



# NEWPORT BERMUDA 2022

OFFICIAL PROGRAM

52<sup>ND</sup> BERMUDA RACE





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The 2022 Newport Bermuda Race is the 52nd "Thrash to the Onion Patch" and marks the 96th year of 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 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 14 local stations and posts.

**COVER:** Clockwise from top left: Charles Anderson (2012), Nic Douglass/AdventuresofaSailorGirl.com (2018), Daniel Forster (2010), Daniel Forster (2018), courtesy James Phylfe

The 2022 Newport Bermuda Race official program was edited by John Burnham and John Winder, and produced by Cruising World for the Bermuda Race Organizing Committee. Program design by Bill Roche.

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## THE RACE CHAIRMAN'S LETTER



Welcome to the 2022 Newport Bermuda Race! If you are reading this, then you have won the challenge of getting to the starting line: preparing your boat, your crew, and yourself to sail the ocean miles to Bermuda and back—an organizational task that I commend you on given the times we are living in. Well done!

You may not realize what the Bermuda Race Organizing Committee does to make this iconic race happen. Over 60 members of the Cruising Club of America and the Royal Bermuda Yacht Club volunteer to take on responsibility for every component of the race, and the planning and work starts immediately after the prior race finishes—in this cycle many months earlier following the cancellation of the 2020 race.

In this race cycle, particular attention was taken towards managing our COVID policy for running a safe race, but in addition committee members handled the entry process, inspections, technical and rating issues, crew qualifications, sponsorship, finance, race communications, scoring, awards, website and media. They work with the New York Yacht Club to help start the race, set watches for constant fleet communications throughout the race, organize emergency medical advice, and in Bermuda recruit watch standers to record three or more days of finishes. They set up shore operations at each end (parties included!), and they shuttle, polish, and engrave dozens of historic awards.

We have ambassadors to help first-time captains. We fly Bermuda Custom officials to Newport to expedite customs clearances upon your arrival in Bermuda. And this year, for the first time, we have set up a Race Headquarters at Sail Newport.

When you see these volunteers, please thank them for their efforts to make this a fun, safe and memorable event. There would be no Newport Bermuda Race without them! I wish you and your crew a swift, safe, fun passage to Bermuda.

Good luck, and fair winds,

Somers W. Kempe  
Chairman  
Bermuda Race Organizing Committee





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## LETTERS FROM THE COMMODORES



The Cruising Club of America is celebrating its Centennial and is delighted and proud to again collaborate with the Royal Bermuda Yacht Club in the management and coordination of the 52nd Newport Bermuda Race. Working together since 1926, our two clubs welcome sailors of all ages, backgrounds and countries to this legendary and truly exceptional ocean race.

Under the strong leadership of Race Chair Somers Kempe and Vice Chair Mark Lenci, a team of volunteers in Newport and Bermuda has provided countless hours over the past two years organizing the 2022 Race. As a result of their efforts and yours in preparation as skipper or crew, we know you and your crew will be rewarded with a memorable experience this year.

We are grateful to all of our sponsors, especially the Bermuda Tourism Authority, for their assistance and support enabling us to conduct this Race. We wish you a safe, speedy and rewarding passage to St. David's Lighthouse and look forward to welcoming you in Bermuda.

Christopher L. Otorowski  
*CCA Commodore*



The Royal Bermuda Yacht Club is thrilled to join the Cruising Club of America in hosting the 52nd edition of one of the world's greatest ocean races between Newport, Rhode Island, and the island of Bermuda. As always, the race will see sailors from all kinds of backgrounds brought together for an exciting sail across 635 miles of open ocean.

The challenges, the rivalries, the friendships—both old and new—make it an event no sailor should want to miss.

Participants will cross a historic, ever-changing span of ocean that has played a vital role in the life of our Island and our Club. At the journey's end, the Royal Bermuda Yacht Club will enjoy welcoming fellow ocean racers to share our Club, our Island, our culture, and our hospitality. Our partners here in Bermuda include the Bermuda Tourism Authority, Goslings, the Corporation of Hamilton, the Ministry of Health, Her Majesty's Customs, the Immigration Department, and many others.

It should be noted that this race cannot happen without the host of dedicated volunteers both here in Bermuda and at the Newport end, coordinated in this cycle by Race Chair Somers Kempe and Vice-Chair Mark Lenci. The entire team has worked tirelessly to ensure that your race and your visit to Bermuda go as smoothly as possible.

We wish every boat a swift and safe race to Bermuda so we can welcome you here at the Royal Bermuda Yacht Club.

Craig Davis  
*RBYC Commodore*





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# Newport Welcomes Bermuda Race Sailors and Fans

The Race starts on Friday, June 17, at 1pm (EDT)

After four long years, the Cruising Club of America (CCA), the Royal Bermuda Yacht Club (RBYC), and all of historic Newport, R.I., are thrilled to have the Newport Bermuda Race fleet gather again in the spring for the 52nd running of the “Thrash to the Onion Patch,” first run in 1906 and started in Newport since 1936.

In the days leading up to the start, sailors will bring their boats to docks and moorings in Newport Harbor and in nearby Jamestown and Portsmouth. They will complete registration with the organizing committee of the CCA/RBYC and pre-clear Bermuda Customs at Race Headquarters at Sail Newport in Fort Adams State Park. Sail Newport’s new headquarters is extraordinary, not only sited beautifully but sustainably designed, sourced, built and operated.



Parking is free at Fort Adams, and you can also make the trip via Oldport Launch Service or dinghy. Shore crew can enjoy a tour of Fort Adams or simply take in the view of the busy harbor from Sail Newport’s wrap-around second-story deck. And for those who would like to purchase Newport Bermuda Race sailing gear, Helly Hansen Newport will be set up adjacent to registration. It’s a short ride with Oldport Launch Service back to the waterfront’s epicenter at Bowen’s Wharf and Bannister’s Wharf. Many of the shops and restaurants along the wharf will feature Newport Bermuda Race specialty items. From here, as well, anyone can climb aboard a schooner or classic powerboat for daytime or sunset charters

**FORT ADAMS STATE Park** is a beautiful peninsula that protects Newport Harbor mooring fields from strong winds, features music festivals, playing fields, transient dockage, and the expansive facilities of Sail Newport, the 2022 Newport Bermuda Race HQ.

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## CALENDAR

Sunday, 6/12-Wednesday, 6/15	Registration at Race HQ	Sail Newport
Tuesday, 6/14-Thursday, 6/16	Bermuda Border Control at Race HQ	Sail Newport
Wednesday, 6/15	Goslings Rum Safe Harbor Newport Shipyard Crew Party	Safe Harbor Newport Shipyard
Thursday, 6/16	Captains Meeting (5:00pm)	
Friday, 6/17	Race Start (1:00pm)	East Passage, Narragansett Bay
Saturday, 6/18-Friday, 6/24	Bermuda Race HQ open	Royal Bermuda YC
Thursday, 6/23	Navigators’ Forum	Royal Bermuda YC
Saturday, 6/25	Prize-Giving Ceremony (by invitation only)	Government House

Note: Double-check times with local organizers





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and cruises. From the decks of these boats, you can tour the harbor and sail in the East Passage where the start will take place on Friday.

Don't miss Seaman's Institute, right next to Bowen's Wharf. It is a great resource for mariners as home of the 12 Metre Café, offering a lounge area with free wifi, laundry and lodgings for sailors all at reasonable rates. Its Discovery Deck

also features Newport maritime history.

A leisurely walk to the northern end of the harbor brings you to Safe Harbor Marina Newport Shipyard and Belle's Cafe, one of our favorite spots to view many of the boats in the fleet tie up as they prep for the race. There, it's normal to see a variety of modern and classic designs including superyachts, both in and out of the water.

**THE EARLY-AFTERNOON START can be viewed by boat or from the shorelines along both sides of the East Passage.**

Many of the sailors will be tuning up for the Bermuda Race by competing in the three-day New York Yacht Club Annual Regatta, June 10-12. Racing takes place both on Narragansett Bay and out on Rhode Island Sound.

DANIEL FORSTER/PPL PHOTO

### How to Watch the Race

On the afternoon of June 17, the New York Yacht Club Race Committee will officiate at the start of the race, with the line set between their signal boat and a yellow buoy set in the East Passage, typically near Castle Hill Lighthouse and the adjacent Castle Hill Inn.

Unless the committee calls for a delay due to a lack of wind, a warning gun will be fired at 1:00 p.m. for the first of 15 or more classes of racing boats ranging from 32.5 feet to more than 100 feet. Five minutes later, the starting signal will be fired, with subsequent classes following every 10 minutes.

