (1) when

a boat meets a Super Yacht Division boat, and/or (2) when the IRPCAS apply, the jury may determine that “room” and “safe distance” are a minimum of two boat lengths of the longer boat.

- 2.8** Succeeding rules in the foregoing list shall take precedence where there is a conflict. (For example, the Sailing Instructions prevail over the NoR where there is a conflict, if any.) This changes RRS 63.7.
- 2.9** Rules documents will be posted or linked on www.bermudarace.com (“the race website”).
- 2.10** The Official Notice Board will be located at Race Headquarters (NoR 20) and on the race website. The notice board at Race Headquarters will govern if and where they conflict.
- 2.11** All fees are payable in USD via major credit card.
- 2.12** The official time-zone for the race is North American EDT.
- 2.13** The “current” version of any rule listed herein shall be as of June 16, 2016.

3. ADVERTISING

Yachts shall provide a brief description of any advertising to be displayed during the race upon entry. The OA will reject any advertising not compliant with World Sailing (formerly known as ISAF) Regulation 20.2.3. See RRS 80 and World Sailing Regulation 20.

4. ELIGIBILITY

- 4.1** Yacht Eligibility
- a.** Except as otherwise provided herein, yachts eligible for entry must be monohull sailing vessels that have:
 - i. applied for a Full Measurement ORR certificate;
 - ii. an ORR “L” of at least 27.5 feet;
 - iii. specifications, equipment, and crew that comply with the Safety Requirements to the satisfaction of the Chief Inspector; and
 - iv. a minimum complement of four (4) persons, including a captain and crew who have shown competency in recent offshore yacht races or passages to the satisfaction of the OA.
 - b.** The OA may, at its discretion, waive the minimum ORR “L” of 27.5 feet for yachts that have previously participated in the Newport Bermuda Race, and the maximum LOA herein specified for the Open Division.
- 4.2** Crew Eligibility
- a.** The terms “crew,” “sailor,” and “competitor,” as used in this NoR and other race documents, mean any person who will be aboard an entered yacht during the race, including the Captain.
 - b.** The term “Captain,” as used in this NoR and other race documents, means the Person in Charge (a.k.a. “PIC”). See RRS 46.
 - c.** The Newport Bermuda Race is not a race for novices. All competitors should have experience sailing a yacht offshore and be prepared to encounter heavy weather. The OA may require Captains, Navigators and/or Watch Captains to disclose recent offshore sailing experience as a condition of the yacht’s invitation to enter.
 - d.** All competitors shall maintain a valid World Sailing Sailor Classification in accordance with World Sailing Regulation 22. See NoR 5.3 and 8.

5. ENTRY & FEES

- 5.1** Entry in the race is by invitation and is conditioned on the yacht’s timely Eligibility, Measurement, Inspection, and Crew List. See NoR 5.4. The OA will limit the total number of entries accepted to 200 yachts. Unless otherwise specified, all steps in the entry process shall be made using the online entry system, which may be accessed via the race website beginning on January 12, 2016.
- 5.2** To Enter:
- Step 1** Request an invitation by completing an Application for Entry (“AFE”) and paying a non-refundable \$50.00 fee before 1700, April 1, 2016 (“AFE Deadline”). The OA may consider late AFEs accompanied by a late fee (NoR 5.4). If the Captain and Navigator did not compete in the 2012 or 2014 Newport Bermuda Race in their respective capacities, the AFE must include disclosure of the Captain’s, Navigator’s, and Watch Captains’ offshore sailing experience on a form furnished by the Qualifications Committee via email.
- Step 2** After receiving an email invitation from the OA, complete the online entry forms, including arrangement for payment of the entry fee (\$1,250.00 plus \$70.00 per crew member) and late fees, if any, by 1700, May 16, 2016 (“Entry Deadline”).
- Step 3** Complete the yacht’s Crew List (NoR 5.3); obtain an ORR certificate (NoR 6.1); and undergo an inspection (NoR 6.2) by the deadlines defined below.
- 5.3** Crew List
- a.** Invited Captains shall invite their crew to register using the SailGate Crew Management System. A link to this system will be available on the race website on and after January 12, 2016. All invited crew shall register by 1700, June 3, 2016 (“Crew Deadline”). A complete registration includes emergency contact information, a valid World Sailing Sailor ID (expiration not before June 25, 2016), and an electronic waiver of liability.
 - b.** Some information collected in this process will be used to determine the eligibility of each yacht for certain divisions/trophies and populate Crew Lists for publication.
 - c.** Crew List amendments may be made after the Crew Deadline upon a showing of exceptional circumstances (e.g., death, illness, injury, bona fide business interruption, family obligations, immigration status, etc.). The OA may require a written request or personal appearance for this purpose, and may waive NoR 5.4, depending upon the circumstances.
 - d.** The OA will publish Crew Lists with each sailor’s name, hometown, and World Sailing Sailor Classification group for vetting.
- 5.4** A yacht will withdraw her entry and waive the refund of any fees paid by failing to meet any deadline defined herein. The entry may be restored, however, upon the yacht’s payment of a late fee equal in dollars and cents to five times the yacht’s LOA (in feet, rounded to two decimal places) for each 24 hour period, or any part thereof, for which the yacht failed to meet each deadline specified herein, subject to entry availability under NoR 5.1. This late fee shall also apply to late AFEs and amendments made after a deadline, but not protests. But see NoR 6.1(f)-(h).

