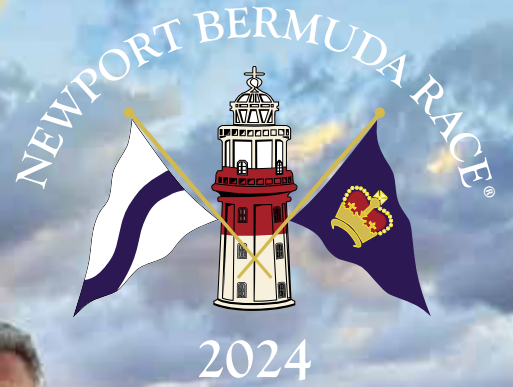


NEWPORT BERMUDA 2024



Skipper Andrew Weiss and helmsman Lawrence Cutler enjoy breezy running conditions aboard *Christopher Dragon* in 2022. Morgan Bennett photo



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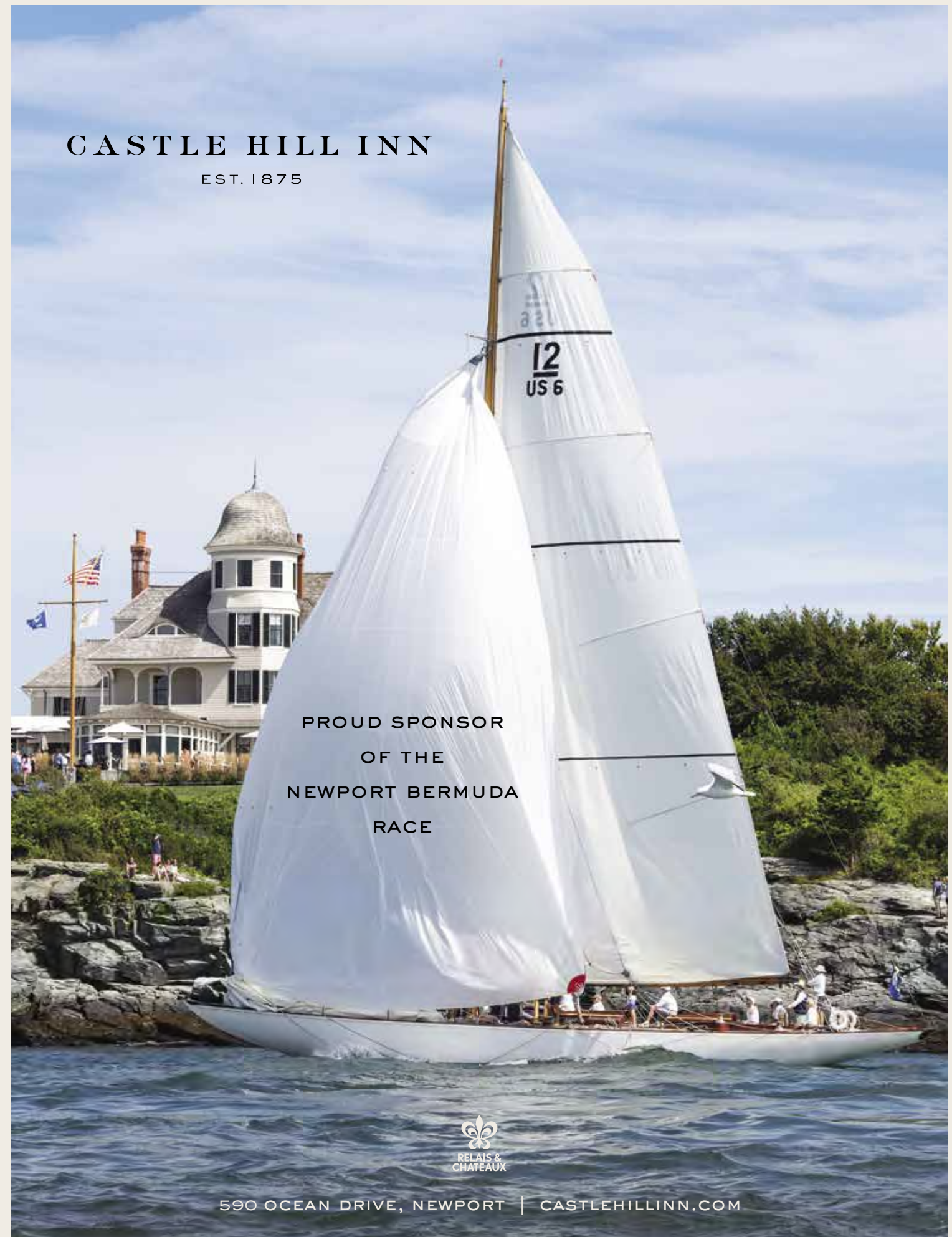
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LETTER FROM THE RACE CHAIRMAN

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Karen Waterman	Fort Adams Event Coordinator
Patti Young	Participation/Race Operations Coordinator
John Osmond	Principal Race Officer (PRO)
Somers Kempe	Deputy PRO
A.J. Evans	Race Documents
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Carter Holliday	Awards
Robert Darbee	Awards
Frank Bohlen	Weather & Gulf Stream
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Chan Reis	Environment of the Sea (Newport)
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Sheila McCurdy	Historian
Gary Jobson	Roll of Honour

“ Since the inaugural race in 1906, the Bermuda Race has become one of the world's most iconic.



Congratulations on overcoming the most challenging part of the Bermuda Race—the preparation! Now the satisfying reward of racing and arriving in Bermuda is just around the corner. Welcome to the start of the 53rd Newport Bermuda Race.

While you have been mustering your boats into safe and race-ready shape, our team of more than 60 volunteers from the Cruising Club of America and the Royal Bermuda Yacht Club has also been hard at work. The team's commitment ensures that you and your team have a world-class ocean-race experience, and I am honored and thankful to be part of this talented, passionate, dedicated team that collectively enables this epic race. I encourage you to express your gratitude to our volunteers whenever you can.

Since the inaugural race in 1906, the Bermuda Race has become one of the world's most iconic ocean races. We all take immense pride in the event's rich history, strive to continuously improve the race experience, and whenever possible share the excitement of it in the spirit of growing our sport. New this year, the race will start off historic Fort Adams, providing a spectacular spectator venue showcasing the racing and celebrating Newport's maritime heritage. Sailing enthusiasts far and near will enjoy a live-streamed multimedia "Starting Line Live Show," plus enhanced race tracking and leaderboard coverage from start to finish.

I would like to thank our many sponsors whose committed partnership enables much of the Committee's work and many exceptional race experiences (like the parties!). We are also fortunate to have such wonderful host communities. Newport provides unmatched energy, amenities, and infrastructure to launch our sizable fleet, and Bermuda offers the warmest of welcomes to celebrate our arrival and soothe our recovery.

Most importantly, my thanks to all of you. Your dedication, determination, competitive intensity, and Corinthian spirit continue to define the essence of the Bermuda Race. A special welcome to our many first-time participants, too. Every Race is memorable, but your first is particularly inspiring. We wish all a safe, fun, and fast race to Bermuda.

Good luck and fair winds,

ANDREW F. KALLFELZ
CHAIR, BERMUDA RACE ORGANIZING COMMITTEE

The 2024 Newport Bermuda Race is the 53rd "Thrash to the Onion Patch" and marks the 98th 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 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. The 2024 Newport Bermuda Race official program was edited by John Burnham. Program design by Bill Roche. Newport Bermuda Race © and the crossed burgee lighthouse logo are registered trademarks of the Cruising Club of America and the Royal Bermuda Yacht Club.

CALENDAR OF EVENTS

Mon, Jun 17 – Weds, Jun 19
Registration, Race HQ
Sail Newport at 72 Fort Adams Dr., 0900 to 1600 daily

Mon, Jun 17 – Thurs, Jun 20
Bermuda Immigration, Race HQ
Agents will process crews' paperwork, 0900 to 1600 daily.



Weds, Jun 19, 1800-2000
Goslings Rum-Safe Harbor Marinas
Newport Bermuda Race Crew Party
Dock party for all crews, two days before the start

Thurs, Jun 20, 1700
Virtual Captains Meeting
Virtual event will be streamed through Bermudarace.com.

Thurs, Jun 27, 1500
Navigators' Forum, Royal Bermuda Yacht Club
Race navigators will compare notes and learn for next time.

Thurs, Jun 27, 1800-0100
Goslings' Swizzle Washing Machine Party
Enjoy a Rum Swizzle as the Goslings family originally did. Music, food, and dancing at RBYC

Fri, Jun 28, 1800-0100
Goslings' Dark 'n' Stormy Party
Another great dock party at RBYC with music, food, and dancing.

Sat, Jun 29
Prize-Giving Ceremony (invitation only), Pier Six Waterfront, Hamilton
Nearly 100 trophies will be awarded by Bermuda Governor Rena Lalgie.



Fri, Jun 21, 1200-1600
Fort Adams Start Viewing

Activities for spectators at Fort Adams State Park will begin at noon on Friday, June 21 with food trucks, a Regatta Bar featuring Goslings Rum and Whalers Beer. Helly Hansen and TeamOne Newport will have retail tents open for business, and other sponsors will be there to welcome you as well.

Starting Line Live Show, 1345-1600

Delivering an immersive viewing experience never done before. Expert commentary with North Sails' Ken Read and guests, and captivating aerial footage will bring the excitement of the start close-up for those onsite and online. The live stream of the Starting Line Live Show will be on a giant screen in the park and streamed on bermudarace.com.

The Race Begins, 1400-1600

The fleet is grouped into classes and starting groups that will cross the line off the western shore of Fort Adams every 10 minutes starting at 1400.



For the latest calendar, visit bermudarace.com/calendar

Trixie Wadson, Courtesy of Discover Newport/Corey Favino



LETTERS FROM THE COMMODORES

“ This year, the race will start with a bang, with an exciting new Starting Line Live Show at Fort Adams.



The Royal Bermuda Yacht Club is celebrating a momentous year in 2024, beginning with the planning of the 53rd edition of the Newport Bermuda Race and ending with the celebration of our 180th birthday. For those of you who do not know, we are the oldest 'Royal' club outside of British Shores, founded in 1844. The world-renowned Newport Bermuda Race began roughly 60 years later in 1906. We are thrilled to once again partner with the Cruising Club of America to host this event.

This year, the race will start with a bang, with an exciting new Starting Line Live Show at Fort Adams. Thanks to a good friend of mine, I have been fortunate enough to sail several overseas races on a boat aptly named *Lucky*, wherein I have experienced such overseas racing excitement. I am envious of the participants as they begin their 636-mile adrenaline filled journey across the open Atlantic.

I want to take a moment to thank Race Chair Andrew Kallfelz for his incredibly impressive leadership of the race. The team in Newport and here in Bermuda are truly a force of nature. The amount of planning and preparation that goes into this race has been awe-inspiring. In addition, I would like to thank our partners here in Bermuda: the Bermuda Tourism Authority, Goslings, the Corporation of Hamilton, the Ministry of Health, His Majesty's Customs, the Immigration Department, and the wonderful volunteers without whom the race could not happen.