The division to which a boat is assigned depends on many factors, including the size and type of sailboat, the number of crew, the number of professional and amateur sailors aboard, and whether the boat is equipped to sail with racing spinnakers.

There are numerous public shoreside areas from which to picnic and watch the start itself. Many race fans will enjoy

watching the fleet sail out the channel near the head of the East Passage from the prime viewing area on the sloping waterfront lawn at the Castle Hill Inn. The Inn charges for parking and asks that you not bring food or drink.

If there are no weather delays, the spectacle will last roughly two hours. If you choose to go on the water, note that kayaks, paddleboards, canoes and small inflatables are strongly discouraged due to congestion and choppy water.

### What to Expect After the Start

The East Passage between Newport and Jamestown (more properly, Conanicut Island) is about a mile and a half in length and only half a mile wide at its midpoint. It will be congested with spectator boats and boats preparing for the start. But once started, the boats will head south and then southeast as they clear the entrance to the Bay and the rocky ledge known as Brenton Reef.

At the starting area, the water is over 100 feet deep. The passage is one of

three entrances to Narragansett Bay first formed 18,000 years ago during the last Ice Age, and strong tidal currents have scoured it regularly since then.

While the tide ebbs and floods about every six hours, the timing and strength of the currents are less predictable and are affected by the winds and the amount of rain that has fallen in the days immediately before the start. The official predictions during the planned starting sequence are for a favorable current, ebbing at over 1 knot between 2 and 3pm.

The typical afternoon winds for mid-June in Newport are a seabreeze, blowing at 10 to 15 knots from the southwest. Generally this breeze increases in the afternoon, which will favor the later starters. By definition, a southwesterly will require the boats to sail close-hauled and possibly tack multiple times to clear Brenton Reef.

After a cold front passes through the area, northerly winds commonly blow for a day or two, depending on the strength of the front. In that case, the

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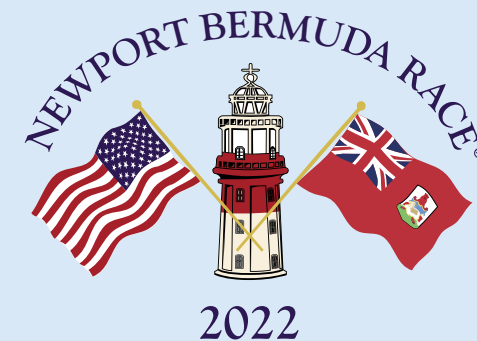
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fleet will start with spinnakers hoisted and will stay more closely bunched as they head for the ocean. Occasionally, the first classes will start in a light northerly wind that fades away and is eventually replaced by a southerly wind. On days like those, the first couple miles of the race take a fair amount of time and patience.

### Virtual Spectating at the Start and During the Race

Online spectators will have front row seats for the action via Facebook Live and YouTube Live as each class gets underway, with the broadcast beginning just before 1:00 p.m. on June 17th.

**To watch the live feed—or view it later—go to the race website** ([bermudarace.com](http://bermudarace.com)), **the Bermuda Race Youtube channel** (<https://www.youtube.com/c/bermudarace>) and **Facebook page** (<https://www.facebook.com/BermudaRace/>).



**WATCH THE PROGRESS** of each boat at [bermudarace.com](http://bermudarace.com), with regular position updates on the tracker sponsored by Bluenose Yacht Sales.

com/BermudaRace/).

Because all boats carry satellite-tracking devices, online spectators can track the race in real time through the Race Tracker on the homepage of the BermudaRace.com website, which is sponsored by Bluenose Yacht Sales of Newport.

Further information can be found on Twitter and Instagram. A detailed explanation and map of the starting area, as well as the links to all the social media platforms, are also available on the website. Spectators can join competitors in contributing to the event by using #BermudaRace on their social media posts.



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# 52<sup>nd</sup> Newport Bermuda Race

More than 200 boats in eight divisions will race the “Thrash to the Onion Patch” in 2022

**W**hen more than 200 boats and 2000 sailors line up on June 17, 2022 for the start of the 635-mile Newport Bermuda Race, the fleet will be one of the biggest and most diverse to sail the race since the Centennial Race back in 2006.

There will be at least two boats with multiple masts and an overall length over 100 feet and several others will measure in at barely more than 30 feet.

There will be three trimarans capable of record speeds, including *Argo*, the Mod70 that recently set a new RORC Ca-

ribbean 600 course record—600 miles in under 30 hours! It can sail—and foil—at speeds over 40 knots, while most other boats in the fleet will be happy sailing at one quarter of that speed.

Some boats will carry large crews of 20 or more professional sailors. Most will be sailed by 6 to 10 amateur sailors, with relatively few pros assisting. Some will only have two sailors aboard, taking turns sleeping, racing for the “Double-Handed” prize.

First raced in 1906 and organized jointly by the Cruising Club of America and the Royal Bermuda Yacht Club since

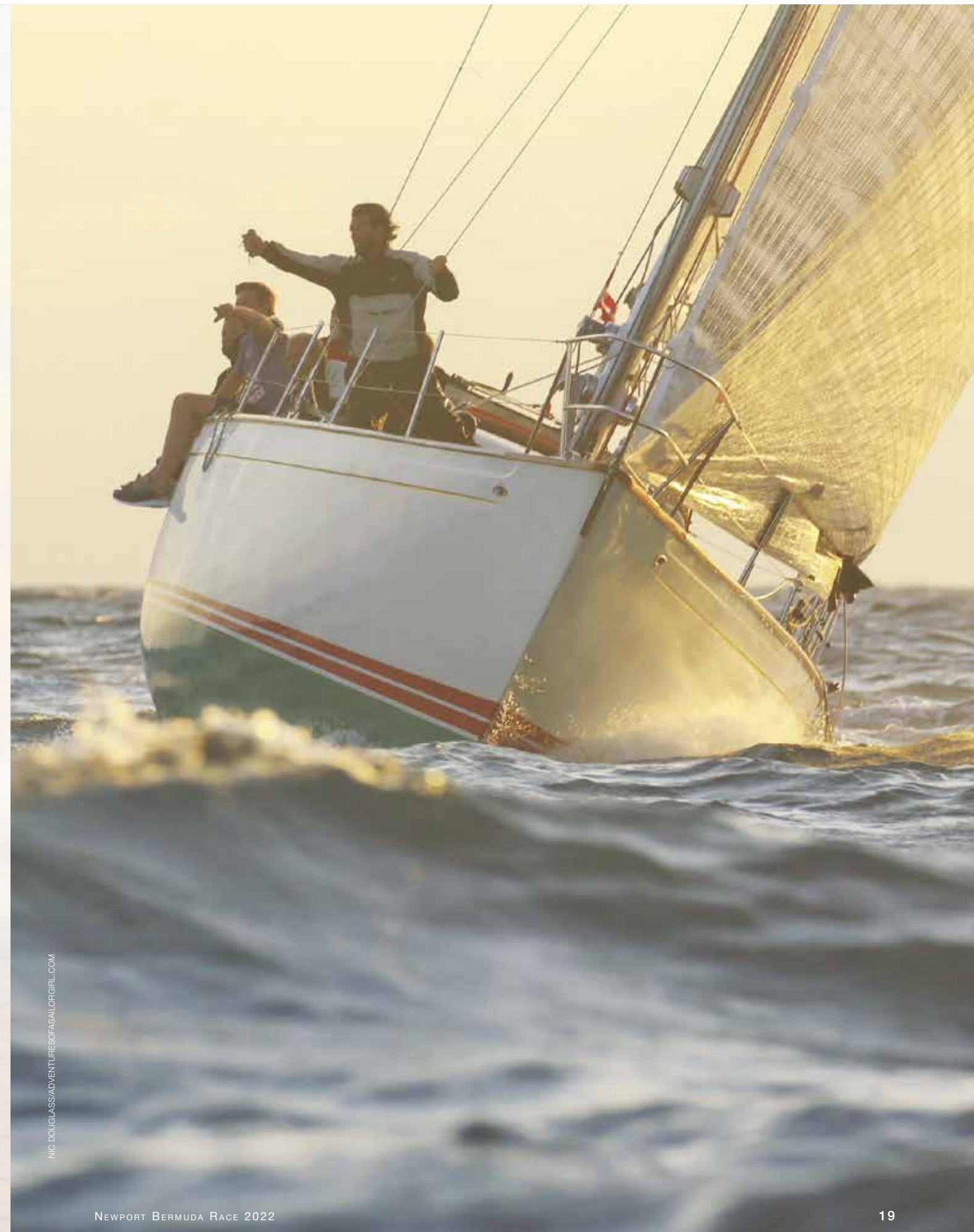
1926, the Newport Bermuda Race consists of eight separately scored divisions of competing boats, each with its own unique and differentiating requirements.