6. MEASUREMENTS

- 6.1** Ratings
- a.** Yachts shall request ORR measurement, if necessary, by email addressed to an approved measurer and Offshore@ussailing.org before 1700, May 4, 2016. Such email shall indicate when the yacht will be ready for measurement and request an acknowledgement email from the measurer for this purpose.
 - b.** Yachts shall submit to US Sailing a completed application, renewal, or amendment, including all measurements for a “Full Measurement” ORR certificate (which reflects the use of spinnakers) before 1700, May 26, 2016 (“Measurements Deadline”). Yachts need not submit a copy of their rating certificate to the OA or race committee unless requested to do so.
 - c.** Yachts with design features not permitted by ORR may apply to the OA for the use of an Experimental ORR certificate. If the OA determines that the yacht’s design features can be fairly rated, the OA may petition the Offshore Racing Association to consider approval of an experimental rating certificate, and recommend the approval of same to US Sailing. Such certificates will be issued for entry in the Open Division of this race only.
 - d.** Measurer Verified sail measurements may be declared to US Sailing and submitted in advance of building and measuring the sails. Once built, but not later than 1700, June 3, 2016, the measurer must acknowledge to US Sailing receipt of sail certificates confirming that no sail exceeds the declared measurements.
 - e.** Except as otherwise provided herein, yachts shall comply with the sail restrictions specified in ORR 10.02.1. Sails other than those permitted by ORR 10.02.1 may be aboard provided they are stowed separately and marked clearly: “Not for Racing.” Note that ORR now permits yachts to be measured with both centerline asymmetrical spinnakers and a whisker pole for sheeting jibs. ORR does not, however, permit a whisker pole declared for this purpose to be used to tack or sheet a spinnaker.
 - f.** US Sailing will inform the OA if a yacht fails to meet any of the measurement deadlines herein. See NoR 5.4. US Sailing will also identify those yachts that, despite timely scheduling and presenting the yacht for measurement at the appointed time, failed to meet the deadline because of: (1) foul weather preventing measurement, or (2) measurer unavailability. Under those circumstances, NoR 5.4 will not apply.
 - g.** The OA may grant provisional extensions of the Measurements Deadline at its discretion and for an additional fee. The terms of such extensions, if any, will be posted on the Official Notice Board.
 - h.** The OA may waive NoR 5.4 for any yacht that suffers “Catastrophic Gear Failure” requiring measurement or inspection after the deadlines specified in NoR 6, provided the yacht would have been able to comply in all respects with the deadlines defined herein but for the Catastrophic Gear Failure. “Catastrophic Gear Failure” means damage to the hull which results in a loss of its watertight integrity; loss or damage to the keel or rudder which renders it either ineffective or inoperable; and/or loss of or damage to mast(s), boom(s), and/or standing rigging; any of which require repair or replacement to maintain a yacht’s seaworthiness.



NOTICE OF RACE

Damage to sails or running rigging are not considered Catastrophic Gear Failures. The new ORR certificate, if any, must be requested before 1700, June 14, 2016.