I look forward to personally welcoming you here to our lovely island home with an amazing celebration here at the Royal Bermuda Yacht Club. We wish every boat fair winds and following seas!

REBECCA ROBERTS
COMMODORE, ROYAL BERMUDA YACHT CLUB

“ Sail fast, sail safe, and see you in Bermuda!



On behalf of the more than 1,300 members of The Cruising Club of America, welcome to the 2024 edition of the legendary Newport Bermuda Race. When you cross the starting line, you will have completed half of the arduous journey: preparing yourself, your boat and your shipmates for the always different race to the Onion Patch. The next part will be more fun: racing against your fellow sailors through the variable conditions you will undoubtedly encounter to be first to smell the hibiscus, enjoy a Dark 'n' Stormy, and enjoy the beauty of Bermuda and her people.

Since the first race to Bermuda in 1906, the starting area of this race has changed numerous times: from New York to New London to Montauk to Marblehead to the old Brenton Tower, to Castle Hill, and for this year's edition to the area between historic Fort Adams in Newport and the Dumplings in Jamestown. The beauty of Narragansett Bay and Newport hospitality are unmatched, and the new starting area and spectator activities at Fort Adams should make this exciting!

We are grateful to our partners, the State of Rhode Island, Bermuda Tourism, and Goslings, and to many other sponsors and supporters, for helping us present this race. And a huge "Thank You" to our Race Chairman, Andrew Kallfelz, and the dozens of volunteers on the Bermuda Race Organizing Committee and at our partner club, Royal Bermuda Yacht Club, without whose efforts, imagination, innovation, and hard work this race would not be possible.

Sail fast, sail safe, and see you in Bermuda!

JOHN "JAY" GOWELL
COMMODORE, THE CRUISING CLUB OF AMERICA

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FROM THE FORT TO THE LIGHTHOUSE

BY JOHN BURNHAM

WHAT A DIFFERENCE A MILE CAN MAKE! TAKING A cue from the recent stopover of The Ocean Race, the 53rd Newport Bermuda Race has backed up the start by 1.3 nautical miles so all of Rhode Island can get close to the action.

“The new start location invites the public to Fort Adams State Park for a ringside seat,” says Andrew Kallfelz, chairman of the Bermuda Race Organizing Committee.

Sequential starts will begin in Narragansett Bay’s East Passage at 2pm, Friday June 21. Spectators will line the shore from there to Castle Hill, watching 170 boats stem an incoming tidal current as they sail out into the Atlantic.

“There will be a big decision for each boat on overall starting strategy,” says Ken Read, a local sailor who is also the monohull race record holder and president of North Sails. “Are you looking to get out into the ocean with no issues and a steady heart rate, or will you short tack or jibe up the Jamestown or Newport side to get out of the bay minutes ahead of your competitors? Go for it

Left: The starting area will be in the East Passage between Jamestown and Newport, alongside Fort Adams State Park. Below: The Bermuda finish line, 636 miles later, extends east-southeast from St. David’s Lighthouse.

or simply survive it! No matter what, it will be a phenomenal event to spectate from land or water.”

Read will be commentating at the start as a host of the Starting Line Live Show, which can be heard live at Fort Adams or streamed to your phone via bermudarace.com. (See pg. 4 for more on planned festivities at the Fort.)

Speedsters Seeking Line Honors

The fastest boats will start first this year, likely beginning with the sole entrant in the Multi-Hull Division, the 84-foot *Allegra*, a luxury performance cruising catamaran skippered by Rob Grimm and designed by Nigel Irens. While she may not have the jets to break the record held by the Mod 70 *Argo*, which finished in 33 hours in 2022, *Allegra* could easily be the first boat to arrive in Bermuda; she recently completed the Caribbean 600 in 56 hours.

Among the fastest of monohull entries, the favorite is *Pyewacket 70*, Roy P. Disney’s turbo-charged Volvo 70, which sailed around the world in 2011 as *Telefonica*. In Australia, the boat became *Black Jack* and was turbo-charged with a taller mast and a canting keel 19 feet deep. *Pyewacket 70* typically races on the West Coast where it won the 2021 Transpac’s Barn Door Trophy as first to finish, but after sailing the Rolex





Middle Sea Race in the Med in 2023, she's now set to race across the Gulf Stream.

The Disney family has always liked the Bermuda Race. Disney's father (Roy E.) set a course record of just under 54 hours with a previous *Pyewacket*. The new 70 is much faster, but *Pyewacket* program manager Robbie Haines says it would take perfect conditions to beat the current monohull mark of less than 35 hours, held by the 100-foot *Comanche*.

As *Black Jack*, the boat was optimized for lighter air, yet it's still at its best in heavy air, say Haines. The team is experienced, a mix of long-time Disney teammates and younger Kiwi sailors who sailed The Ocean Race. As for boat prep, Haines, a 1984 Olympic gold medalist, says, "We make sure every base is covered. I'm a firm believer that much of the race is won before you cross the starting line."

Pyewacket 70 will be competing in the Gibbs Hill Lighthouse Division, which is open to professional and amateur sailors in any crew, and to boats that may have

***Pyewacket 70* is a powerful, high-speed design with a canting keel originally designed for the Volvo Ocean Race (*Telefonica*), and is shown above en route to winning the 2023 RORC Caribbean 600.**

advanced features such as *Pyewacket's* canting keel. Other big boats in the division are *OC86* (the former *Windquest*), entered by Dawn Riley and Oakcliff Sailing, and two 72-footers—*Aragon*, a 2006 Reichel-Pugh design that finished second in the 2024 Caribbean 600, and *Proteus*, a Judel-Vrolijk design that had a good 2023 season racing in the Med.

Watch out also for Andrew Berdon's Judel-Vrolijk 52 *Summer Storm*, which includes crew from the 2022 Gibbs Hill winner, *Warrior Won*. And if conditions favor smaller boats, watch out for the 40-footers, including Oakcliff Sailing's modified Farr 40s, Steven Levy's J/121 *Eagle*, and *Inception*, a Judel-Vrolijk-designed HH42 entered by NEKA Sailing.

St. David's Lighthouse, Chasing the Holy Grail

Competition in the St. David's Lighthouse Division is always fierce. More than 100 boats vie for the race's iconic St. David's Lighthouse Trophy—a silver keeper trophy for the top boat. This division is unique because it levels the playing field for a range of traditional and modern designs, and it places limits on pro crew. Historically, racer/cruisers compete equally with newer boats, and 2022 was no exception when the podium finishers were designed in 1963 (Cal 40 *Illusion*), 2008 (J/122 *Zig*

***OC86* (formerly *Windquest*) is skippered by Dawn Riley and crewed by sailors from Oakcliff Sailing. The boat finished fifth in class in 2022.**



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Jon Desmond's Mills 41 *Final Final*, winner of the Mackinac Cup in 2023, will compete in the St. David's Lighthouse Division.

son Richard Nye, in 1982, won the race even with the shift from the CCA rating rule to the IOR rule.

Rives Potts worked on *Carina's* underbody modifications at Derecktor's Shipyard in New York and later managed the boat each winter at Brewer's Boatyard, in Connecticut. Impressed by Potts' stewardship, Richard Nye sold *Carina* to Potts on an installment plan when he could no longer race her. Potts, a former America's Cup sailor, says he bought the boat to sail with his sons and recruited former Cup teammates by inviting their sons along. *Carina* has won its class several times since, twice winning the Lighthouse Trophy.

Second in 2022, Andrew Clark's J/122 *Zig Zag*, from Greenwich, Connecticut, says he was honored to be on the podium with legends like Stan and Sally Honey [*Illusion*] and the talented team on *Callisto*. While declining to make predictions about 2024, he described the strengths of his Long Island Sound crew:

"First, preparation and practice; we try to ensure that the boat and the team are as well prepared as possible before the gun goes off. Second, when an opportunity on the racecourse presents itself, be it a shift, a bit of breeze, or an eddy, we push hard to capitalize on it. Finally, we are a team that has been together for several years and all truly enjoy one another on and off the water."

Andrew Weiss has owned of a series of boats named *Christopher Dragon* that are typically in the hunt. His 40-foot Italia 11.98 was new to his team in 2022, but they

Shown starting in 2012, Rives Potts' *Carina*, a custom McCurdy & Rhodes 48, has won four St. David's Lighthouses for Potts and the Nye family.

Zag), and 2016 (Pac 52 *Callisto*).

Two veteran campaigners returning in 2024 after winning their classes in 2022 will be *Carina* and *Hound*, designed in 1969 and 1970, respectively (see page 26 story on Dan Litchfield's *Hound*). *Carina*, an aluminum-built McCurdy & Rhodes 48, is the most successful Bermuda racer in the 50 years since her launch. She has been owned by two families, each of which has won the St. David's Lighthouse twice. Dick Nye, in 1970, and his



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won their class anyway. "We have had experience with the boat now and found she is a really good all-around boat," says Weiss, adding, "We have developed a code sail to fill the gap in our inventory between the A-3 and jib reaching."

"We are also a lot more comfortable with the boat," Weiss says. "We will be back with six out of the eight crew members from the last Bermuda Race."

Desperado is a turbo-charged J/120 entered by NEKA Sailing (North East Keelboat Alliance), whose mission is "to train the next generation of sailors to race at the highest levels in keelboat racing." The boat will again be crewed by Webb Institute students and will race in the St. David's Lighthouse Division after winning its class in Gibbs Hill two years ago.



Peter Gustafsson raced his J/111 *Blur* in the 2023 Bermuda One-Two last year and pulled this shot from his GoPro after the first leg.

Thomas Hickey and Will McKeige lead the program this year. "This will be my third Bermuda with *Desperado*," says Hickey. "I was the navigator last time around and am serving as the skipper this time with Will, who was also onboard in 2022. I've been racing with NEKA since I was a student at Webb, about nine years now. We are still finalizing which Webb students will be onboard but will have a lot of returning crew."

A newer contender is a serious team with a lighthearted name, *Final Final*, a Mark Mills-designed 41-footer skippered by Jon Desmond, of Cohasset, Massachusetts. Desmond has sailed the race twice, doublehanded, and many of his crew have Bermuda Race experience. They have put serious miles on *Final Final*, starting in 2022. They won Section 2 in the 2023 Chicago-Mac Race along with the prestigious Mackinac Cup, and they finished fourth in IRC Zero in the 2024 Caribbean 600.

Matt Wordell, program leader, says, "Our players make the boat go," including Joey Mello for keeping the boat fast and the team focused, Russell Whitworth for attention to detail in the preparation, and Andy Herlihy for knowing how to put the boat in the right place at the right time as navigator. He credits Desmond "for bringing his leadership from the corporate world while still keeping it

The NEKA Sailing team on *Desperado* won its class in 2022 and has several of its Webb Institute crew returning this year.