**St. David's Lighthouse Division (SDL):** More than half of the fleet competes in

**THREE-TIME WINNER OF THE St. David's Lighthouse Trophy, *Carina*, currently owned by Rives Potts, starts the race (below) in 2012. Peter Askew (lower left), co-skipper of the Volvo 70 *Wizard*, won the Gibbs Hill Lighthouse Trophy in 2018. Jim Grundy's Columbia 50 *Grundoon* (at right), approaches the finish en route to winning the St. David's Lighthouse Trophy in 2018.**



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**THE MOD70 ARGO** (top) is one of a few super-fast trimarans shooting for a new course record. **Proteus** (above), George Sakellaris's Maxi72, is one of several maxi monohulls focused on line honors and the Gibbs Hill Lighthouse Trophy. Past winner **Kiva** (right), shown finishing in 2018, is Mark Stevens' Hinckley Southwester 51, racing again in the Double-Handed Division.



this division, which is for boats designed to race and cruise, and that are steered by amateur helmsman with limited professional crew aboard. The winner takes home a silver and gold scale version of the iconic St. David's Lighthouse, a replica of the lighthouse that stands above the finish line on the northeast tip of Bermuda.

*Grundoon*, the 2018 winner skippered by Jim Grundy, will be back to try for two in a row, and so will runner-up, *Nicole*, skippered by Tom Campbell, who is intent on making up the missing 3 minutes and 15 seconds that he and his crew missed by in the last race. Other former winners on the starting line include Michael Cone's *Actaea* and

Rives Potts' famous *Carina*, which has won the division three times for two different owners.

The racer/cruiser nature of the division is underscored by a smattering of Swan, Sabre and Tartan production models, but no builder makes its presence known more than J/Boats, which has 35 entries with models ranging in

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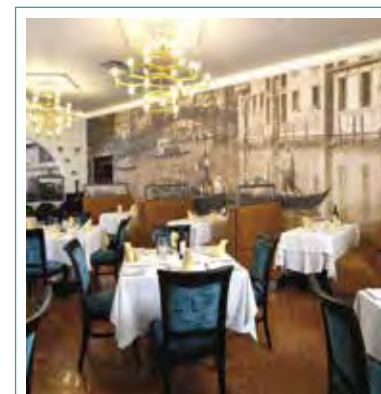
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length from 33 to 48 feet and in vintage from '80 boats like the J/40 and J/44 to recent designs like the J/121.

Other recent designs to look out for are Kate and Jim Murray's Pac 52 design *Callisto* (ex-*Invisible Hand*), a 2016 design, and Peter McWhinnie's JPK 10.80 *In Theory*, a French 2013 double-rudder design that helped establish a trend in European offshore design.

The oldest boats entered are *Kirawan*, Dan Levangie's recently restored Rhodes 52, which won the 1936 Newport Bermuda Race, and a pair of Sparkman & Stephens yawls *Revonoc* (1946) and *Black Watch* (1939).

**Gibbs Hill Lighthouse Division (GHL):** Close to 30 boats will sail in this no-holds-barred fleet, which features many larger, faster boats with pro crews and higher-tech designs including water ballast and canting keels. The keeper prize in this Division is a beautiful silver trophy in the shape of Bermuda's tallest lighthouse.

It's hard to pick a winner among a slew of fast boats, but there are three

J/121s that will be pressing hard—*Ace*, *Dark Storm*, and *Eagle*. There are also several tough 50-footers racing, such as *Triple Lindy*, *Privateer*, *Hooligan*, and the Pac52 *Warrior Won*. The latter is owned by Christopher Sheehan, who won the St. David's Lighthouse Trophy in 2016 in his previous boat.

Likely contenders for monohull line honors will be the Volvo 70s *Il Mostro* and *Ocean Breeze*, the Maxi 72 *Proteus* and Oakcliff Sailing Center's *Oc86* (formerly *Windquest*), which at 86 feet is the biggest and potentially fastest boat in the class. Oakcliff, which offers training for professional sailors, has six boats racing in this division, four of them modified Farr 40 "Turbo" designs named *Oakcliff Blue*, *Black*, *Red* and *Gray*.

**Double-Handed Division:** Twenty entries are expected in this fleet of boats sailed by only two sailors each. Most boats are older designs from Sabre, Little Harbor, Hinckley and Swan, and are in the 33- to 42-foot range, and therefore easier to handle. In 2018, a pair of Morris Justine 36s finished one-two. One is

*Yankee Girl*, which won in both 2016 and 2018, and is back for another go; but this year she has a new owner at the helm, Thomas Vander Salm, a veteran of several races.

Several newer production boats that have done well in doublehanded racing elsewhere will be competing, boats like *Sea Bear*, a Jeanneau Sun Fast 3300, *Lob-lolly*, a Sun Fast 3600, and the J/99 *Finale*. In addition, a pair of J/105s have been entered by the Young American Sailing Academy on Long Island Sound.

**Multihull Division:** Boats with two or three hulls were invited to compete for the first time in 2018. Three boats entered the race, which was won by Jason Carroll's modified Gunboat 62 *Elvis*, sailing the course in two and a half days. This year, Carroll returns with a much faster boat, *Argo*, a MOD70 trimaran. The foil-assisted 70-footer will be speed testing against another Mod70, Frank Sloatman's *Snowflake*. A third trimaran, with Jacek Siwek at the helm, is *Ultim'emotion2*, an 80-foot trimaran that races a circuit of offshore events under charter.



SHIPS ARE DRESSED at the crowded docks of the Royal Bermuda Yacht Club in Hamilton Harbour, after the race.

TALBOT WILSON/PL

If conditions are right, one or more of these trimarans could leave Newport on Friday afternoon and arrive in Bermuda on Saturday. If that happens, the elapsed time record for the race would fall—that is 34h:42m:53s, set by the 100-foot monohull *Comanche* in 2016. The outright sailing record from Castle Hill Lighthouse to Kitchen Shoals Beacon is 23h:9m:52s, established by the 105-foot *Lending Tree* trimaran in 2015, but beating that would be a moonshot, since *Lending Tree* was able to pick a perfect weather window and racers don't have that option!

**Finisterre Division:** With 38 boats entered as of press time, participation is on the rise in this fleet, the "cruising" division, which is named for the most famous boat in Bermuda Race history, which won three straight races in '56, '58, and '60.

Speaking of famous boats, Beau van Metre has refurbished his family's famous aluminum Sparkman & Stephens 61, *Running Tide*, which won a ton of offshore silverware in the '70s and '80s.

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# 21 Square Miles of Spring Adventure

With a moderate climate warmed by the Gulf Stream, Bermuda offers endless adventures across its 21 square miles. Try some of the island's most engaging outdoor activities, see inspiring sights and seek out rejuvenating experiences.

## 1 // Set Sail

Bermuda is not one island, but an archipelago of more than 180 islets and cays. Explore them on a private charter aboard *Wyuna*, a 47-foot catamaran operated by Sail Bermuda that departs several central locations.

## 2 // Walk on the Ocean Floor

Hartley's Helmet Diving leads underwater walks that take you eye to eye with tropical fish, sea turtles and more. Divers explore the reef freely thanks to a helmet with large glass windows and air hoses.

## 3 // Tee it Up

Play 18 holes at Mid Ocean Golf Club. This ocean-hugging, 6,548-yard private course often ranks among the top 100 golf courses outside the U.S.

## 4 // Smell the Flowers

Wander through Palm Grove Gardens, an exquisitely manicured 18-acre plot that opened to the public thanks to former Bermuda Premier David Gibbons. Snap photos of a living map of Bermuda set inside a lily pond.

## 5 // Go Whale Watching

Catch the spring migration of 10,000 humpback whales making their way north through Bermuda's waters. These majestic mammals are best seen by boat, so book a half-day tour through Island Tour Centre.

## 6 // Step Back in Time

Tour one of Bermuda's best-preserved buildings, Verdmont. Built in 1710, the mansion is home to artwork and antiques like Chinese porcelain and Bermuda cedar woodwork.

## 7 // Catch the Wind

Strong coastal breezes make Bermuda perfect for kiteboarding, a high-adrenaline sport that gets you flying atop of the island's turquoise waters. Find lessons and rent equipment at Island Winds.