6.2 Inspections

- a. Yachts are subject to inspections both before and after the race, including immediately after finishing. Any uncorrected deficiency may result in the invalidation of the yacht's entry before her start or protest after her finish.
- b. A yacht's entry is conditioned on her having been inspected to the satisfaction of the Chief Inspector before 1700, June 3, 2016 ("Inspections Deadline"). See NoR 5.4. Pre-race inspections should take place as soon as possible after the yacht's entry fee is paid.
- c. It remains the Captain's responsibility to comply with the rules and arrange with a race inspector a mutually acceptable time and place for the pre-race inspection.
- d. Yachts shall keep a paper copy of their completed Inspection Checklist, On Board Training Certificate, and Deferred Inspection Checklist, if any, aboard while racing and until 48 hours after finishing.

7. DIVISIONS

- 7.1 The OA will use the following division descriptions as guidelines to assign yachts to appropriate divisions and ensure even competition. The OA shall have complete authority to determine the suitability of any yacht for entry into any division, and may divide any division into classes at its discretion. Division and class assignments by the OA are not subject to protest or redress.
- 7.2 St. David's Lighthouse Division
 - a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 400 seconds per mile;
 - ii. LOA not greater than 100 feet (30.48 meters); and
 - iii. Crew List within limits set by NoR 8.2(a) (Classification).
 - b. RRS 51 (movable ballast) and RRS 52 (manual power) will apply without exception.
- 7.6 Gibbs Hill Lighthouse Division
 - a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 340 seconds per mile, nor greater than (slower than) 550 seconds per mile;
 - ii. LOA not greater than 100 feet (30.48 meters); and
 - iii. Performance Screen equal to or greater than 0.45. The Performance Screen is calculated by taking the ratio of two performance parameters: the Sail Area/Displacement Ratio divided by the Displacement/Length Ratio. The Performance Screen is calculated using the upwind sail area first, then the downwind area. The average of those two screens is taken as the Performance Screen. The values for sail area, displacement, and length are taken from the ORR certificate. A Performance Screen of 0.445 or greater, but less than 0.45, will round to 0.45. Performance Screens may be obtained from US Sailing.
 - b. RRS 51 (movable ballast) and RRS 52 (manual power) will apply without exception.
- 7.7 Cruiser Division
 - a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 400 seconds per mile;
 - ii. LOA not greater than 85.3 feet (26.000 meters);

- iii. ORR certificate for "centerline asymmetric spinnakers"; and
- iv. Crew List within the limits set by NoR 8.2(b) (Classification).
- b. Cruiser Division yachts may carry one nylon or polyester spinnaker for use while racing. The spinnaker's tack shall be attached on the yacht's centerline at the stem, end of a bowsprit, or end of a sprit that is permanently installed at the bow for the purpose of tacking an asymmetrical cruising spinnaker. Sail measurements and tack point must be declared in the ORR certificate application/amendment.
- c. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the Cruiser Division. This modifies RRS 52.
- d. Cruiser Division yachts shall not carry a light staysail as defined in ORR 10.02.1. Only one jib may be set on a given forestay at a time. Luffs of jibs must be fully attached to a forestay.

7.8 Double-Handed Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not less than (faster than) 520 seconds per mile;
 - ii. LOA not greater than 65.6 feet (20.00 meters); and
 - iii. total crew of two persons, compliant with NoR 8.3 (Classification).
- b. Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the Double-Handed Division. This modifies RRS 52. Yachts shall comply with RRS 51, except RRS 51 and 52 will be modified to allow the moving of declared water ballast only, including by non-manual power means.

7.9 Open Division

- a. Eligible yachts shall have the following:
 - i. ORR GPH not greater than (slower than) 475 seconds per mile, unless waived by the OA for a yacht rated with movable ballast; and
 - ii. LOA not greater than 100 feet (30.48 meters), unless waived under NoR 4.1(b).
- b. Power-driven winches and furlers will be permitted. This modifies RRS 52. The use of power-driven winches and/or furlers shall be declared at the time of entry, and will result in a rating adjustment to be determined by the OA and applied to the yacht's ORR rating.
- c. Open Division yachts shall comply with RRS 51, except that RRS 51 and 52 will be modified to allow the moving of declared water ballast and cant keels only, including by non-manual power means.
- d. Yachts with an ORR GPH of 475 or less in the St. David's Lighthouse Division or the Gibbs Hill Lighthouse Division may elect to enter the Open Division in addition to a Lighthouse division. Such yachts shall be subject to the rules of both divisions in which they are entered, with the rules of the St. David's Lighthouse and Gibbs Hill Lighthouse divisions taking precedence for yachts also entered in those divisions.