Peter Gustafsson, NEKA Sailing

LIVE WELL WITH US AT THE WATERFRONT

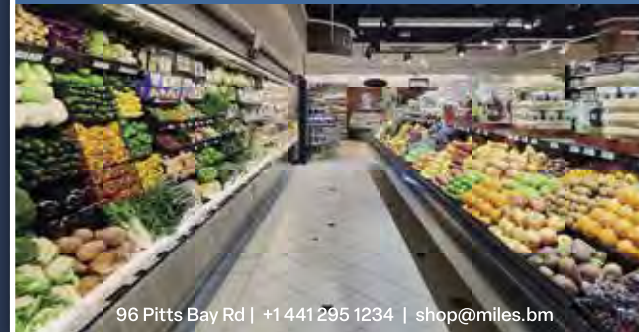
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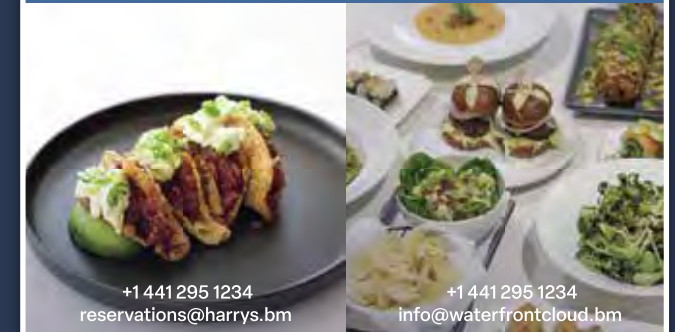
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In the Finisterre Division, the Tartan 37 *Toujours* is “one of the smallest and slowest boats,” says skipper Brian Bush. The boat won its class in 2022.

fun for everyone onboard,” and adds, “Jon is the reason we are all there and why we want to win.”

Another serious program comes from Sweden, Peter Gustafsson’s J/111 *Blur*. He says *Blur* did all the longer races in Northern Europe, then the 2015 Rolex Fastnet Race. “It was a great experience, and our sailing style worked well,” he says. “Even with the J/111, which many would consider a bit too sporty for this type of race, we performed well above our expectations. This kicked off a 10-year bucket list campaign that took us to the Med, where we did several Rolex Middle Sea Races, Rolex Gi-raglia, and the first edition of the Aegean 600.”

Gustafsson brought *Blur* to Newport last year and sailed the Bermuda One-Two, which he says was “a good way of getting out of my comfort zone and learning about the Gulf Stream.” Now fully crewed, *Blur* will combine its long-time Scandinavian crew with J/111 friends from Melbourne, Australia.

“As a team,” says Gustafsson, “we’re best when conditions are tricky. We know our boat extremely well and put much effort into weather routing. Also, we have a very iterative way of decision-making, which works well when weather patterns get complicated. The J/111 is a light wind rocket, so we’d prefer that versus a beam reach in 20-plus knots. But we’re prepared for everything. We’ll

do our best, push hard, and avoid trouble. Hopefully, we can stir things up and challenge some local favorites. But most importantly, have fun and make this another fantastic offshore experience for everyone on board.”

Finisterre Invites a Different Mindset

The Finisterre (Cruising) Division of the Bermuda Race typically attracts 30 or more skippers who don’t want to disable the powered winches, much less bring along a cabin full of spinnakers. While they may not care to compete against the elite, most remain focused on sailing fast and finishing well, just like Carleton Mitchell did on his 38-foot yawl *Finisterre*, which won three straight Bermuda Races in the late ‘50s.

“We define success as staying on the boat, not breaking the boat, giving it our best effort, and having fun!” says Brian Bush, skipper of the Tartan 37, *Toujours*, winner of Class 7 in 2022 by nearly two hours.

Bush explains the appeal of racing in Finisterre, saying, “We’re sailing a 37-year-old Tartan 37—one of the slowest and smallest boats in the fleet. Trying to compete with boats like tweaked-out Cal 40s in the racing [St. David’s Lighthouse] class is not an investment in time or money that we really want to make.”

Giving credit to his crew, “Our navigator, Paul Duffy, is probably the No. 1 reason for our success. No. 2 is a good crew who get along well and all of whom can drive well—this keeps the boat moving optimally as we can rotate fresh drivers.”

“This year,” he adds, “we’d like to win the division.”

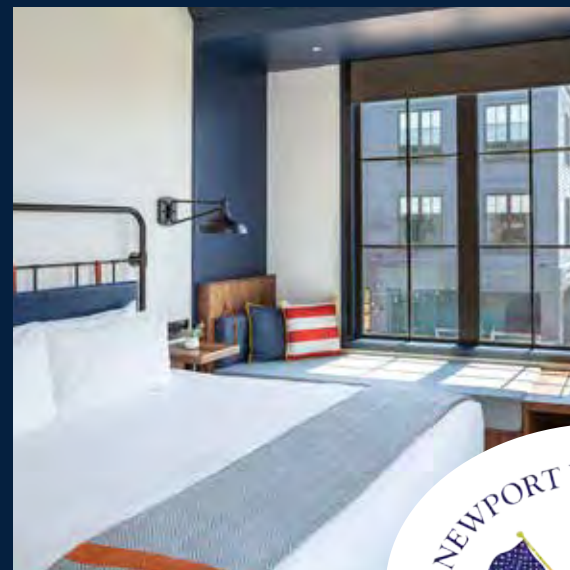
Andrew Burton, owner of the Baltic 47 *Masquerade* says, “My hopes for the race are to have a good time with friends while sailing to Bermuda and not scratching the interior varnish. We expect to do well and we all have a lot of racing and offshore experience, so we are in race mode the whole time, but not at the expense of having fun.”

Burton, a seasoned delivery skipper, sails out of Newport, and prefers racing in Finisterre for both economic and “quality of life” reasons. He says, “My mooring neighbor calls it ‘racing my living room.’ We don’t carry freeze-dried food; I premake a good hearty beef stew (with half a bottle of wine in it), a chili, curried chicken with jasmine rice and naan bread, and my wife Tami gives us one of her wonderful cheesy meaty lasagnas. Nor does my budget extend to acquiring all the sails I’d need for a serious effort. The choice between a new kite and replacing the cushions in the saloon is an easy one for me! We race with full cruising accouterments, including full tanks and a dodger. After the race, my wife and I, with others in our crew, plan to join the CCA cruise around Bermuda.

Masquerade won Class 8 in the 2022 Race by more than four hours.

H.L. DeVore, owner of the J/44 *Frolic*, won his class in the St. David’s Division with an earlier boat and won

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Peter Becker and Adrien Blanc on *Young American* are all smiles after crossing the finish line in 2022 to take third place overall in the Double-Handed Division.

the St. David's Lighthouse Trophy in 2016 as navigator on *Warrior Won*. But he and a friend had long shared a dream of sailing transatlantic, and he says, "One day the light bulb went off: we would race to Bermuda and depart from the warmer latitude for the Azores. How to sail to Bermuda in 'cruising mode?' Easy—enter Finisterre."

DeVore continues, "We'll avoid filling the boat with countless sails and gear to ship back to the U.S., and the racing in *Finisterre* will fit with our expectations—nothing to prove, have fun, participate."

Then he adds, "You know how hard it is to do that as someone who likes to race full-on? It has also become abundantly clear to me that the Finisterre division is wildly competitive. Still, my goal this time is to try to keep our expectations in check."

Double-Handed Racers Are Different, Too

A select group of a dozen skippers have entered the Double-Handed Division, and as in other years, their boats are a mix of cruiser/racers and boats designed for the purpose.

Matt Breuer, aboard his Sabre 42 CB *Dauntless*, explains the different values of racing with a small crew: "The initial reason for getting into shorthanded racing was practicality, to be honest. I suppose mentality had something to do with it as well, but frankly the logistics of fully crewed racing were always cumbersome. The benefits of self-sufficiency are certainly rewarding as well."

After sailing previous races on full-crewed boats, Breuer

has fully adopted the shorthanded approach, winning the first leg in the 2021 Bermuda 1-2 Race and finishing second in his Double-Handed class in the 2022 Bermuda Race. He also enjoys the challenges of what he considers a "navigator's race." He says, "That's a bit of an equalizer for slower boats that pick the right course."

If conditions are fast and favorable, watch out for Brian Gray's Pogo 44 *Humble Pi*, Nathalie Criou's Beneteau Figaro II *Envolee*, and Phil Haydon's Sunfast 3300 *Fearless*. But if there's a favorite in the Division besides Breuer based on past performance, it's Peter Becker in the J/105 *Young American*. Becker finished third overall in 2022 and finished on the podium in the 2021 and 2023 Bermuda One-Two races. A passionate convert to shorthanded racing, Becker helped recruit 19 boats to race back to Newport two years ago

in the inaugural Bermuda Short-Handed Return.

Becker is again sailing with Adrien Blanc, his partner both ways in 2022 and again last year for the double-handed return leg of the Bermuda 1-2. Of the return race, Becker says, "The return course turns out to be tactically more complex than the course to Bermuda, which makes the BSHR extra fun and rewarding."