## 8 // Scrub a Turtle

Head to the Bermuda Aquarium, Museum and Zoo in Flatts Village, where you can scrub the shells of adult sea turtles as part of ongoing efforts to raise awareness of local populations of Green and Hawksbill turtles.

## 9 // Bike Through History

Hop on a bicycle and join local shop owner Kristin White on a tour of the Town of St. George, a 400-year-old UNESCO World Heritage Site.

## 10 // Explore Eve's Pond

The Bermuda Audubon Society recently restored this 3.5-acre inland tidal pond on the North Shore now home to migratory birds and other coastal wildlife.



## 11 // Swing a Racquet

Learn about tennis's ties to Bermuda and reserve a court at Pomander Gate Tennis Club, a private club open to guests on the outskirts of Hamilton.

## 12 // Rent a Bermi

These four-wheeled electric vehicles have Bluetooth speakers, air conditioning and a panoramic glass roof. Rent by the day from Localmotion; charge at stations across the island.

## 13 // Practice Your Putting

Play 18 miniature versions of the world's most iconic holes – think the Road Hole from St. Andrews Old Course or Augusta National's Golden Bell – at Bermuda Fun Golf in the Royal Naval Dockyard.

## 14 // Shop with Purpose

Find homewares, artwork, ceramics, crystal, books and more at ReStore in Hamilton. Feel good opening your wallet; all profits go to Habitat for Humanity of Bermuda and other local charities.

## 15 // Go Fly a Kite

A symbol of Bermuda in spring, colourful kites are flown every year on Good Friday. Join local families who fly homemade versions on John Smith's Bay, a pink-sand beach on the island's South Shore.

## 16 // Reel In the Big One

Book a half- or full-day deep-sea fishing charter aboard *Hakuna Matata*, a 51-foot custom Carolina sportfish that runs trips near Bermuda's deepest banks. It's the ultimate day on the water.

## 17 // Step Into Solitude

Originally built in the late 1860's to defend the Royal Naval Dockyard, Fort Scaur is now a quiet green space full of military history. Meander its peaceful 22-acre garden, where you'll see iron cannons and a large moat.

## 18 // Taste Local Flavours

Try homemade jams and baked goods at the farmer's market, held every Saturday from 8 am to 1 pm at the Bermuda Botanical Gardens. Let the local harvest inspire your next meal.

## 19 // Breathe Deep

Align your chakras with a yoga class at Kinetix Natural Movement. Learn aerial yoga, which uses high-strung hammocks for various poses and flows.

## 20 // Paint Like a Pro

Bermuda Plein Air Group invites visiting artists to bring their brushes to outdoor locations across the island to paint breezy, alfresco landscapes. Find the group on Facebook.

## 21 // Wander Out West

Head to the Dockyard Glass & Bermuda Rum Cake Company to watch master glass blowers create colourful vases, sculptures and plates before tasting authentic island rum cakes in flavours of all kinds.

## Explore More

Find more spring adventures at [GoToBermuda.com/spring](https://www.gotobermuda.com/spring)



She's been rebuilt as a great cruising boat, but all are eager to see how she performs on the Bermuda race-course.

Boats in this class are typically 45 feet and longer, a mix of well-found cruising designs, mostly bigger, more comfortable production designs by Swan, Baltic, Tartan, and Hinckley with a few custom designs intermingled. Look out for the Oyster 54 *Liberty Call*, the J/160 *True*, the J/46 *Breezing Up*, and the Swan 55 *Haerlem*; skippers Matthew Pilon, Howard Hodgson, Brad Willauer and Hendrikus Wisker, respectively, have all had their share of success in the chase for silverware.

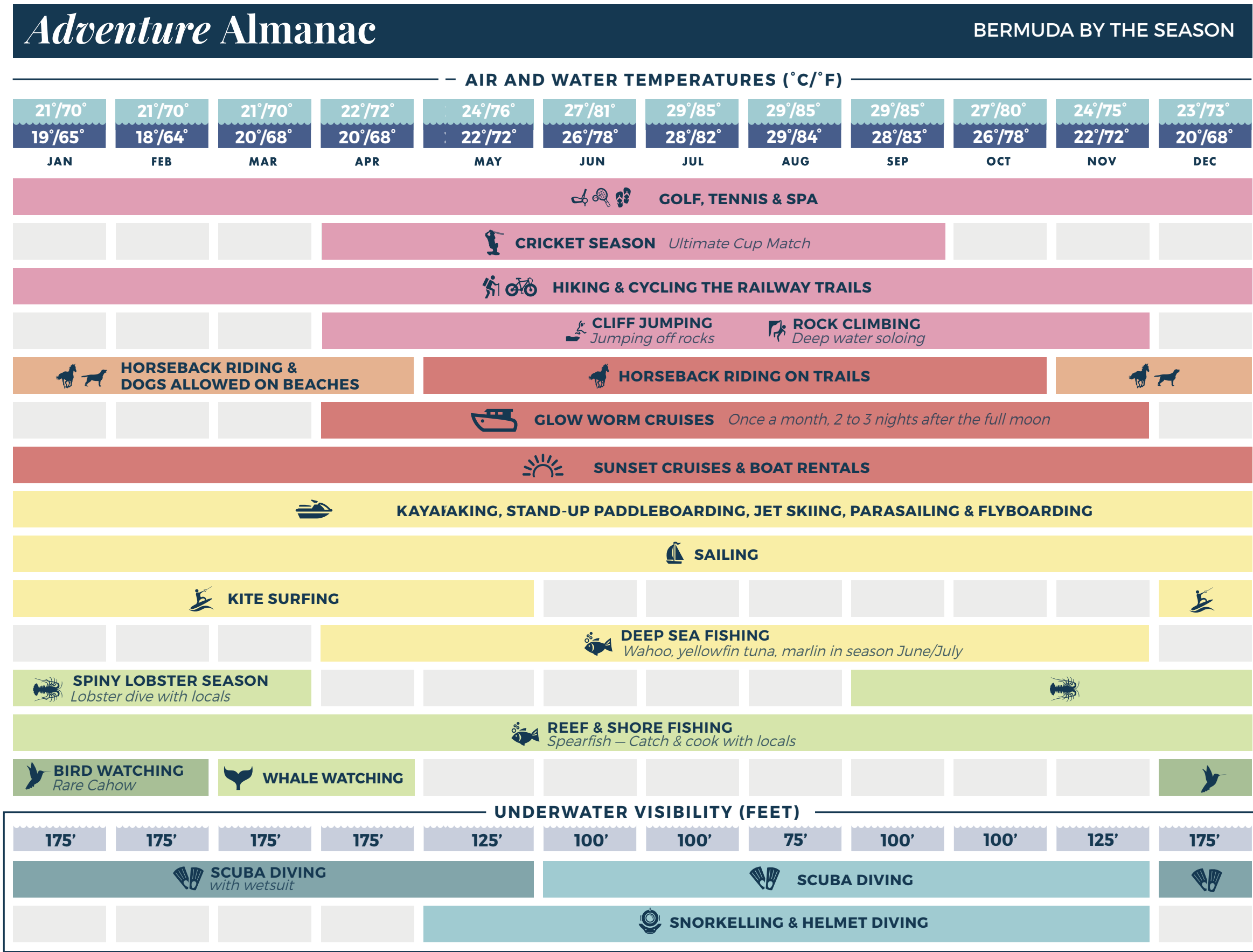
**Open Division:** At press-time we had one entry in this division for boats that are too advanced or experimental to fit in other divisions. This year, we're looking forward to seeing 11<sup>th</sup> Hour Racing's brand-new *Malama* blazing down the course. In training for the round-the-world Ocean Race, this IMOCA 60 skippered by Charlie Enright of Bristol, R.I., is equipped with foils that in certain conditions lift much of her hull out of the water and far exceed her hull speed.

**Spirit of Tradition and Superyacht divisions:** These divisions will likely have a total of three boats entered. Two are replicas, the extraordinary schooner *Columbia* and the three-masted *Spirit of Bermuda*, the country's youth-sailing training ship. Also entered in the Spirit of Tradition Division is *Isobel*, David Greenstein's beautiful Stephens Waring deck-saloon cruiser built of cold-molded Western red cedar at Brooklin Boat Yard in Maine. At press time, *Columbia* was the sole entry in the Superyacht Division.