7.10 Spirit of Tradition Division

- a. Eligible yachts shall have the following:
 - i. an invitation to enter this division specifically;
 - ii. LOA not greater than 100.0 feet (30.48 meters); and
 - iii. LWL not less than 45 feet (13.72 meters).
- b. The OA intends to score the Spirit of Tradition Division using ISYR. Yachts interested in such competition should contact the OA. Under those circumstances, NoR Addendum

A2.2, A6.1, and A17 shall apply. In any event, NoR 4.1(a)(i) shall not apply to this division.

c. Power-driven winches and furlers are permitted in the Spirit of Tradition Division. This modifies RRS 52.

7.11 Super Yacht Division

- a. Eligible yachts shall have an ISYR Length on Deck of at least 90.0 feet (27.432 meters).
- b. Addendum A hereto applies to the Super Yacht Division.

8. CLASSIFICATION

- 8.1 The World Sailing Sailor Classification Code (World Sailing Regulation 22) applies to all Captains and crew in all divisions. See RRS 79. Both the OA and the World Sailing Classification Commission strongly caution sailors to understand the specific implications herein concerning classification, especially with respect to Group 3 (professional) sailors, as defined in the World Sailing Sailor Classification Code. ORR Rule 4.03 entitled "Crew Limitations on Professionals" shall not apply.
- 8.2 Crews in the St. David's Lighthouse, Spirit of Tradition, and Cruiser divisions shall comply with NoR 5.3 and may include Group 3 sailors within the following limits:

a. St. David's Lighthouse and Spirit of Tradition Division yacht crews:

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

b. Cruiser Division yacht crews:

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

c. Group 3 sailors shall not steer a yacht in the St. David's Lighthouse, Spirit of Tradition, or Cruiser divisions while racing unless that sailor:

- i. has at least a one-third partner financial interest in ownership of the yacht; or
- ii. is steering while giving all possible help to any person or vessel in danger, provided that such steering is documented in detail with the yacht's timely filed Certificate of Compliance. See NoR 14.3.

- 8.3 One Group 3 sailor per yacht is permitted in the Double-Handed Division. Both sailors may steer while racing.
- 8.4 There are no classification-related crew limits or steering restrictions in the Gibbs Hill Lighthouse, Open, or Super Yacht divisions, except as required by NoR 7.9(d).
- 8.5 Yachts may be protested with respect to their crew's Sailor Classification(s) before 1700, Friday, June 10, 2016 ("Classification Protest Time Limit"). Such protests will be posted on the Official Notice Board by approximately 0900, Saturday, June 11, 2016. The time limit for Classification Protests other than by yachts shall be 0900, June 25, 2016.
- 8.6 For purposes of World Sailing Regulation 22.5.6, the "commencement of the event" shall be the Crew Deadline. See NoR 5.3(a).
- 8.7 When the race committee believes that a yacht or her crew may have committed a breach of NoR 8, it shall protest such yacht.

2016 NEWPORT BERMUDA

- 8.8 Penalties for breaches of NoR 8 shall be determined by the International Jury and may well include disqualification and action under RRS 2 and/or RRS 69, but shall, in any event, be assessed in accordance with the following:
 - a. The penalty for breach of NoR 8.2(a) or 8.2(b) following a classification protest may be disqualification, and such protested yacht, her Captain, and her Navigator shall be ineligible for any trophy, prize, or award;
 - b. The penalty for each breach of NoR 8.2(c) shall not be less than one hour of elapsed time or ten times the duration of each breach, whichever is greater;
 - c. The Captain's ignorance or mistake of a sailor's Sailor Classification status or group, as published by World Sailing and reflected on the yacht's entry forms at the time of starting, shall not be a defense to a protest under NoR 8;
 - d. The Captain shall be presumed to possess a general familiarity with his or her crew, including but not limited to personal details that may impact a sailor's Sailor Classification status or group, but such presumption shall be rebuttable.