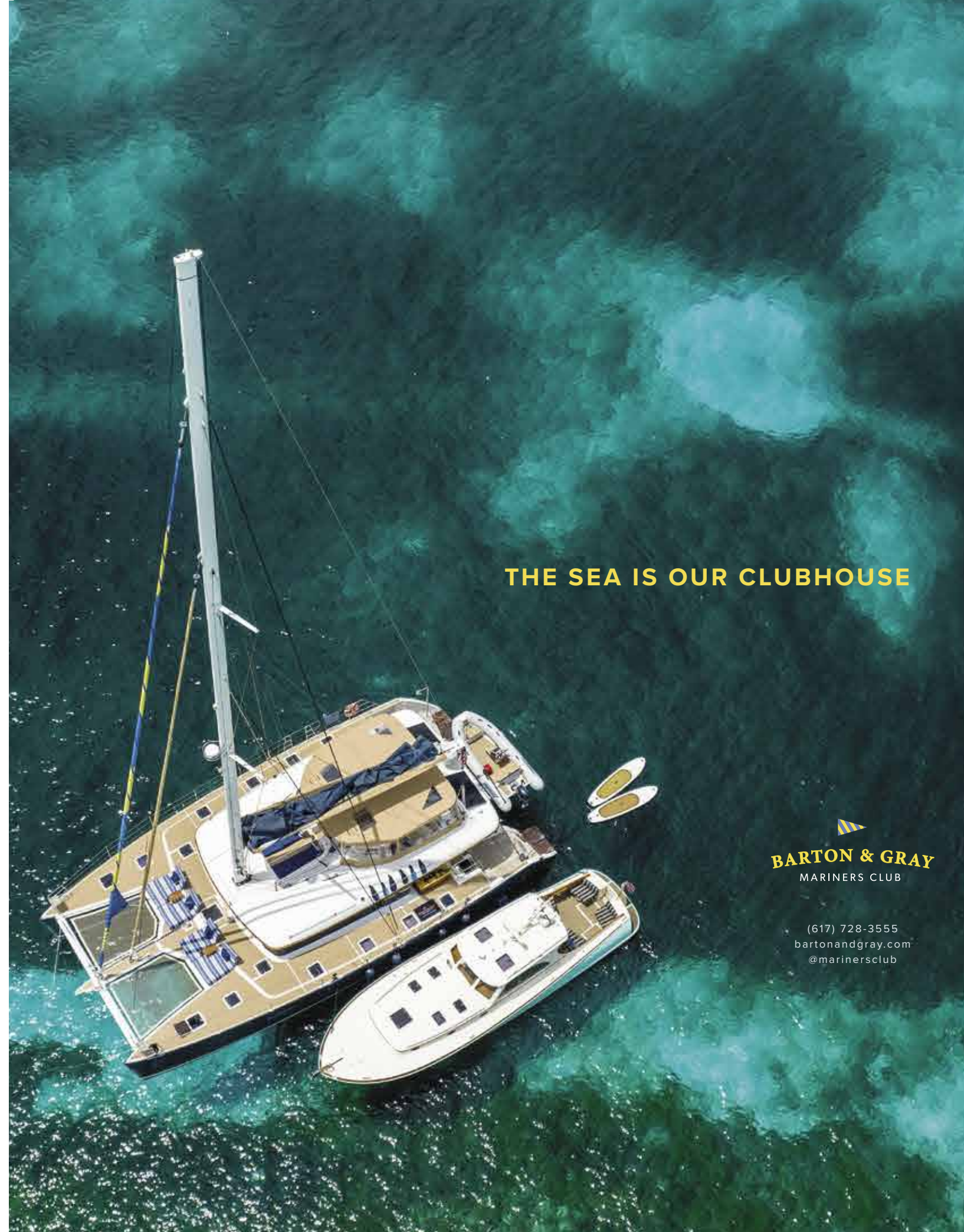
Sighting the Finish Line

Whatever the type of boat or time of day, finding the finish line in the Bermuda Race has a certain mystique. Navigators must avoid the island's many reefs and locate the finish in the darkness to the east of St. David's Lighthouse, which serves as one end of the line. The Bermuda government assists by dropping two temporary buoys to mark the approximate location of the finish, but the actual line bears 111 degrees magnetic from the lighthouse, at the intersection of the lighthouse's green and red sectors.

As each boat passes between the buoys, the navigator sights the lighthouse with a bearing compass or binoculars and records the actual time of finish. Up by the lighthouse, the race committee watchstanders record the time using a bearing compass at their end and confirm the boat's finish time and identity by VHF.

John Burnham is a leadership coach and former editor of Sailing World and Cruising World magazines. He raced to Bermuda in 2012 aboard Dorade.

Chris Burville



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SCORING: WHAT IS "FORECAST – TCF?"

BY JOHN BURNHAM

INSTEAD OF USING HISTORICAL WIND DATA, THE 2024 Bermuda Race will base its corrected-time scoring on a multi-model weather forecast, updated on the morning the race begins.

Imagine, if you will, a 635-mile ocean race in which high pressure drifts across the course, creating a mid-ocean parking lot, and only five or six of the fastest boats slip through and finish quickly. When the slowest boats reach the windless zone, the wind has begun to return, and the entire fleet gets going again together.

Now imagine the same racecourse, and a frontal system comes through at the start. The bulk of the race features high-speed reaching and broad reaching, but the wind begins to fade as the slower boats in the second half of the fleet approach the finish line.

In each of these scenarios, which will sound familiar to competitors in the last two Newport Bermuda races, some boats are likely to benefit and others will be penalized if the time correction factors don't anticipate the variations—the high pressure in 2018 and the decreasing wind in 2022. In 2018, the very fastest boats and many of the

slower boats did best, and in 2022, the faster boats in each fleet did best.

The US Sailing Offshore Office led by Offshore Director Jim Teeters and volunteer Stan Honey (both long-time CCA members) has developed a solution using forecast winds instead of the historical-average winds, and while the approach won't be perfect, it should come much closer to matching the reality of each race.

What is F-TCF and how does it work?

Hours before the race starts, a predicted elapsed time to finish for every boat will be determined using timely weather and current GRIB files and each boat's polar file to determine the optimized route using Expedition software.

Within each division, a **forecast - time correction factor (F-TCF)** will be calculated for each boat as the ratio of the division scratch boat's predicted elapsed time to complete the course, to the predicted elapsed time of that boat.

A high-pressure zone in 2018 delivered beautiful photos and helped smaller boats shine in the results.

Denise Bienvenu photo



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The F-TCF for every boat will be communicated to the fleet on the morning of the race.

The corrected finish time for any boat can be calculated by multiplying the boat's F-TCF by the boat's actual elapsed time (plus any penalties).

A rank order of corrected finish times by class and division will determine the order of finish for each class and division.

Why is F-TCF expected to be fairer?

The previous scoring method, Performance Curve Scoring (PCS), uses a table of possible ratings for 6 to 24 knots wind for each boat based on historical statistical wind directions for the Newport Bermuda course. An imputed average wind speed over the course is determined based on a scratch boat's finish time. In short, the PCS method uses historical wind-speed data and assumes a uniform course for the entire fleet, yet actual conditions vary widely from the historical average, and conditions are never uniform across the fleet.

The F-TCF method is inherently fairer because the actual conditions during the race will be more similar to a forecast generated hours before the race, than to historical average conditions for the course.

Disruptive weather systems that variably affect different parts of the fleet are not accounted for using PCS. This often results in "lucky" weather patterns that favor or disfavor boats in particular performance bands as described above.

Since F-TCF uses the forecast for the racecourse and each boat's expected route and speed as calculated by Expedition, boats predicted to be impacted by a disruption will have a predicted elapsed time and corresponding F-TCF that accounts for this impact.

Another benefit of F-TCF is that a rating for every boat will be determined and communicated in advance, unlike the PCS rating values, which are determined after the race. Every boat will be able to determine how much time it owes or is owed compared to every other boat in its class and division at any time during the race. In addition to competitors, spectators will therefore be able to understand relative corrected positions throughout the race.

According to Teeters, if your forecast calls for a disruptive weather system, such as a very light period, mid-race—the timing of its arrival and departure can be critical and a boat that is, for example, 5% faster may owe another boat 10%... or as much as 15% if that second boat encountered a parking lot. "To allow for that, we don't completely buy into the forecast," he says. "We've softened up our full reliance on a forecast like that by assuming that there is a micro wind system and boats never stop completely but maintain a minimum boatspeed."

US Sailing's Offshore Office will be scoring the 2024 Race as part of a new service to race organizers.

For more on F - TCF see <https://bermudarace.com/overview/faq/>

Bermuda Race Program Dedication: Sally Helme



Our friend Sally Helme departed this world in March after a 25-year career as publisher of *Cruising World* and *Sailing World* magazines during which she consistently supported the Newport Bermuda Race Program. She recently came out of retirement to help manage production of the latest edition.

Sally's accomplishments were numerous and sustained, both in marine publishing and across the sailing industry. Her leadership left an indelible mark on the two magazines and on organizations ranging from Sail America, to US Sailing and the National Sailing Hall of Fame. She created awards programs, found sponsors for *Sailing World's* regatta series, and year after year over three decades produced the annual State of the Sailing Industry Report on boat and charter sales.

Among her many talents, Sally's clear, direct, polite communications, her perseverance under pressure, and unwavering positive attitude taught her team members to respond in kind. For long-time former colleagues like Bill Roche, John Burnham, and Lindsey Turowski, collaborating with her again on this program was a reminder of the way we all work best—focused attention to clearly assigned individual tasks mixed with non-judgmental, cooperative problem solving.

As BROC sponsorship chair Will Passano says, "Working with Sally was fun. She knew her business, was easy to work with, and nothing fazed her."

Sally told Will that the Bermuda program was part of her DNA, and she was enjoying this edition. Working with old and new colleagues, producing a fresh new look, and growing it to be the largest edition ever, Sally was in her element and enjoying every minute.

According to Elaine Lembo, author of the Gulf Stream Society article on page 48, she visited Sally last winter during a hospital stay and found her "propped at the edge of her bed, using her meal-tray table as her desk, running Zoom meetings for the Bermuda program."

Sally was a pioneer in both publishing and sailing communities, but we remember her mainly for her grace, ready laugh, upbeat attitude, and passion for people and sailing.

As we send this last page to the printer, whom Sally selected, we dedicate this program to her, with wholehearted thanks and affection.

Will Passano, Bill Roche, Trixie Wadson, Lindsey Turowski, Stephen Kempe, Jennifer Burland Adams, John Burnham, Kate Somers, Andrew Kallfelz



CREW SNAPSHOTS ENROUTE TO BERMUDA

BY GARY JOBSON



SOON AFTER THE START OF THE NEWPORT BERMUDA

Race, there's that moment when a crew settles into a comforting routine of being at sea. The watch system is set, all the equipment and food are stored and at the ready. Land disappears and, in a few hours, twilight darkens the sky. All the months of boat preparation, safety seminars, crew recruiting, shipping, travel logistics and other hard work is left behind.

The race is underway, and every sailor is focused on sailing efficiently toward the Gulf Stream and then Bermuda. Of course, the universal goal is to win coveted trophies like the St. David's Lighthouse or Gibbs Hill Lighthouse, but the real reward is spending precious time on the water with engaged shipmates.

In this spirit, I've chosen four images of sailors during the 2022 Race as they use wind, currents, and waves to gain an edge on their competitors and make the most of the experience.

Cookie Monster

On this Salona 380, the youthful crew (from left) Meredith Glacken, navigator Sam Sipe, and helmswoman Athena Arnold are in a Zen mood. All three have their safety

harnesses attached to the boat—good policy on this windy afternoon—and their quiet expressions indicate someone may have just made an insightful comment and they are processing the thoughts.

Meredith looks relaxed with her legs crossed and hands folded on her lap as if she was sitting in a café. She told us about the photo a few months after the race: "It's a really great capture of how blue I remember the water being. Wow!" She added, "We were taking Meclizine to ward off seasickness, and we were having crew dreams. Every time we came on watch, we recounted the details of our dreams." Sam has his hand on the binnacle rail, bracing for the next wave. Athena studies the puffs and waves to keep *Cookie Monster* sailing at peak speed.

Meredith says they had an exciting final approach to the finish line: "We found ourselves in a boat-for-boat battle. Fueled by adrenaline, we executed three near-flawless turns with the other boat matching us jibe for jibe. We beat them by a fraction of a second—it was exhilarating."