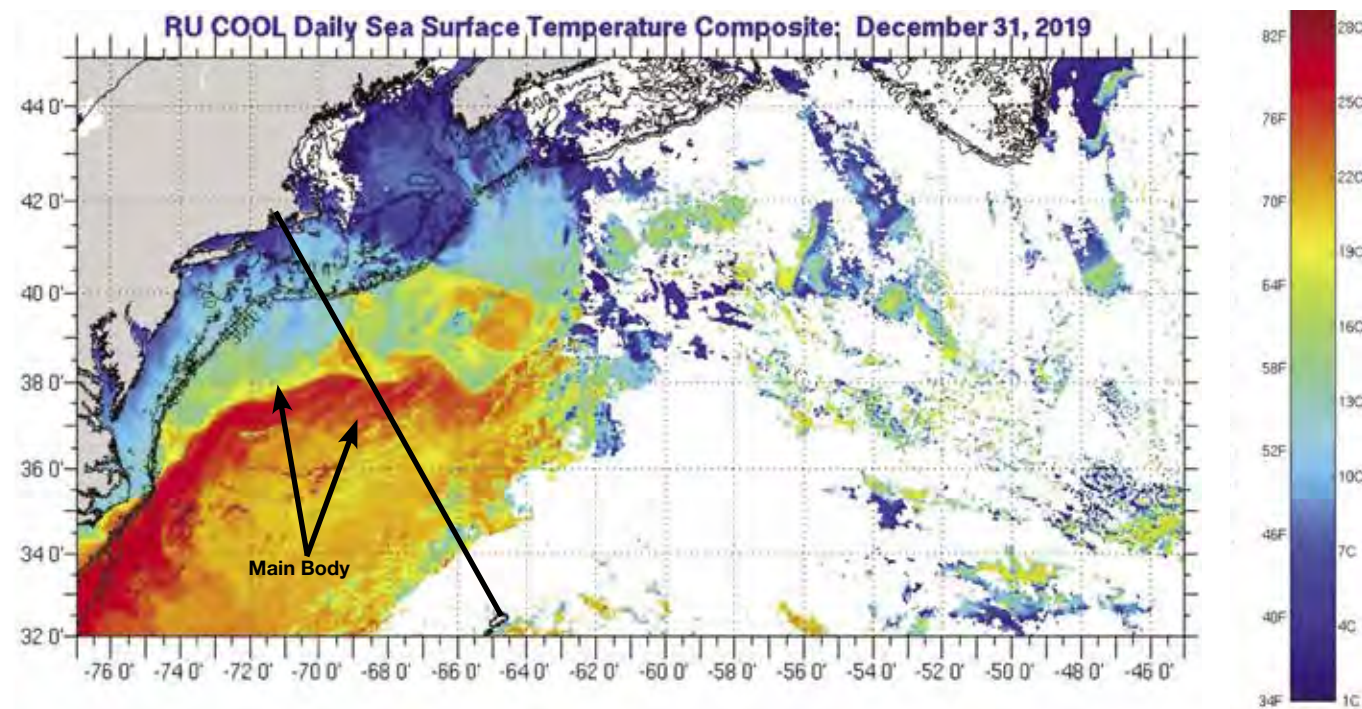
Regardless of boat type and crew composition, and whether a boat finishes in one or six days, what every boat and crew has in common is the desire to sail safely across what's a very unpredictable stretch of ocean between Newport and Bermuda.

Sailing non-stop, each boat will set a southeasterly course departing the cold, shallow waters of the continental shelf, crossing the warm, turbulent, northeasterly flowing Gulf Stream, and then traversing the remaining miles of warm, semi-tropical water. Shifting winds and eddying currents make the entire course an absorbing navigational challenge.

The finish line is set off St. David's Lighthouse near the southeast corner of Bermuda. To get there, the fleet has to skirt the coral reefs that nearly surround Bermuda. One by one, each yacht passes North Rock, Northeast Breakers, Kitchen Shoals and Mills, before turning south through the opening in the reefs to cross the finish.







# The Navigational Challenge of the Gulf Stream

BY W. FRANK BOHLEN

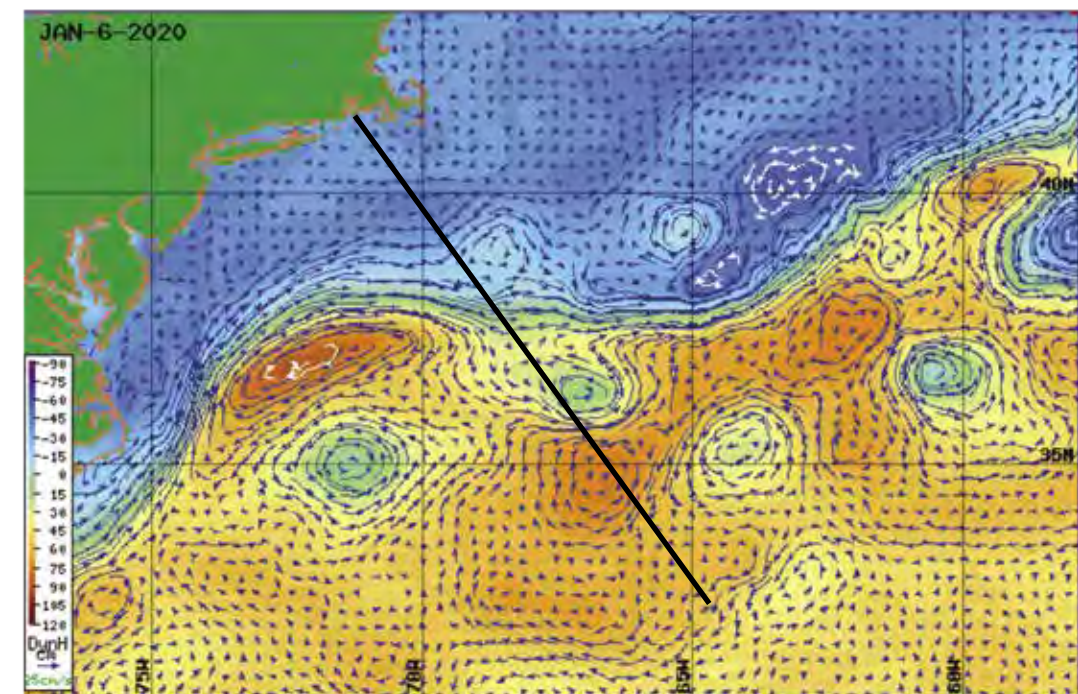
In simple terms, there are distinct segments to navigate between Newport and Bermuda. Of these, crossing the northeasterly-flowing Gulf Stream is often the most dramatic. This technical review of the course provides more nuanced guidance to sailors, particularly in the last and longest section of the race beyond the Gulf Stream to Bermuda.

Experienced Bermuda Race navigators know that while the main body of the Gulf Stream may be reasonably well defined, the Stream's influence extends well beyond. In fact, it affects currents and weather all the way to Bermuda and beyond. Determining the extent and character of this influence represents one of the real challenges of the Race. The Gulf Stream is the western boundary current system separating the cool, less saline waters of the U.S. continental shelf from the warmer, more saline waters of the Sargasso Sea. This boundary is marked by an abrupt thermal discontinuity (Fig.1). The energetic flows of the Stream are turbulent and driven by winds and water-column density gradients with current directions affected by the rotation of the earth (the Coriolis effect). Turbulence results in flow patterns, both in the water and overlying air, that display significant variations in space and time. This variability greatly complicates predictions of

**Fig. 1: Dec. 31, 2019; composite Satellite SST Image. Black Line shows Newport to Bermuda rhumb line. White areas indicate cloud cover. <https://rucool.marine.rutgers.edu>**

future behavior, often challenging model abilities. Remember this when assessing forecast accuracy or the long-term reliability of routing routines. These assessments benefit greatly from personal observations due to the inherent uncertainty induced by turbulence.

Encountering the moving mass of



**Fig. 2: Jan. 6, 2020; derived from satellite observation of sea-surface heights, this view shows the strong Gulf Stream current and warm and cold eddies to the south of it. The black line shows the rhumb line. <https://cwcaribbean.aoml.noaa.gov/CURRENTS/index.html>**

warm Gulf Stream water, a small boat's course and speed are affected by the current field and local winds. Along the rhumb line from Newport to Bermuda, maximum currents of +/- 5 knots (kts) are typically found in an area approximately 30nm in from the north wall of the Stream in the region of maximum thermal gradients. The flow in this region meanders to the northeast, and main body flows are not continuous laterally but are confined to discrete filaments or jets separated by lower-speed regions. This configuration sometimes makes it difficult to locate 5kt flows without sacrificing the speed made good towards Bermuda.

The main body of the Stream typically spans a width of 60 nautical miles (nm), beyond which, water temperatures decrease slightly, gradients smooth, and flows become less energetic and more irregular, similar to a boat's wake. Organized flows tend to be confined to rings or eddies shed by the main body of the Stream as it proceeds northeasterly. Rings may also be found to the north, but they tend to be short-lived due to shallow-water effects.