9. START

The race will start in the vicinity of Castle Hill Lighthouse in Newport, Rhode Island. The first signal is scheduled for 1450, Friday, June 17, 2016.

10. COURSE

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

11. SAILING INSTRUCTIONS

Sailing Instructions will be distributed before the Captains' Meeting.

12. COMMUNICATIONS

- 12.1 The Sailing Instructions will require yachts to do the following:
 - a. mount an automatic transponder (supplied by the OA) properly, and make scheduled reports to the race committee upon notice of the transponder's failure;
 - b. use their best efforts to monitor AIS for AIS-SART or similar distress signals, and enable the transmitting mode of their AIS at certain times, including within 5 NM of the finish;
 - c. call the race committee's voicemail via satellite before starting, and be capable of receiving voice calls via satellite telephone while racing; and
 - d. monitor VHF Ch. 16 at all times and Ch. 72 near the start and finish.
- 12.2 The race committee may make announcements to the fleet via VHF Ch. 72 (near the start and finish), a low-bandwidth accessible website, plain text email, and/or a voicemail system.
- 12.3 Absent an emergency, a position received from an automatic transponder beyond 50 nautical miles from St. David's Lighthouse will not be disclosed until the position is at least four hours old.



NOTICE OF RACE

2016 NEWPORT BERMUDA

13. PENALTY SYSTEM

- 13.1** An International Jury will be constituted in accordance with RRS Appendix N. See NoR 2.6(c).
- 13.2** Breaches of NoR 2.4 (Safety Requirements); NoR 14 (Registration); certain communications rules contained in the Sailing Instructions (e.g., transponders and AIS use); RRS 48.2, IRPCAS 10 (traffic separation); and RRS 55 (trash disposal) will not be grounds for protests by yachts.

14. REGISTRATION

- 14.1** Each Captain, or a crew member bearing the Captain's written authorization, shall report to Race Headquarters in Newport for Registration between 1200, Sunday, June 12, 2016 and 1600, Wednesday, June 15, 2016 ("Registration Deadline"). At that time, Captains will be required to correct any entry deficiencies, pay any outstanding fees, receive a supplied transponder, and attest to reading, understanding, and accepting this NoR and the Inspection documents. Neither the OA nor the race committee shall register any yacht with an incomplete Entry or Inspection.
- 14.2** The Captains' Meeting will be at 1700, Thursday, June 16, 2016 at Jane Pickens Theater in Newport. Tickets distributed to each yacht at Registration will be required for admission.
- 14.3** The Sailing Instructions will require Captains to appear at Race Headquarters at the Royal Bermuda Yacht Club after finishing to comply with Bermuda Customs and Immigration, file a Certificate of Compliance, and be inspected. **Note:** Bermuda has separate agencies to handle immigration and customs, each with their own procedures. Captains and crew should pre-clear Bermuda Immigration at Race Headquarters in Newport to avoid delays doing so upon arrival in Bermuda. In any event, Captains must clear their yacht with H.M. Customs Bermuda, as required by law.

15. RESPONSIBILITY, LIABILITY, AND MEDIA

- 15.1** All Captains are solely responsible for the structural integrity of their yachts, and the yacht's and crew's fitness to undertake a safe ocean voyage. The rules do not address every precept of safe navigation, prudent seamanship, sportsmanship, and amateur/professional yachting, the importance of which cannot be understated even if a protest is not cognizable.
- 15.2** All Captains are under a continuing obligation to ensure their yacht and crew comply with the rules before the Start, during the race, in Bermuda, and after Prize Giving, including, but not limited to, correcting errors made during the Entry, Measurement, Inspection, or Registration processes, lest they jeopardize their entry, future invitations, or face protest.
- 15.3** Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The BROOC, CCA, RBYC, NYYC, race sponsors, affiliated companies, and their employees bear no responsibility for accidents, damage, or injuries to yachts or their crew arising from any cause during the race or related activities, including their negligence. The Captain's responsibility is as set out herein, in the Safety Requirements, and on the entry forms, including the Captain's Waiver.