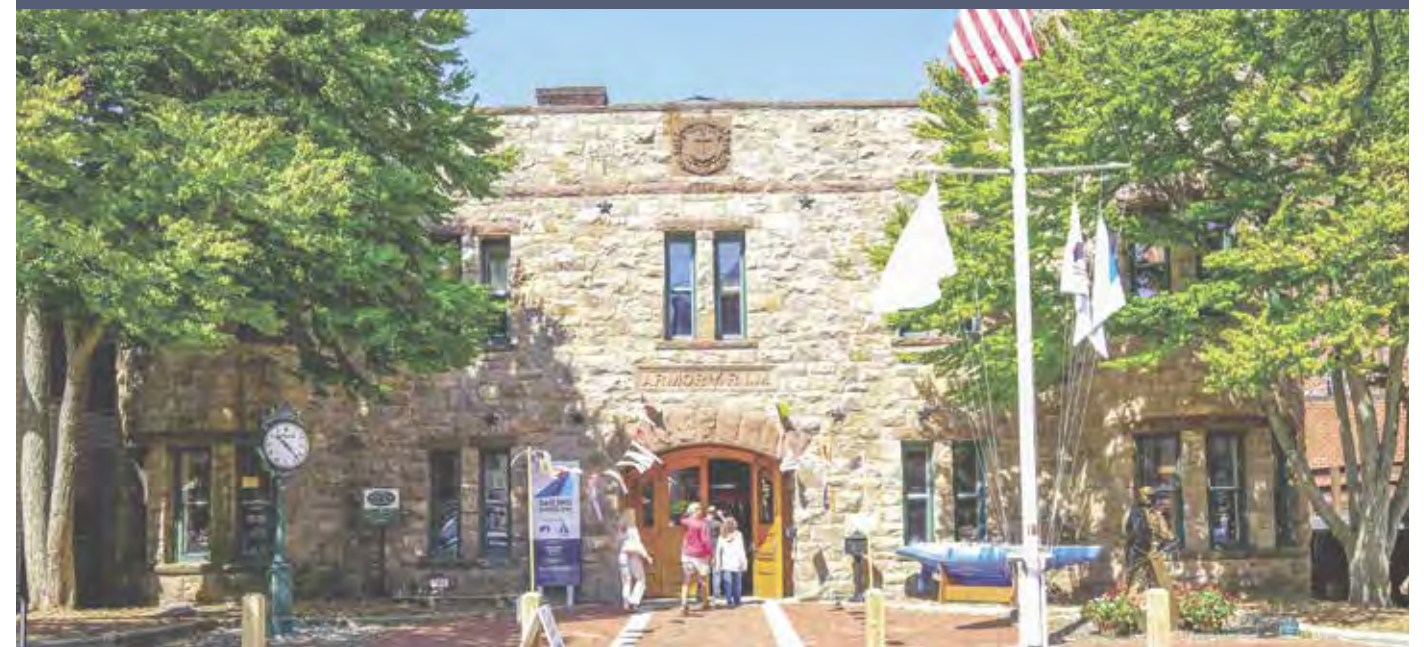
Courtesy Cookie Monster crew, Michael Bartholdt photo



classic newport events 2024

JUNE	
1	International Polo Series Begins
7-8	British Motorcars, Bristol
21	Newport to Bermuda Race Start
21-23	Newport Flower Show
27-30	US Senior Open Golf Championship
28-30	Newport Pride Weekend
JULY	
4	Fourth of July Parade, Bristol
4-21	55th Newport Classical Music Festival
14-21	Hall of Fame Open/Tennis
26-28	65th Newport Folk Festival
AUGUST	
2-4	70th Newport Jazz Festival
SEPTEMBER	
12-15	Newport International Boat Show
15	Porchfest, Bristol
20-22	Newport Mansions Wine + Food Festival
28	Newport Oktoberfest
OCTOBER	
3-7	Audrain Concours + Motor Week
5-6	50th Norman Bird Sanctuary Harvest Fair
10-13	Rogue Island Comedy Festival
19-20	Bowen's Wharf Seafood Festival
NOVEMBER + DECEMBER	
Nov 1-10	Newport Restaurant Week
Nov 23-Jan 1	Holidays at the Newport Mansions
Nov 29	Illuminated Boat Parade
Nov 27-Jan 1	Christmas at Blithewold, Bristol
Dec 1-31	Christmas in Newport

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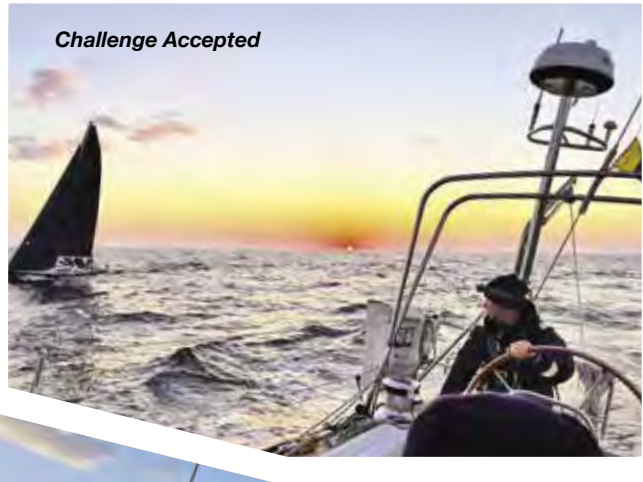
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Shearwater

The wind has abated as the Mason 43 *Shearwater* glides toward Bermuda in light breeze after passing through the Gulf Stream. Crew-member Michael Bartholdt took this picture of Jeffrey Ott, reading on the foredeck—notably, the 2022 100th anniversary edition of the *The Yearbook of The Cruising Club of America*. Sail bags have provided crew with comfortable bedding for centuries.

At this moment the asymmetrical spinnaker is drawing nicely, with a headsail ready to hoist if the wind shifts forward. All the lines are neatly coiled and shipshape. The atmosphere of moving through the water and laying in the shadow of the sail is a happy spot. A rogue wave coming over the side would upset this idyllic scene.

Skipper Daniel Biemesderfer is enthusiastic about the Bermuda Race, “It is the perfect distance,” he says. “I like the idea of being in the Gulf Stream on Father’s Day. The camaraderie of our crew on *Shearwater* is special.”



Challenge Accepted

Just as the sun is about to set *Challenge Accepted* and *Dark Storm* are dueling on their way to Bermuda. A third boat is well in the distance. Helmsman Lloyd Taliaferro on *Challenge Accepted* has a head torch in place for the upcoming night watch.

Crewmember John Searing shot this image at 8:26 pm on June 17, 2022, just as Lloyd was turning around to assess his boat’s speed compared to *Dark Storm*. Sailing alongside another boat sharpens the focus and crew work on both boats.

Owned by Michael Cummings, *Challenge Accepted* is a Jeanneau 53. Cummings says he was inspired to race to Bermuda when a good friend died of lung cancer (he was a non-smoker): “No matter how many treatments or crappy days he had, he always showed his positive attitude. When the storms rolled through, seeing a bowsprit fail, (and) ripping sails, I looked at his picture that we carried down below, and I knew, no matter what, we would not give up.”

Zig Zag

Andrew Clark and his crew aboard the J/122 *Zig Zag* had a great Bermuda Race result, finishing first in Class 13 and second in the St. David’s Lighthouse fleet. Most

Bermuda racers spend a lifetime chasing an impressive result like that. At this moment, Clark steers and Gijs Gunneman trims the sail. Both are watching the sails and studying *Zig Zag*’s performance numbers. Crew mate Carlos Rodriguez captured their practiced intensity nicely.

The wide stance of Andrew’s legs shows that he is braced for the roll of the vessel. Note the light touch of his hands on the wheel. His posture indicates he is a seasoned veteran. Andrew is secure with his safety harness attached to a deck fitting. Gloves help his hands weather a long trick at the helm. Neckgear protects against sunburn. Gijs also has a light grasp on the spinnaker sheet as he alternates trimming and easing in sync with the waves and puffs of wind. The J/122 is a fast boat and is making good mileage. The sun is starting to set, and the scattering of cumulus clouds foretell light winds during the upcoming night.

In a recent interview, Andrew was enthusiastic: “This was my first ocean race. I now understand that there just isn’t anything else like it. I wish there were more races like it—we will be coming back!”

Gary Jobson is a Cruising Club of America member who has sailed the Bermuda Race 11 times.

John Searing, Carlos Rodriguez



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21 Free or Affordable Things to do in Bermuda

While Bermuda boasts a splash of luxury – think specialty shopping, global cuisine, world-class golf and exceptional sailing – the island is also rich in simple, affordable pleasures.

1 // Strike a Pose at the Bermuda Marquee Sign

A picturesque and iconic landmark. The Bermuda sign is positioned along the Hamilton Harbour waterfront. The 40-ft long marquee presents the perfect photo op, with each colourful letter featuring artistic elements highlighting Bermuda's culture, heritage and traditions.

Next to the Visitor Service Centre in the City of Hamilton | FREE

2 // Birdwatch at Spittal Pond

This 59-acre nature reserve is a birdwatcher's paradise. The wide variety of natural habitats makes Spittal Pond a haven for migratory shorebirds, waterfowl and many other species. In January, the sanctuary hosts as many as 500 species of birds.

South Road, Smith's Parish | FREE

3 // Hike up to Fort Scaur for a View of the Great Sound

Bermuda is home to several formidable fortresses including well-preserved Fort Scaur. Hike to the fort, explore the ramparts and soak in a spectacular view of Bermuda's Great Sound. See any invading pirate ships on the horizon?

Somerset Road, Sandys Parish | FREE

4 // Explore the Bermuda Railway Trail

Explore Bermuda via the 18-mile long Railway Trail. Following the path of the train which served the island from 1931 to 1948, the popular path attracts bikers, joggers and walkers.

Island-wide | FREE

5 // Take a Walking Tour Around the City of Hamilton

Join the City of Hamilton's Town Crier on a free tour of the city. Meeting at City Hall every Monday to Friday at 10.30 am, you will be guided around the city's well-known sites as well as the North of Hamilton.

City of Hamilton | FREE

6 // Paint in the Open Air

Capture the island's beauty with a plein air work-shop, which typically meets on weekends at a lovely location (like the one pictured) the group will reveal to you via email ahead of time. See the Bermuda Plein Air Facebook group page.

Island-wide | FREE

8 // Climb to the Top of Gibbs Hill Lighthouse

Climb the 185 steps to the top of the oldest cast iron lighthouse in the world for panoramic views of the island. The Gibbs Hill Lighthouse has been flashing its beam to seafarers since 1846.

Lighthouse Road, St Anne's Rd, Cross Bay | \$2.50 per person, children 5 and under free

7 // Take a Self-Guided Art Tour

The City of Hamilton is lined with colourful street murals done by local artists. See them all – for free! – and snap some amazing photo-tos with a walking tour of Bermuda murals.

City of Hamilton | FREE

9 // Stroll Through the Botanical Gardens

Indulge your senses with a trip to the Bermuda Botanical Gardens, and experience the sweet smells and vibrant colours of roses, frangipani and flowering hibiscus.

Devonshire Parish | FREE

10 // Take in History & Great Views at Fort St. Catherine

Fort St. Catherine dates back to 1614 and towers against a backdrop of beautiful blue ocean. Discover its impressive ramparts, keeps and learn more about its history in the museum which showcases life in Bermuda in the 17th century.

St. Catherine's Point, Town of St. George | \$7 adults; \$5 seniors; \$3 children 6-15; children 5 and under free

11 // Get Lost in the Jungle

Mangroves, blue swimming grottos, caves and trails are all part of the allure of Walsingham Nature Reserve and Blue Hole Park. Known locally as Tom Moore's Jungle, it was named after the Irish poet who found rich inspiration in the area.

Hamilton Parish | FREE

12 // Visit the Unfinished Church

The Unfinished Church looks like something out of a fairytale. The roofless edifice, overgrown with grass in spots, features Gothic arches and a nave open to the sky. Make sure to take your camera for some romantic or family shots that are worth framing!

Government Hill Road, Town of St. George | FREE

13 // Take the Plunge at Admiralty House Park

Thrill-seekers will love Admiralty House Park near Hamilton, where they can (safely) jump from different levels of rocks into the turquoise waters below and come back out through a limestone cave. It's a wonderful way to cool off on a summer day.