To the south, rings with diameters in excess of 150nm, rotating counter-

clockwise, can form and persist for years, drifting slowly to the west, towards Cape Hatteras, with maximum tangential velocities up to 3kts. These navigationally significant features are dominated by cooler water and often difficult to detect in satellite thermal images as they may be covered by a thin layer of warm, less dense water and/or obscured by cloud cover (Fig. 1).

Fortunately, we have available computer models of ocean currents based on satellite observations of sea surface heights, or altimetry (<https://cwcaribbean.aoml.noaa.gov/CURRENTS/index.html>). These all-weather observations provide clear indication of structure of the flow field from the north wall of the Stream to Bermuda and the marked difference between continental shelf flows and those within the Sargasso Sea (Fig.2).

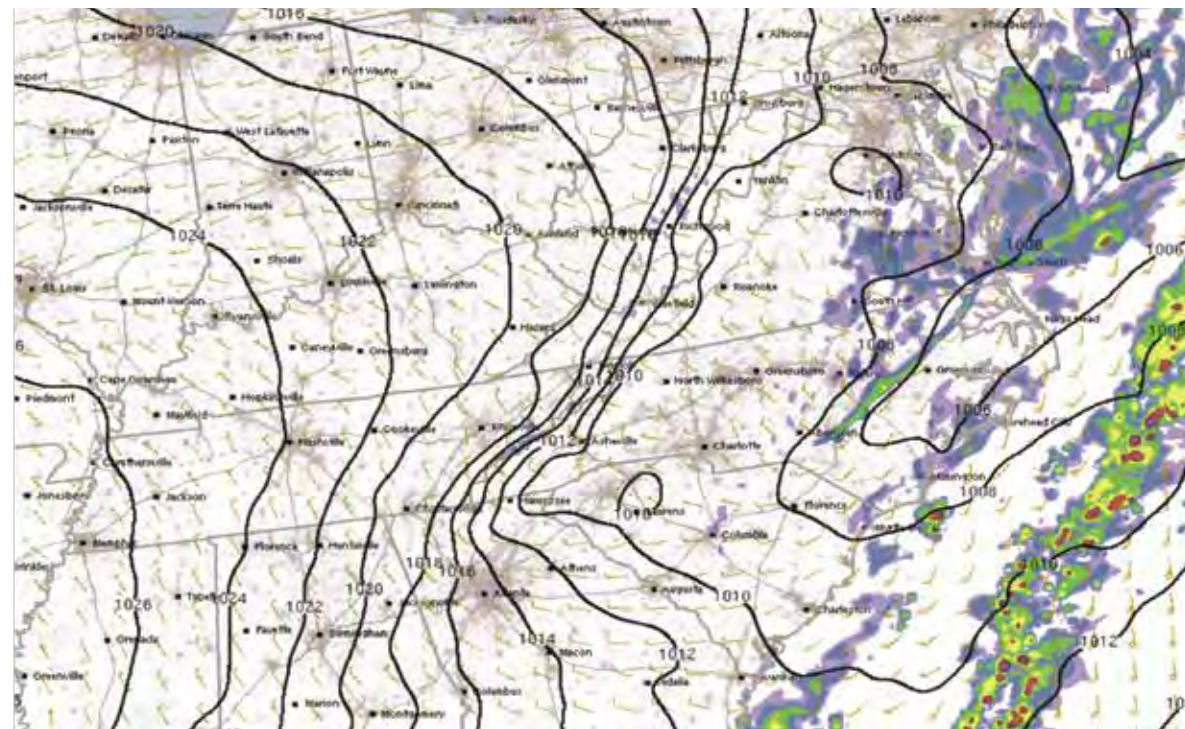
On January 6, 2020 along the rhumb line to the south of the southern boundary of the main body of the Stream (~37°30'N), the altimetry-based model showed a counterclockwise-rotating ring centered near 36° 15'N 67° W. This ring was in close contact with the main body, which could affect the rate and direction of drift and possibly even the lifetime of the ring. A slight meander in the path of

the main body of the Stream might result in entrainment of the ring and its subsequent disappearance.

Continuing south towards Bermuda, the altimetry-based model shows an area of organized clockwise flow spanning the rhumb line and centered near 34° 45' N 66° 40' W. This appears to be the result of the interaction between two counter-clockwise-rotating rings rather than a feature shed from the main body of the Stream. Flow speeds in this feature will be less than in the rings with maxima of approximately 2kts. Its lifespan and drift will vary as a function of the behavior of the parent rings.

Beyond the region of clockwise flow, the altimetry-based model shows relatively benign conditions to Bermuda. This should not be taken as typical, however; this area is often affected by rings and similar features of a turbulent flow. Despite being more than 350nm south





of the main body, the area of Bermuda is still under the influence of the Stream. The evolution of these flow patterns is best determined by 30 days or more of continued study of the daily altimetry-based model output.

The flow within and adjacent to the Gulf Stream can be significantly affected by the local wind field. Winds blowing over water will tend to produce currents equal to approximately 3 percent of the wind speed (e.g. 30kts of wind = ~0.9kts). Winds in turn can be significantly affected by the presence of the mass of warm water associated with the Stream. The Gulf Stream is known to be a “weather breeder,” and the first sign of it is often a well-defined “street” of clouds along the distant horizon. These are the result of condensation of high-water-content air rising from the warm surface of the Stream. This cycle of evaporation and condensation moves heat aloft, favoring development of discrete low-pressure areas and strong pressure gradients that can produce squall lines and thunderstorms.

Forecasting these local systems remains difficult due to the spatial resolution of the operational models used today and the limited extent of direct observational data for the high seas.

The GFS model used by the U.S. National Weather Service for the majority of its forecasts has a resolution of 28km (~15nm). In the vicinity of the north wall of the Stream, a lot can happen in 15nm. The same is true along the boundaries of rings. Again, in these situations, forecasts benefit greatly from personal observations. Blind reliance on a forecast based primarily on computer models can lead to unwelcome “surprises”.

In recent years, some major model developments as well as a new class of satellite observations are contributing directly to improved high-seas forecasts. The high resolution rapid refresh model (HRRR) (<https://rapidrefresh.noaa.gov/hrrr/>) provides hourly forecasts with 3km (~1.8nm) resolution and represents a new standard in weather forecast modeling. At the moment, due mainly to computer limitations, the model covers primarily the continental U.S. with minor marine coverage. In addition, the forecast period is limited to less than 30 hours most cycles. Despite these limitations, the model can provide a valuable check of the usual forecast products, particularly during times of frontal passage (Fig. 3) characterized by rapid change over a short period of time and space.

**Fig. 3: Dec. 17, 2019; at lower right, although not on the Newport Bermuda racecourse, this High Resolution Rapid Refresh Model map shows what a strong frontal system looks like when it reaches the Gulf Stream. Currently, the model only covers the first 250nm of the racecourse.**  
<https://www.spc.noaa.gov/expert/hrrr/>

Examination of these model results shows the front supporting numerous discrete squalls (bright red areas in image). Such detail would not be provided by the larger area synoptic products such as the OPC surface analysis and forecast charts (<https://ocean.weather.gov/>). At the moment, HRRR marine coverage extends seaward covering approximately 250nm of the rhumb line to Bermuda (~70° W) allowing analysis of most continental shelf systems.