- 15.4** Media and Commercial Rights. Competitors shall acknowledge during online registration (NoR 5.3) that the OA owns all media and commercial rights to the race. Competitors will further grant the OA the unrestricted and perpetual right to use and publish any biographical information, text, and images arising in connection with the race. The OA will exercise these rights in its sole discretion or as it may agree with the race's sponsors. Newport Bermuda Race; The Cruising Club of America; Royal Bermuda Yacht Club; club burgees; the lighthouse race logos; certain other logos and marks are trademarks or registered trademarks of RBYC and the CCA in the United States and other countries. All Rights Reserved. Use of the foregoing and in particular the lighthouse race logo with crossed burgees is prohibited without written permission from the pertinent club.

16. SCHEDULE

The OA will maintain a race and social schedule on the race website, including:

January 12	OA begins receiving Applications for Entry
1700, April 1	Deadline to submit an Application for Entry
1700, May 4	Deadline to request measurement (NoR 6.1(a))
1700, May 16	Entry Deadline (online forms, fees, and Captain's Waiver)
1700, May 26	Measurements Deadline
1700, June 3	Crew Deadline (crew registration and waivers)
1700, June 3	Inspections Deadline
June 12-15	Newport Headquarters Open for Registration
1600, June 15	Registration Deadline
1700, June 16	Captains' Meeting
1450, June 17	First Signal (as scheduled)
June 19-24	Bermuda Headquarters Open for Check-In
1800, June 25	Prize Giving

17. SCORING

Corrected times will be calculated using ORR's Performance Curve Scoring for the Bermuda Course with a distance of 635 nautical miles.

18. PRIZES

- 18.1** The interpretation of the terms of award for all trophies and prizes will be made by the OA, whose decision is final.
- 18.2** Prize Giving will be on Saturday, June 25, 2016. Attendance is by invitation only and subject to a "jacket and tie" dress code.
- 18.3 Corrected Time Class Prizes.** The OA will present class prizes for up to the first four places on corrected time in each class depending upon the number of yachts entered in the class.
- 18.4** Corrected Time Division Prizes. The OA will present the following prizes for best corrected time in these divisions:
- a. St. David's Lighthouse Division St. David's Lighthouse Trophy
 - b. Gibbs Hill Lighthouse Division Gibbs Hill Lighthouse Trophy
 - c. Cruiser Division Carleton Mitchell Finisterre Trophy
 - d. Double-Handed Division Phillip S. Weld and Moxie Prizes
 - e. Open Division Royal Mail Cup
- 18.5 Elapsed Time Prizes.** The OA will present prizes to the yacht with the best elapsed time in these divisions:

- a. St. David's & Gibbs Hill Divs. combined The Corp. of Hamilton Trophy
- b. Cruiser Division The Herbert L. Stone Memorial Trophy
- c. Open Division First to Finish Prize

- 18.6** Additional prizes will be offered and awarded as detailed in the final Prize List published by the OA and available on the race website before the first start.
- 18.7** The race is a major part of the Onion Patch Series, the Stamford Yacht Club's Northern Ocean Racing Trophy, the Double-Handed Ocean Racing Trophy, and the Offshore Racing Association's East Coast Championship. See the race website and Prize List for a complete list of cooperating races and corresponding trophies.

19. RACE RECORDS

There are two elapsed time race records:

- 19.1** Yachts in the St. David's Lighthouse Division and the Gibbs Hill Lighthouse Division will compete for the traditional, best elapsed time record, which is subject to RRS 51 (movable ballast) and 52 (manual power).
- 19.2** Yachts in all divisions except the Super Yacht Division will compete for the modern, best elapsed time record, which is not subject to RRS 51 or 52.

20. FOR MORE INFORMATION

BERMUDA RACE ORGANIZING COMMITTEE

www.bermudarace.com

General inquiries, comments, etc.: info@bermudarace.com

Entry questions, issues: entry@bermudarace.com

Race Chairman: A. J. Evans
chairman@bermudarace.com

Participation: Dick Holliday
participation@bermudarace.com
Maxi/Super Yachts: John Winder
open@bermudarace.com

Qualifications: Hank Halsted/Colin Couper
qualifications@bermudarace.com

Safety Officer: Ron Trossbach
safety@bermudarace.com

Chief Inspector: James Phyfe
inspections@bermudarace.com

Media: John Rousmaniere
media@bermudarace.com

Webmaster: Rush Hambleton
webmaster@bermudarace.com

Please visit the race website for a complete list of BROOC members.