8 Admiralty Lane, Pembroke | FREE

14 // Watch the Sunrise at Gates Bay

The first rays of the sun hit Bermuda on the East End, near where the early British settlers arrived onshore in 1609. Stand in their footsteps at Gates Bay and take in a piece of history as you drink your morning coffee.

Cut Road, St. George's | FREE

15 // Explore the African Diaspora Heritage Trail

Walk in the footsteps of legendary Bermudians of African descent who forged great legacies in the face of persecution. From Dockyard to the Town of St. George, see their experiences come to life on a tour of the African Diaspora Heritage Trail.

Island-wide | FREE (transportation required)

16 // Catch the Sunset at Fun Golf

Situated on an acre of oceanfront property, Fun Golf features 18 challenging holes designed after famous holes in USA, Scotland and Bermuda. Special features include the Sunset Terrace, affording incredible views of Bermuda's magnificent sunsets and Caddyshack, their fully licensed bar, great for a casual beverage.

Dockyard | \$15 for adults and \$12 for children 12 years of age and under.

17 // Ride the Seaxpress Around the Island

Spacious double-decker boats with breezy decks zip from place to place on four different routes. See the current ferry schedule.

Island-wide (see schedule for seasonal variations) | Price: \$5

18 // Experience Bermuda by the Bite

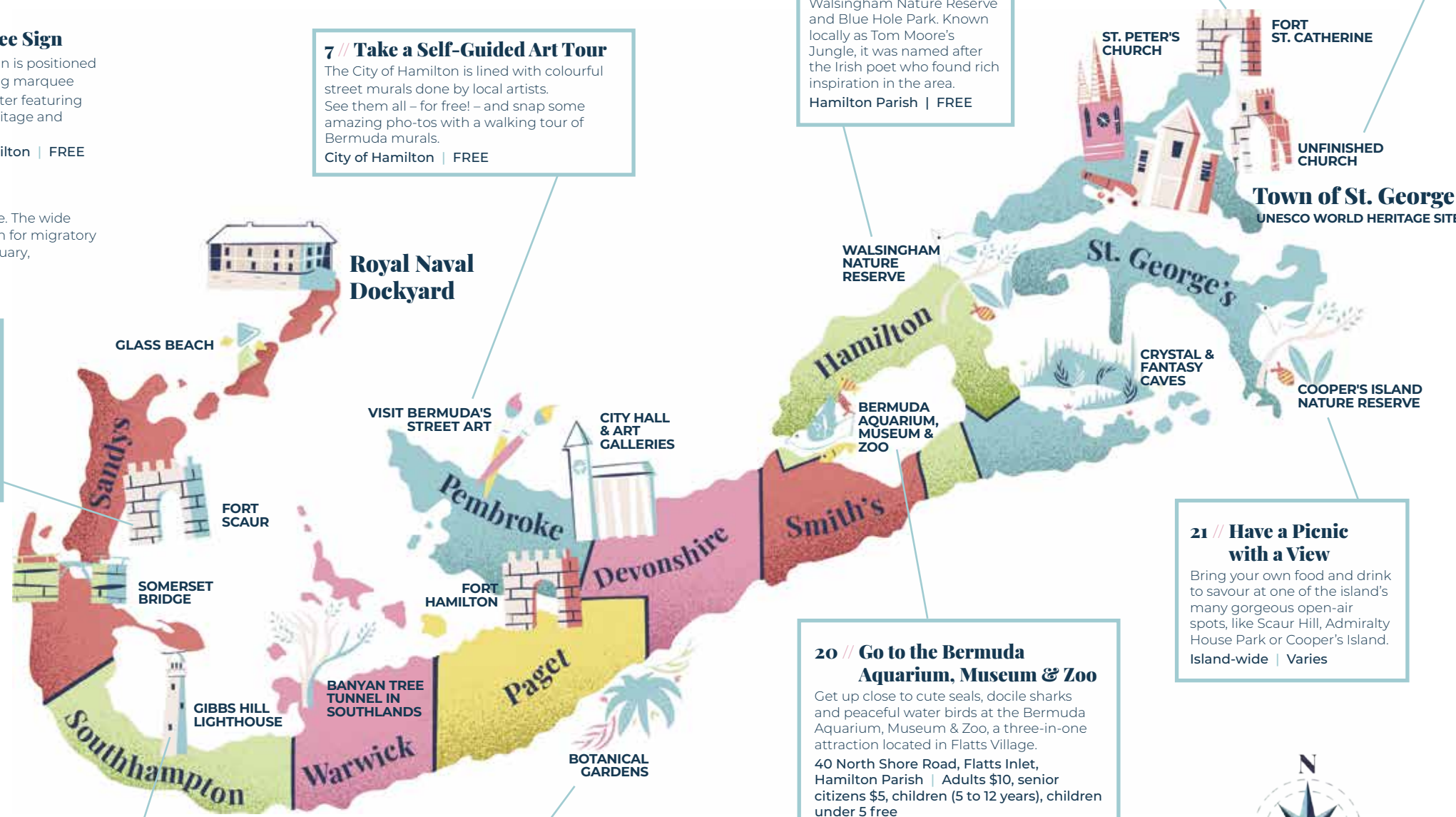
Bermuda's flourishing food scene is full of affordable bites, including the iconic Bermuda fish sandwich. This foodie's guide to Bermuda reveals just some of what's awaiting your tastebuds across the island.

Island-wide | Varies

19 // Get Sweet Treats for the Whole Family

Cool down with Bailey's Ice Cream Parlour, Yo Cherry or Alex & Pete's Artisan Ice Cream, or savour fresh fruit popsicles from Duch Pops. For cool treats plus pastries and more, try Duchess Cafe & Gelateria in the Hamilton Princess.

Island-wide | Varies



20 // Go to the Bermuda Aquarium, Museum & Zoo

Get up close to cute seals, docile sharks and peaceful water birds at the Bermuda Aquarium, Museum & Zoo, a three-in-one attraction located in Flatts Village.

40 North Shore Road, Flatts Inlet, Hamilton Parish | Adults \$10, senior citizens \$5, children (5 to 12 years), children under 5 free

21 // Have a Picnic with a View

Bring your own food and drink to savour at one of the island's many gorgeous open-air spots, like Scaur Hill, Admiralty House Park or Cooper's Island.

Island-wide | Varies

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CRICKET SEASON <i>Ultimate Cup Match</i>											
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SAILING											
KITE SURFING											
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REEF & SHORE FISHING <i>Spearfish – Catch & cook with locals</i>											
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°C/°F AVERAGE DAILY HIGH AIR TEMPERATURE
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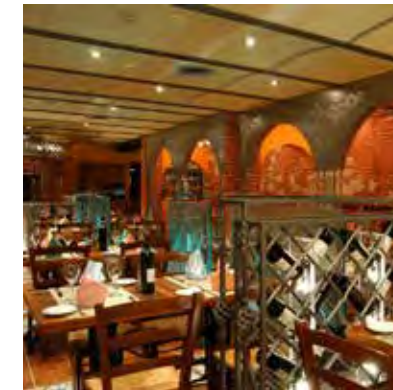
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BERMUDA-BOUND ON HOUND

BY CAROL CRONIN

WHAT'S "NEW" IS USUALLY WHAT'S "COOL" IN YACHT design, but some boats take years to reach their full potential. For the 1970 Aage Nielsen design *Hound* (née *Pleione*), it was 28 years and five attempts before she won her class in the Bermuda Race. More silverware was to follow, proving yet again that with persistence, a well-found boat can be shaped into a Bermuda Race contender.

Hound's reverse transom and long overhangs are eye-catchingly classic, but even for her era she was a heavy 59-footer; almost 54,000 pounds. She was Nielsen's first aluminum design, and the only one of his boats built by Abeking & Rasmussen. Perhaps they suggested an aluminum keel with internal ballast, which of course made the hull much easier to build? Art Santry III blames the original owner—his father.

"Dad wanted the whole boat aluminum, including the keel, and we poured the lead inside. That was a mistake, because the keel was probably three or four inches wider than it should've been and that slowed the boat down." It also placed the ballast higher, reducing righting moment and thus limiting sail area. Add in the extra wetted surface of an underbody that was more cutaway than truly separated keel and rudder, and it's no surprise the boat proved sticky in light air.

A Decade of Tweaks

Pleione barely made her first Bermuda Race in 1970. It was early May when the gleaming hull was offloaded at the Port of New York, already two months behind schedule. Within a few hours, there was yet another delay—while motoring "home" to Marblehead where her mast would be stepped, the engine threw a rod and the captain had to call for a tow.

Somehow they managed to rig and repower in time to get back to Newport and finish sixth of 16 in Class B. It

would be her best finish under Santry ownership, though they must've been very hungry to improve on such a rushed result.

An early season hurricane in 1972 served up what is still considered the toughest race ever. That was 16-year-old Art's very first Bermuda Race, and after two days without an accurate sun sight even navigator Tom Blackaller didn't know exactly where they were as they approached the island's reefs. Art says it didn't occur to him to be

scared—until *Pleione* dropped off a particularly large wave and his father said, "I hope the boat holds together." She did, and though ninth may have been disappointing, both boat and son passed their first stormy test.

To improve light-air performance, four feet was added to the top of the mast in 1973—another mistake, according to Art. "We should've just built a new rig. But we went back to Ted Hood, and he just

sleeved it. Sleeves are so heavy..." *Pleione* broke a headstay and didn't finish the 1974 race.

The next attempt to improve results was far more drastic. In early 1979, Derektor Shipyards chain-sawed off the original underbody and replaced it with a fin keel, an IOR "bustle" (to reduce measured waterline length), and a rudder two and a half feet farther aft. "The boat was completely different!" Art says. But their 1980 Bermuda results didn't improve, and a few years later the boat was sold to Frank and Delphine Eberhart.

Cruising to Two Victories

The new owners renamed her *Hound* and went blue-water cruising with four young kids as far as St. Petersburg, Russia. It wasn't until 1996 that *Hound* raced to Bermuda again. Then in 1998, without updating anything except a few sails, Frank and crew unexpectedly won



After the 1972 start, Art Santry III looks aft at Tom Blackaller, Art Santry Jr., and Dyna.



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Courtesy Art Santry III



Hound's mast grew taller over five decades of Bermuda race starts, shown (left to right) in 1970, 2008, and 2022.

“ By reducing wetted surface and adding sail area, we felt we could be competitive

class honors in a light-air race. Doug Pierini, the boat captain that year, says it was all about momentum. For several days, the wind would die completely and then fill again. “If there was a consistent, 5 to 7 knots, we would have gotten crushed,” he says. “But because it kept going to nothing, newer lightweight boats would stop and just be sitting there—and we’d keep moving forward!” After going by several boats, they passed the rest of their class on a shift near the finish.

When they repeated the feat in the much windier 2002 race, Frank credited UK Sailmakers. After losing their No. 2 jib overboard (along with the bow pulpit), their Tape Drive No. 1 held together in breeze well above its designed limits. The sailmaker later turned the owner’s testimonial into an ad entitled “Strong Sails Get Results.”