Directly complementing the improvement in models was the launch of GOES 16, a geostationary satellite, which became operational in 2017. Sensors on this satellite provide data allowing forecasters to quickly verify model results. High resolution (0.5-2km; 0.27-1.08nm) images are updated every 15 minutes with 16-channel coverage detailing clouds, precipitation type, water-vapor content, selected chemical characteris-



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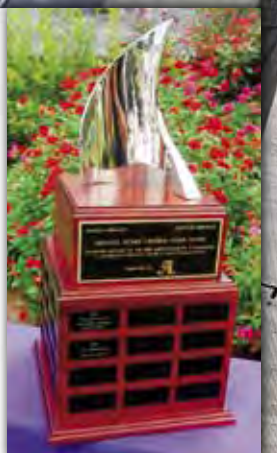
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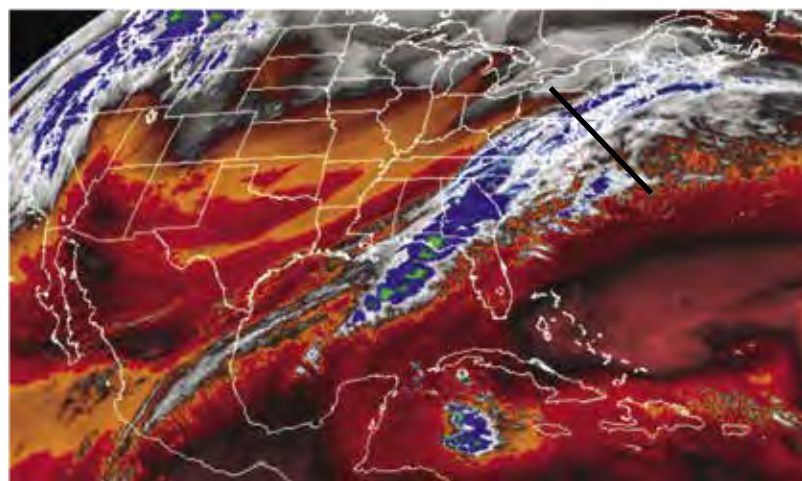
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Fig. 4: Dec. 17, 2019; the GOES 16 geostationary satellite shows clouds, water content and more, giving an indication of potential severe weather systems.  
<https://rammb-slider.cira.colostate.edu/>



tics, and radiated energy. It is also the first geostationary satellite to fly a lightning mapper useful in the assessment of severe-weather potential during a frontal passage. Views showing water-vapor content (see Fig. 4), the fuel responsible for severe weather systems, are of particular value in assessing storm potential (compare Fig. 4 to Fig. 3).

The variety of observations available today provide clear evidence of the turbulent nature of ocean currents and winds affecting the course to Bermuda. Both currents and winds are to some extent chaotic and cannot be simply defined. At best, definitions are statistical. Forecasts specify the “probability” of

occurrence, and too often we consider forecasts to pre-determine events, for example, “the ring will move,” rather than, “the ring may move.”

The navigator’s challenge is to constrain this probability to the extent possible using all available tools, including early study and personal observations, to provide a relatively sound basis for optimum routing Newport to Bermuda.

Frank Bohlen, a CCA member, has provided Bermuda-bound fleets with Gulf Stream and weather insight since 1998. Bohlen is a Physical Oceanographer and Professor Emeritus in the Department of Marine Sciences at the University of Connecticut. He has sailed 20 Newport Bermuda Races and received the Mixer Trophy as winning navigator in 1986



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# Why Race to Bermuda?

BY JOHN BURNHAM



Sailing a competitive race for 635 nautical miles offshore while crossing the Gulf Stream, the Newport Bermuda Race tests sailors' boat preparation and optimization, mental and emotional fortitude, and teamwork that often includes friends and multiple generations.

**T**ens of thousands of sailors have raced to Bermuda over the last 116 years since Thomas Fleming Day set out in 1906 to prove that small boats were fully capable of such an adventurous, long-distance competition.

We asked a handful of skippers why they are making the trip in 2022 and what goals they have. The pull of tradition is a common thread. So is the "bucket list" status of the race among

sailors, particularly in North America. But as always, every sailor has their own story to tell.

## **Richard duMoulin, skipper and 25-race veteran, *Hound*, Nielsen 59:**

"I grew up on Long Island Sound as a kid where the Bermuda Race was all you heard about in ocean racing. Carleton Mitchell, skipper of *Finisterre*, was my idol. I've sailed the race ever since, and this will be my 26<sup>th</sup> race. The only living person to have done more races is my friend John Browning—I missed a race when my daughter was born. He and I

## **AT THE HELM of his Nielsen 59 *Hound* in cruising mode, owner Dan Litchfield.**

have a life-long bet, and our goal is only to equal Jim Mertz, who sailed the race 30 times.

"I usually race doublehanded, but I got an offer this year I couldn't refuse. Dan Litchfield, a friend of my kids, bought the 1970 *Hound* (ex-*Pleione*) from Frank Eberhart's family after he passed. She is a 59-foot beauty designed by Agie Nielsen and built in Germany by Abeking and Rasmussen. Super high quality. We

NICHOLAS HORBACZEWSKI PHOTO

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**THE MOD70 ARGO,** a foil-equipped trimaran capable of “skimming” at speeds over 30 knots, is gunning for a new course record. The Cal 40 *Illusion* first raced to Bermuda in 1966; under its new owners, it has raced to Hawaii but left the West Coast in 2014 for an extended cruise.

have a crew of 15 including my sons Ed and Mark. *Hound's* keel and rudder were modified years ago by Scott Kaufmann—the same mods that *Carina* got. This year Dan took the plunge to replace the old aluminum telephone pole of a mast with a 7-foot taller rig, a 4-foot longer boom and a 5-foot sprit, all carbon.

“I skippered the Morgan 54 *Rage* for the Navy in 1970, when the boat, as *Pleione*, was new. We took the weather end start right under the 5-inch gun of the destroyer—they almost sunk one of

their own boats, even with the blank! Then a few minutes after the start, the larger and more powerful *Pleione* sailed over us. I have admired the boat ever since!

**Sally Lindsay Honey, skipper, *Illusion*, Cal 40:** “Stan and I bought our boat in 1988 to go cruising, but we raced it for 20 years first, including double-handed to Hawaii a couple of times. We finally left in 2014 and headed south to Mexico and Costa Rica, sailing the boat

three or four months a year—we call it commuter cruising. When we went through the Panama Canal in 2018, we thought, ‘We’re headed to the East Coast, let’s do the Bermuda race.’

“I had done the race with my Dad, Charles Price, who sailed it a dozen times from the Chesapeake Bay on his New York 32. Stan, of course, has broken records in the race on *Pyewacket* and *Comanche*. *Illusion* has also done the race before, in 1966, when it was new and owned by Bus Mosbacher and Vincent Monte-Sano.

“When the 2020 NBR was cancelled, we reinstalled the cruising gear and headed to Maine. After two delightful seasons cruising from Newport to Roque Island to Penobscot Bay and back to Newport, we are again prepping *Illusion* for the 2022 version of the race. With fingers crossed, we are looking forward to another thrash to the Onion Patch this summer.”

**Chad Corning, program manager/crewmember, *Argo*, MOD 70:** “In 2018, we raced to Bermuda in *Elvis*

BETSY SENESCU / ULTIMATE SAILING, LATITUDE 38

NEWPORT BERMUDA RACE 2022

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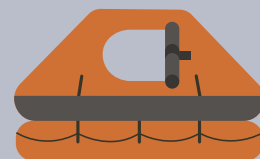
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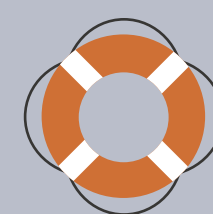
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LIFE RAFT + SURVIVAL EQUIPMENT





**BRAD WILLAUER, skipper of *Breezing Up*, has sailed 20 Bermuda Races on a variety of boat, but is happiest aboard his J/46 with an extended family crew aboard.**

[modified Gunboat 62] in 63 hours, and when we back-filled this boat's polars, we would have sailed the course in 26 hours! That was a special race with flat water and a 120-degree wind angle reaching.

"Since the 2020 race was cancelled, we have worked to make *Argo* a better 'skimmer' and after two Transatlantics and a full campaign in Europe, we've learned a lot about how to sail the boat safely and fast. *Argo's* modifications have made the boat faster in some conditions but more importantly have made the boat safer, more stable, and easier to push hard. Foils in the outer hulls paired with T rudders provide a good balance of lift and pitch stability. This makes formerly marginal conditions such as reaching and running in fresh winds much safer and much more fun!

"We expect a close battle with two other MOD 70s, *Powerplay* and *Snowflake*, and the VPLP 80 *Ultim'emotion2*. Being first to finish in that group of well-sailed boats is our goal. If conditions come our way, we'd love to add the outright race record as icing on the cake. The adventure aspect of the race is also alluring, it's a challenging race track and one that's always satisfying to complete."

**Brad Willauer, skipper, former CCA Commodore, and 20-race veteran, *Breezing Up*, J/46:** "All three of our kids are sailors, and they all married sailors, so it's all about family for me. We have nine Willauer family sailing this year, including son in law Tony Fitch and his two sons. It's so much fun to have all these children, grandchildren, grandnieces and grandnephews onboard. And they all know what they're doing. Five of us were trained as Outward Bound instructors, so safety practices are a way of life.