RACE HEADQUARTERS

June 11-17
c/o New York Yacht Club
5 Halidon Avenue
Newport, RI 02840-3815
(401) 537-9156 Voicemail
(401) 537-9157 Fax

June 17-26
c/o Royal Bermuda Yacht Club
15 Point Pleasant Road
Hamilton HM DX, Bermuda
(441) 294-6706 Telephone
(441) 295-6361 Fax

Dated: February 8, 2016

ADDENDUM A: SUPER YACHT DIVISION EXCEPTIONS

A1. This Addendum applies to Super Yacht Division ("SYD") yachts. All other sections of the NoR shall be read to conform with this addendum as closely as possible, except where they conflict with this addendum, which shall take precedence. The paragraphs that follow are enumerated in an incomplete sequence to correspond with the NoR paragraph to which each applies.

A2.2 The International Super Yacht Rule ("ISYR") shall apply. All references to ORR and ORR-related rules and procedures shall be read as ISYR and its equivalent rules and procedures.

A2.3 A SYD yacht's compliance with World Sailing OSR Category 1 (with satellite phone) or the safety rules and regulations that apply to the yacht by virtue of her flag or Classification Society are an acceptable alternative to the Safety Requirements where such rules conflict.

A2.6(d) Power-driven winches and furlers, and mechanical and electro-mechanical steering devices will be permitted in the SYD. This modifies RRS 52. Yachts shall comply with RRS 51, except RRS 51 and 52 will be modified to allow the moving of declared water ballast only, including by non-manual power means.

A2.7 Attention is drawn to NoR 2.7, above, which shall apply.

A6.1 For NoR 6.1, replace "US Sailing" and "Offshore Racing Association" with "ISYR Management Team."

a. Replace "Offshore@ussailing.org" with "info@internationalsuperyachtrule.com."

e. Sails other than those permitted by ISYR may be aboard provided they are stowed separately and marked clearly: "Not for Racing."

A9. Add: "The first signal for the SYD will be at a time to be determined in the interests of safety, subject to the reasonable limits of the race committee's logistics. The starting sequence will permit a staggered start, which will be defined in the Sailing Instructions."

A10. Delete NoR 10 and replace with: "The course will be from the Start to the finish off St. David's Lighthouse, Bermuda, leaving Block Island, the Islands of Bermuda, and certain nearby aids to navigation (to be specified in the Sailing Instructions) to port. The SYD finishing line off St. David's Lighthouse will be separate from the finishing line established for all other divisions.

A12.1(b) SYD yachts will be required to enable the transmitting mode of their AIS at all times.

A17. Delete NoR 17 and replace with: "Corrected times will be calculated using ISYR's Constructed Course Scoring based on ORR's Bermuda Course with a course distance to be defined in the Sailing Instructions."



HELLY HANSEN NEWPORT, is the oldest Helly Hansen licensed store in North America, and has become a worldwide distributor of the finest Marine, winter sports, and rainwear gear available.

Official Apparel Supplier Newport to Bermuda 2016.
50th THRASH



www.bigweathergear.com

PLASTIMO IS THE RIGHT CHOICE FOR LIFE RAFTS
For 50 years the name in safety on the World's Oceans & Seas

- 12 Year Warranty
- "Tube-in-a-Tube" Construction
- Easy Inflation & Deployment
- Built to meet ISO 9001
- New Cruiser, Cruiser ORC+ & Transocean Offshore Models
- Worldwide Service Network

BAINBRIDGE INTERNATIONAL
Distributed in the USA by
Tel: 800.422.6684
www.bainbridgeintlusa.com
info@bainbridgeintlusa.com

PLASTIMO
Plastimo products are available at most quality marine retailers

149° 635NM ONE SOURCE

Landfall
THERE IS NO SECOND PLACE

SAFETY | NAVIGATION | RIGGING | WEAR
LandfallNav.com/nbr16 | 800.941.2219
I-95 Exit 6 | Stamford, CT

EVERYTHING YOU NEED TO ARRIVE ALIVE & RETURN TO TELL THE STORIES

MARION TO BERMUDA

2017

Compete for the Bermuda Ocean Cruising Yacht Trophy

This special combined competition trophy goes to the captain who has the best performance in consecutive Marion and Newport Bermuda races. Skippers in the Marion race and in the Cruising Division of the Newport race are eligible for the trophy.