The navigation and crew work must also have been pretty good, because the Eberharts sailed seven Bermuda races in a row on *Hound* and only finished out of the top ten twice. For their final appearance in 2010, they posted a fifth.

Third Rudder, Third Win

Ten years later, *Hound* sold to Dan Litchfield who with Captain Tom Stark quickly assembled a team to upgrade the boat in time for the 2022 Bermuda Race. Building a carbon mast that added six more feet of rig height—while weighing less than the old boom—was, as Dan put it,

“such an obvious thing to do; saving well over a thousand pounds, 50 feet up!” Jim Taylor designed updates for both rudder and keel, and they also added a sprit to carry asymmetrical spinnakers.

“We knew what the boat was, right?” project manager Jason Black said. “It’s an old hull form.” But by reducing wetted surface and adding significant sail area, “we felt like we could be competitive.” Especially when Dan, a former dinghy sailor, got a front-row start off Castle Hill.

The race was mostly off the wind—and the newly configured *Hound* loved it. “She’s heavy, but she likes to surf!” the proud owner said after the finish. “You don’t learn that inshore.” Despite being the slowest-rated boat in Class 15 and experiencing “a problem each day,” *Hound* was first in her class to finish—Dan’s first Bermuda Race victory and *Hound*’s third. New may be cool, but such achievements are timeless—as is the incentive of that next Bermuda Race.

The 2024 race will be *Hound*’s 14th Thrash to the Onion Patch and only Dan’s second as an owner. He now appreciates the “epic logistical achievement” involved in making it across the finish line and says he’ll keep the same approach that worked in 2022. “Put together a great group of compatible people, have good food—and get off the [starting] line.”

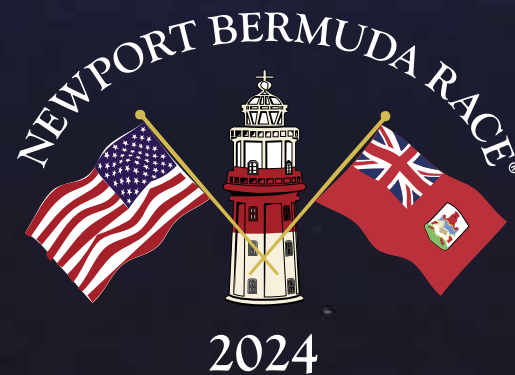
As for *Hound*, now in her second half century, clearly she’s also ready for more.

Carol Cronin—sailing journalist, fiction and non-fiction book author, and elite-level Snipe racer—represented the U.S. in the Athens Olympics in 2004. Watch for her upcoming book about Hound.

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Courtesy Art Santry III, courtesy Delphine Eberhart, Greg Anthony

E-STEWARDS SAIL TOWARDS SUSTAINABILITY

BY CHAN REIS

RACE CAPTAINS IN THE 2022 BERMUDA RACE WERE ADVISED by the Notice of Race to organize their race effort not only in terms of physical and safety preparedness, but also to integrate ocean-health considerations into race planning and provisioning. Organizers subsequently brought focus to this by asking skippers to designate a crew member as “Environmental Steward.”

The E-Steward program evoked a range of reactions from enthusiastic to curious to skeptical as some questioned the necessity or perceived it as an intrusion into established race preparations and procedures. One skipper bluntly questioned the program’s value, underscoring the challenge of integrating environmental stewardship into a sport where traditional practices are deeply ingrained.

Despite these headwinds, 2022 Race Chair Somers Kempe remained steadfast, and approximately 50 E-Stewards were named for 2022. This was a significant step for the Race, raising awareness of best practices before, during and after racing, in keeping with the Sailors for the Sea Clean Regattas program. (The 2022 Race went on to achieve Platinum Clean Regattas certification for the first time.)

The E-Steward program also aligns with one of the six major activities of the newly created Bermuda Race Foundation, namely educating participants in environmental stewardship and seeking ways to make the race sustainable in the future.

Andrew Kallfelz, 2024 Race Chair, has been equally supportive, and we’ve set a goal to double the number of E-Stewards, building on the initial momentum, and enhancing the appeal and perceived importance of the E-steward role among all race participants.

Dave Johnson, of Jamestown, R.I., sailed in 2022 on

Andrew’s Arcona 46 *Safir* and was among the first to step forward and help answer the question: what does an E-steward do? His Guidance for E-Stewards (see the race website sustainability page) helped get the ball rolling.

“Our crew had not considered me as the type of person who necessarily focused on ‘green’ causes or sustainability,” says Dave, whose initial challenges were to demonstrate passion for the topic and then make sure the entire crew supported the strategy.

“I convinced them there were real actions we could all take to make a difference. By race time, everyone was onboard with the plan (literally),” Dave says.

When captains execute the critical task of assembling crew, the NBR entry management system gives them an option to assign a sailor to be the E-Steward, a process that mirrors the way other roles like navigator, watch captain, safety officer and cook are designated.

Karen Harris is sailing in her first Bermuda Race in 2024 aboard Stephen Brownlie’s *J/133, Assarain IV* out of Atlantic Highlands (NJ) Yacht Club. She has taken on the roles of both cook and E-Steward for the 10-person crew.

Sailing has taken her to the turquoise waters of Tahiti, Belize and the Virgin Islands. Closer to home, however, she regularly encounters the harsh realities of marine pollution in western Long Island Sound. “We have all been appalled by garbage slicks,” she says, “and the dangerous debris like the mesh potato bag that ensnared my prop just prior to a race start off City Island, N.Y.”

In addition to reusable lightweight bowls and dedicated utensils for each crew member—a common practice these days—she plans to eliminate all unnecessary packaging before leaving the dock. Managing food waste in offshore racing requires a strategic approach that bal-



Dave Johnson



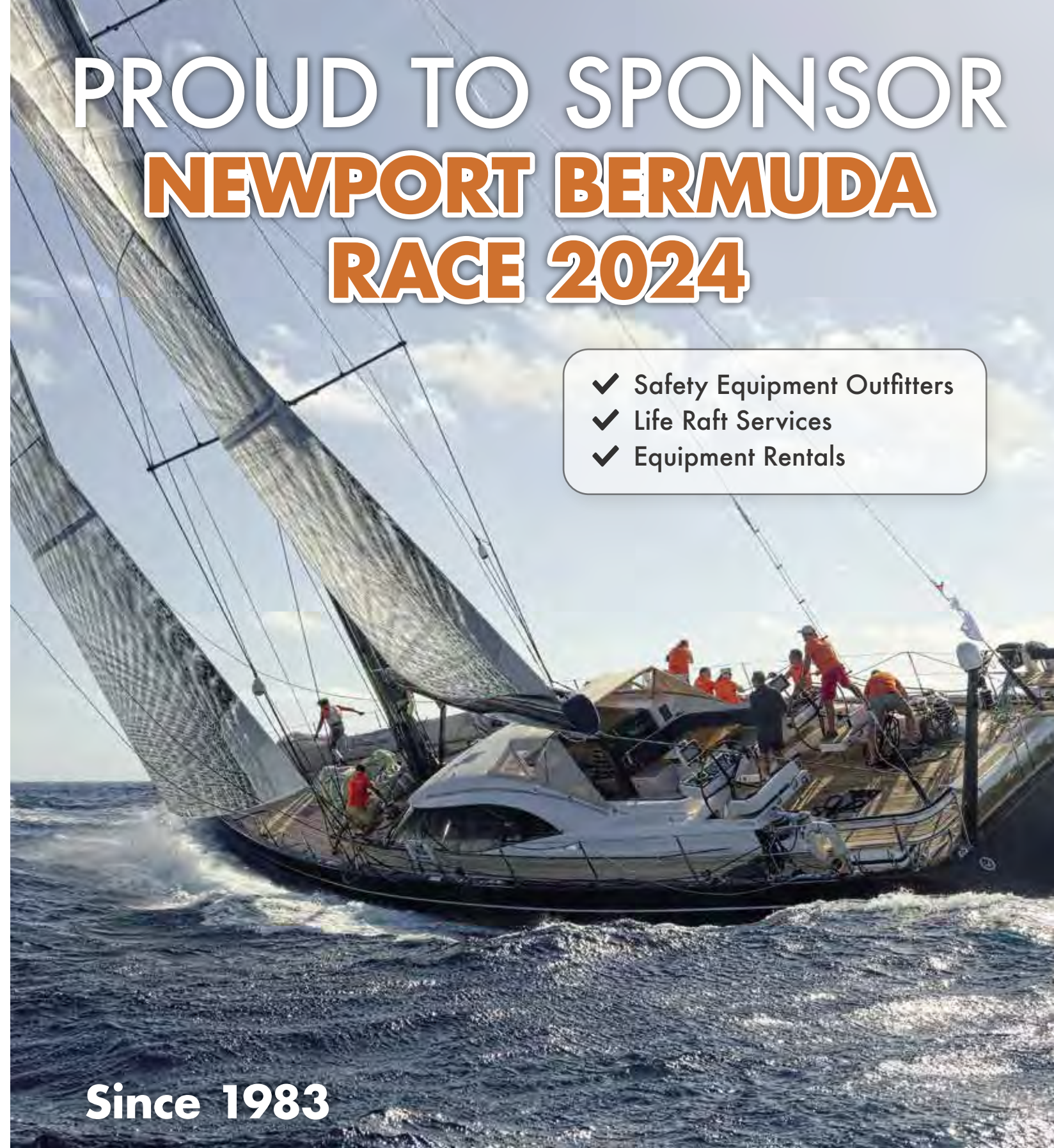
Karen Harris



Tori Gimple



Stephen Fisk



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ances limited space, environmental considerations, and the practical aspects of life at sea. Harris gives a shoutout to Reli Compostable garbage bags.

The five members of the Gimple family will combine their experience this year (11 Bermuda Races in all) sailing their Archambault 40RC *Banter* out of Stonington, Connecticut. Tori and husband Matt have witnessed daughters Lindsay and Megan and son Eric, growing-up racing on youth sailing teams where the focus was heavily on sustainability.

“They were inspiring in the ways they valued the environment and brought good ideas to both the race boat and also at home,” Tori recalls.

Tori signed on as an E-Steward in her first Bermuda Race in 2022 and recalls how their choice of larger-container water bottles was not ideal, as it led to issues securing the bottles and spillage when refilling took place. “In retrospect, had we practiced our ideas during our preparation sails, we would have realized the issues and had time to find a solution.

This led Megan to focus efforts this past summer on experimenting with the Aquabrick stackable water/food containers. “It was a solution that was largely successful and underscores how testing out solutions in advance makes sense” Tori said. “We are thinking of filling them halfway and freezing them in our chest freezer pre-race to augment our cold-water supply as well.”

The family crew also plan to use washable, recyclable aluminum food containers. (Tin and aluminum are among the commodities Bermuda recycles, though ideally racers will return their recyclables onboard to the U.S.)

Sailing the X-35 racer/cruiser *Havoc* out of the Cedar Point Yacht Club in Westport, Connecticut, Stephen Fisk has the unique experience of being a recreational oyster farmer for a decade. He is well aware that what goes into the water ends up in the food chain.