"The most important thing is to get there safely and happily, and if we happen to do well, that's good. But competing and the fine art of getting around the buoys is part of our DNA, too—my Dad was sailing instructor for Bill Cox, Lightning world champion, and my brother Peter was a Sears Cup runner-up. I have crewed in many Newport Bermuda Races beginning in 1962, but family ocean racing wasn't available to me until I was 66 when I bought our J/46. I don't have the fastest boat or newest sails. It's about the people and working together with what you have. We won our class in the Centennial Race in 2006 and again in 2016, and won the *Finisterre* Division in 2008, but more importantly for me

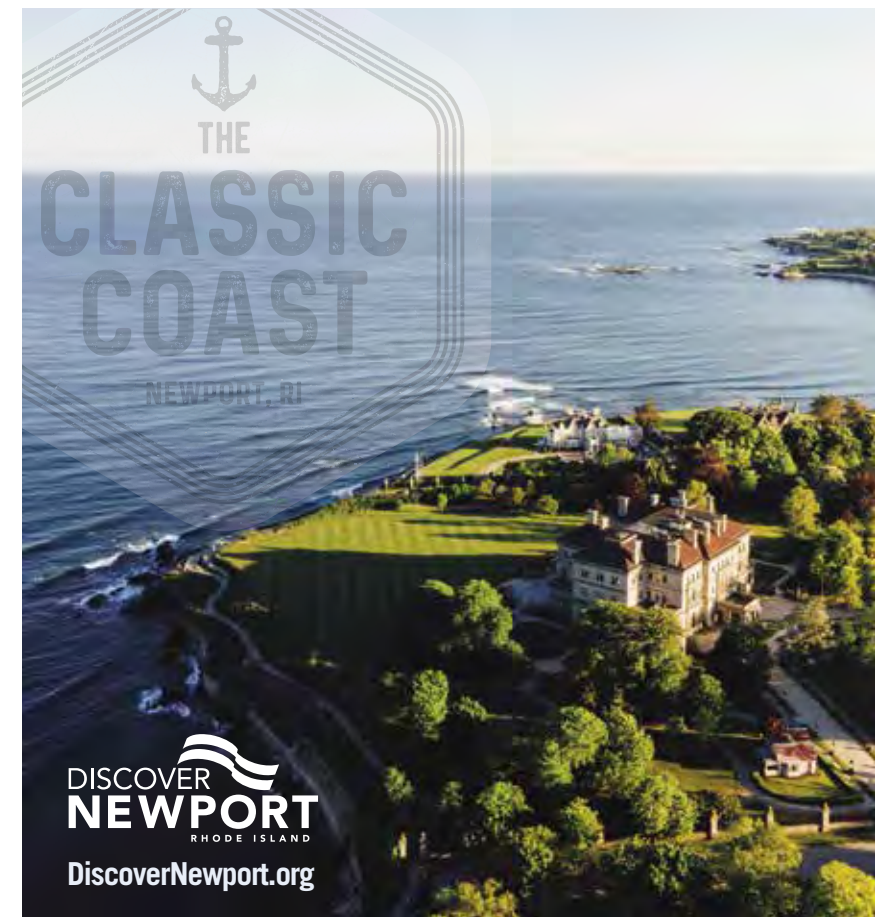
this race is about bringing all the kids together."

"What is also special for me is the generosity of all the different skippers who have invited me aboard their boats to sail the Race over the years. They were all CCA members—Jack Parkinsonson *Winnie of Bourne*, Arthur Homer *Salmysgal*, Former Commodore Jack Merrill *Bellatrix*, Dan Gregory *Lyra*, and Hays Clark, *Andrea*. I am deeply indebted to them."

**Thomas Campbell, skipper, *Nicole*, Cal 40:** "I bought *Nicole* from Tad du Pont, another boatyard guy, who sailed the race at least half a dozen times. Like Tad, I run a boatyard [Campbell's Boat Yard, Oxford, Md.], and I'd been following the race my whole life; my father did it on a Swan named *Harpoon* when I was a kid. Tad had planned to sail in 2016 but chose not to start due to the forecast. He interviewed people before selling *Nicole* and wanted the new owner to finish what he had started. So I had the idea of doing the race, but wow, we finished second! And there's all kinds of little things we could have done to make up the 3 minutes and 15 seconds we lost by!

"In 2018, I did the 'loop' as I call it. I delivered *Nicole* to Newport from the

NIC DOUGLASS/ADVENTURESOFASAILORGIRL.COM



## classic newport events 2022

### june

- 4 Int'l Polo Series Begins, Portsmouth
- 10-11 British Motorcars, Bristol
- 10-12 Black Ships Festival, Bristol
- 17 Newport Bermuda Race
- 17-19 Newport Flower Show

### july

- 1-17 Newport Classical Music Festival
- 4 Fourth of July Parade, Bristol
- 10-17 Hall of Fame Open
- 22-24 Newport Folk Festival
- 29-31 Newport Jazz Festival

### august

- 19-21 Coaching Weekend

### september

- 15-18 Newport International Boat Show
- 16-18 Newport Mansions Wine + Food Festival
- 29-Oct 2 Audrain Concours + Motor Week

### october

- 1-2 Audrain Concours + Motor Week
- 1-2 Norman Bird Sanctuary Harvest Fair
- 15 Food Truck + Craft Beer Festival
- 15-16 Bowen's Wharf Seafood Festival

### november + december

- Nov 4-13 Newport Restaurant Week
- Nov 19-Jan 8 Holidays at the Newport Mansions
- Nov 25 Illuminated Boat Parade
- Nov 25-Jan 8 Christmas at Blithewold, Bristol
- Dec 1-31 Christmas in Newport

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**SOMETIMES IT'S** the boat that keeps 'em coming back! *Nicole* is a Cal 40 that hails from Oxford, Maryland, and helped her new owner finish what her former owner started, with a podium finish in 2018

Chesapeake a few days before the start and the crew met up with me there. We raced to Bermuda and they stayed in hotels; I stay on the boat the whole time before sailing her back to Maryland. I really enjoyed it. People would stop by to see the boat; she's green and unique and classic looking, with varnished toe rails. Since 2018, we have removed 10 coats of paint and applied jade green Awlgrip with a bit more 'gleam'—white bottom paint and a gold bootstripe.

"This year, I'll be sailing again with all Eastern Shore sailors—a great bunch. Everybody drives. My brother Doug has done the race six times now and for my son, this will be his fourth. Our objective is to do well again and have fun racing against the other Cal 40s—*Illusion* and *Towhee*. I hope we can keep up!



WILL KEWORTH PHOTO

## The 39<sup>th</sup> biennial Marblehead to Halifax Ocean Race.

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## 2022 Bermuda Race Check List

- ☒ Find the right boat (call McMichael)
- ☒ Race prep boat (call McMichael)
- ☒ Pre-race inspection advice (call McMichael)
- ☒ Activate crew group chat
- ☒ Storm Trysail Safety-at-Sea seminar - 5/12/22
- ☒ Practice, practice, practice
- ☒ Captains' Meeting - 1700, 6/16/22
- ☐ Start - 1300, 6/17/22
- ☐ Awards, Government House, 1800, 6/25/22
- ☐ Create post-race punch list (call McMichael)
- ☐ Winter storage (call McMichael)
- ☐ Plan for 2024 (Bigger boat? Call McMichael)

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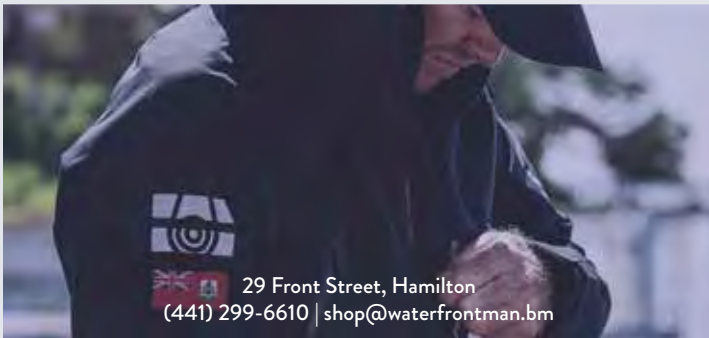
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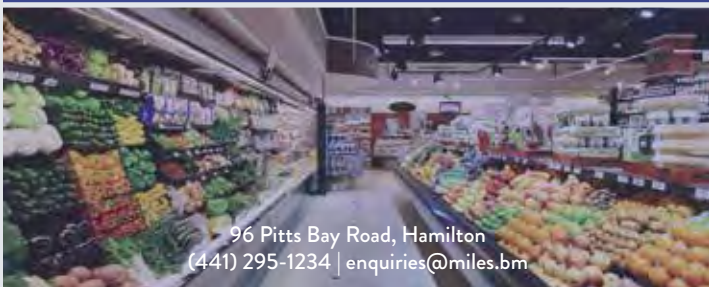
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