Have a Front Row Seat for the America's Cup Finals in 2017!

The 2017 Marion Bermuda Race will finish in Bermuda the week leading up to the 2017 America's Cup Finals. A once in a lifetime opportunity to see the America's Cup up close and personal.

Join us in Marion on June 9, 2017 to be eligible for this trophy.

Marion Bermuda Race information is available at www.marionbermuda.com

40 Years of Racing to Bermuda!



The 36th biennial Marblehead to Halifax Ocean Race.

Sunday, July 10th 2017

Come race for the Olin J. Stephens Trophy awarded to the yacht with the best combined performance in the 2016 Newport Bermuda Race and 2017 Marblehead to Halifax Race.

Past Olin J. Stephens Trophy Winners:

- 2015 Actaea
- 2013 Dreamcatcher
- 2011 Lindy
- 2009 Sinn Fein
- 2007 Sinn Fein

<http://www.marbleheadtohalifax.com/>

**Yacht Insurance
as unique as your yacht**



PANTAENIUS
Yacht Insurance

USA* · Germany · Great Britain · Monaco · Denmark
Austria · Spain · Sweden · Australia

New York · Phone +1(914) 381-2066
Newport · Phone +1(401) 619-1499
Annapolis · Phone +1(443) 569-7995

pantaenius.com

*Pantaenius America Ltd. is a licensed insurance agent licensed in all 50 states. It is an independent corporation incorporated under the laws of New York and is a separate and distinct entity from any entity of the Pantaenius Group.



OceanMedix

The Source for Medical, Emergency & Safety Equipment
- Since 2006

What do
Comanche, Rambler 88, Rio 100
and a Private Island in the Bahamas
have in common?

A Comprehensive Medical Kit
configured by
OceanMedix

Shouldn't You?

<http://www.oceanmedix.com>
1-866-788-2642

SAILFAST
Optimum Routing Software

Fastest Track
Real time current set & drift
NMEA instrument integration

Grib Weather Analysis: wind, current, pressure,
sea temp, wave height, 500 mb...

WWW.SAILFASTLLC.COM



WANT TO WIN?
Choose Brewer for your prep!

Whether you're racing 'round the buoys or enduring the rigors of a long-distance race, Brewer Yacht Yards can ensure your boat competes in race-ready condition. With more ABYC certified technicians at locations from Maryland to Maine, Brewer sets the highest standards for service and support in the industry. Our reputation, convenient locations and commitment to quality care for your boat will make Brewer your #1 choice!

WIN with Brewer!

Brewer Yacht Yard Group is the Official Boat Preparation
Resource of the Newport Bermuda Race!



Connecticut

Branford (203) 488-8329
Deep River (860) 526-5560
Essex (860) 767-0001
Essex Island (860) 767-2483
Mystic (860) 536-2293
Old Saybrook (860) 388-3260
Stamford (203) 359-4500
Stratford (203) 377-4477
Westbrook (860) 399-7906

Maine

South Freeport (207) 865-3181

Maryland

Oxford (410) 226-5101

Massachusetts

Green Harbor (781) 837-1181
N. Falmouth (508) 564-6327
Onset Bay (508) 295-0338
Plymouth (508) 746-4500
Salem (978) 740-9890

New York

Glen Cove (516) 671-5563
Greenport (631) 477-9594
Mamaroneck (914) 698-0295
Port Washington (516) 883-7800
Stirling Harbor (631) 477-0828

Rhode Island

Barrington (401) 246-1600
Greenwich Bay (401) 884-1810
Portsmouth (401) 683-3551
Warwick (401) 884-0544
Wickford (401) 884-7014

Call or visit a Brewer location, or log onto byy.com

Out Here

You go where the wind takes you.

Bermuda Tourism is proud to sponsor
the 50th Newport to Bermuda Race.

For more information visit
GoToBermuda.com

BERMUDA
GoToBermuda.com