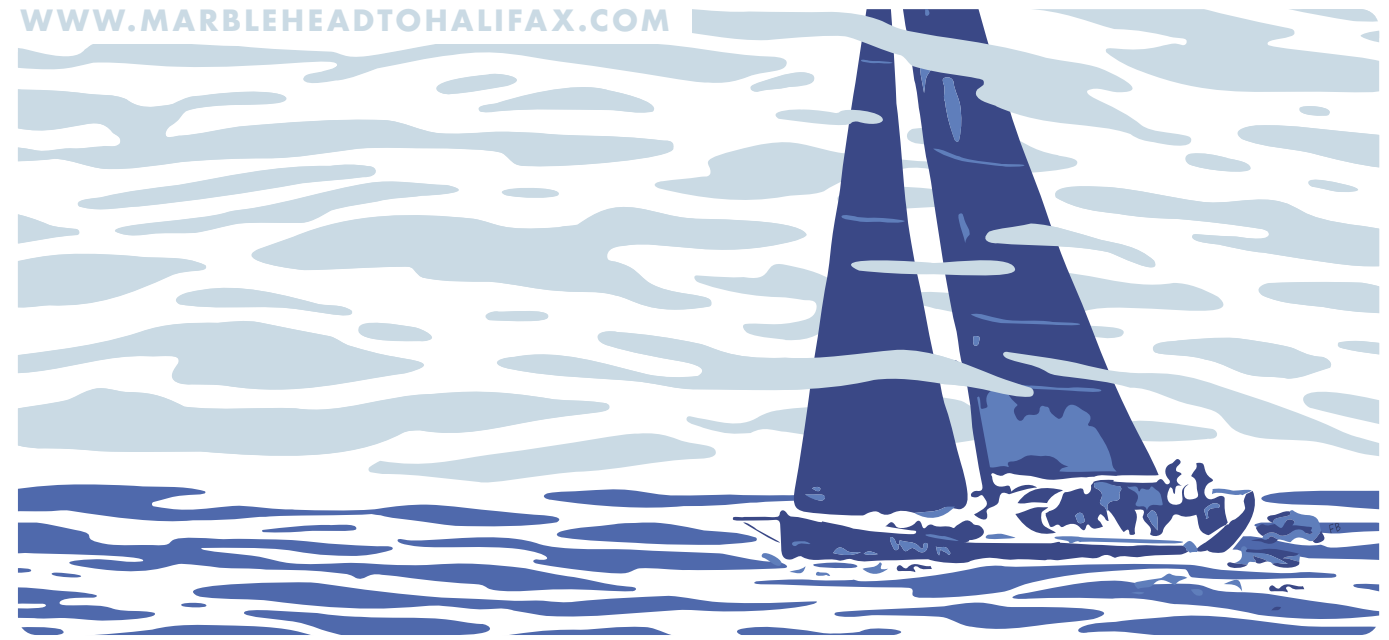
He has sailed 11 Bermuda Races. This will be his first as a skipper/owner, double-handing with Paul Craine. Both are voices for sustainable practices surrounding maintenance, storage, upgrades, and deliveries of vessels. Fisk says, “As sailors, it is our responsibility to be as green as possible so future generations can enjoy the wonders of the aquatic environment we play on.”

Fisk’s pet peeve is the prevalence of Mylar balloons, which he describes as environmental grenades. Often, he detours during his day sailing to retrieve these balloons from the waters of Long Island Sound.

“Hiking has the philosophy of ‘Leave only footprints and take only memories,’” he says. “Sailing should be very similar. How about, ‘Leave only a wake and enjoy the memories.’”

A veteran of nine Bermuda Races, Chan Reis has led the event’s sustainability effort since 2020. See bermudarace.com/race/sustainability for more info and to join the team!

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NAVIGATOR'S VIEW: MANAGING THE DETAILS

BY W. FRANK BOHLEN

EXPERIENCED SKIPPERS AND NAVIGATORS AGREE THAT each Newport Bermuda Race has a character of its own. There are the natural factors active including weather and the Gulf Stream, as well as human factors affecting crew function and selection of the ultimate race strategy. Adding to these the boat type and condition, and the fundamental variability in each factor makes for a rich medley representing the real challenge of the Bermuda Race.

Management of these factors requires early and careful preparation. For the navigator these efforts are directed mainly at the weather and the Gulf Stream and associated communications.

Most boats have a full suite of instrumentation, a high-accuracy satellite navigation GPS, and satellite communication all passing information to an onboard computer and often an optimum routing program such as Expedition.

In combination, this suite has the potential to provide clear indication of the preferred course, sail selection, optimum Stream entry points and the management of warm or cold core rings. The extent to which this is realized, however, still depends on human factors and considering the inherent uncertainties in the weather forecast, Gulf Stream dynamics, and boat performance. Many of these are the same issues faced before the satellite age. Today, however, we're hoping that the variety of information available makes us better able to manage them and assess the risks in assuming they are correct.

In the 2016 Bermuda Race, for example, the weather forecast, which had changed substantially a couple of

days before the Race, called for an intense low to form and cross the rhumb line on Saturday bringing gale to storm force NE winds and large waves in the Gulf Stream. On hearing this, many competitors decided to withdraw, concluding the risk was unacceptably high. Of those of us that did go, plans included the option to retire to a southeast-coast U.S. port in the event extreme conditions developed. Within a day of the start, the forecast low did develop but moved more quickly than forecast across the

rhumb line leaving generally delightful sailing conditions. The difference between forecast and reality were likely the result of interaction between upper level and surface conditions and the effect of the warm Stream waters as the system moved offshore—all factors complicating the modelling.

With the passage of the front, thoughts turned to Gulf Stream entry and the cold core ring to the south. On *Aura* (a Swan 44), we planned to enter west of the rhumb line to take advantage of a meander while avoiding the worst of the cold core ring to the south. Farther east, H.L. DeVore navigating *Warrior Won* (an XP 44), after careful examination using the best broadband connection available, decided to follow a more direct course to Bermuda. His analysis indicated that the potential gain in speed from the Stream did not warrant the extra distance sailed. This decision during the race was helped by his pre-race analyses using Expedition for optimum routing with the effects of the Gulf Stream removed. As it turned out, it was an excellent decision that won the Race while those



Figure 1: OPC Weather Map, 1400 EDT, June 17, 2022

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of us to the west were slowed by stronger adverse currents due to the more westerly drift of the cold ring than expected. Clearly, the winner benefited by preparation and continuing attention to detail making full use of broadband links to the web.

The 2022 Race only reinforced the lessons of 2016 and highlighted a few others. On the day of the start, conditions looked rather benign, partly sunny and mild most of the time with a cold front passage expected later in the day. Southwesterly winds at the start would be followed by a shift to west and northwest after frontal passage. However, this was the “big picture” or synoptic view. Actual conditions for much of the day differed substantially from the forecast.

In a post-race interview, Chris Lewis, navigator of the latest *Warrior Won* (Pac 52) talked about his pre-race

Even with this understanding, however, successful race results are best realized by careful observance of and response to the wind, sea state, and current conditions encountered. “Sail the boat fast” governs. This is sometimes a challenge, particularly for a shorthanded crew. Peter Becker on *Young American* (J105) often points to the attraction of the autopilot when shorthanded because it allows more time on the computer and/or rest and snacks—even though hand steering is superior.

Of course, today the extent to which you achieve optimum boat speeds is assisted by the target boat speeds provided in a U.S. Sailing Performance Package posted for the helmsman and the real-time availability of fleet tracking data (YB Tracking) throughout the Race. Jeff Feehan on *Phantom* (XP 44 sp) considers that in combination with AIS, this is critical information “not

to be missed.” Tracker data (now available without delays) provides continuing indication of relative positions and strategic decisions being made by the competition such as position east or west of the rhumb line and favored tack crossing the Gulf Stream (see Fig.2). In addition, careful monitoring of the

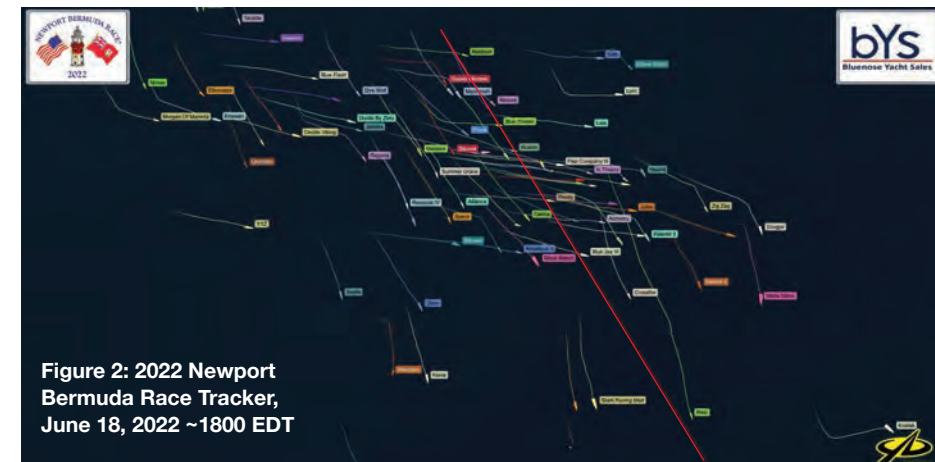


Figure 2: 2022 Newport Bermuda Race Tracker, June 18, 2022 ~1800 EDT

efforts, in particular the scenarios he had developed based on the forecast and his experience with uncertainties. Most of the associated strategy required substantial change due to both the postponement of his class start and the next 18 hours of shifty wind conditions, neither of which were anticipated. The boat’s ultimate win in the Gibbs Hill Lighthouse Division required continuing attention to the conditions as found, skilled sail handling, and an attentive helm. Taking part in the same interview, Stan Honey on the Cal 40 *Illusion* credited his teammates, in particular his wife Sally and Carl Buchan, for similar attention to detail that won them the St. David’s Lighthouse Trophy.

The departure from synoptic (big-picture forecast) conditions might have been better anticipated by closer examination of the surface analysis charts (Fig.1), which showed an indication of a small warm front intersecting the cold front and the presence of a surface trough (the dashed line). Neither figured in the forecast, which was dominated by synoptic features, but both clearly affected smaller areas not resolved at the forecast scale of 25km for the GFS forecast model and even 9 km for the EURO (IFS) model. The presence of thunderstorms only added to the complexity.

tracker data can yield real-time indication of actual wind speed and direction on a much finer scale than synoptic. Reviews of track data also help in post-race analyses showing winning response to changing wind or current conditions and often the value in minimizing tacks or jibes.

While never forgetting the importance of aggressively sailing the boat, the need to have an understanding of the potential variability, or inaccuracy, of key forecast data for success makes clear that the navigator’s work must begin well before the start of the Race. All of the navigators we spoke to typically review archived weather and compile an ensemble of optimum routes using historic winds with and without Gulf Stream currents. All agree that this effort includes studies of Gulf Stream structure and location for several months prior to the start and comparison of actual observations to model results. The effort provides a basis for the development of a suite of scenarios for strategic discussions of “what if.” All agree, “The devil is in the details.”

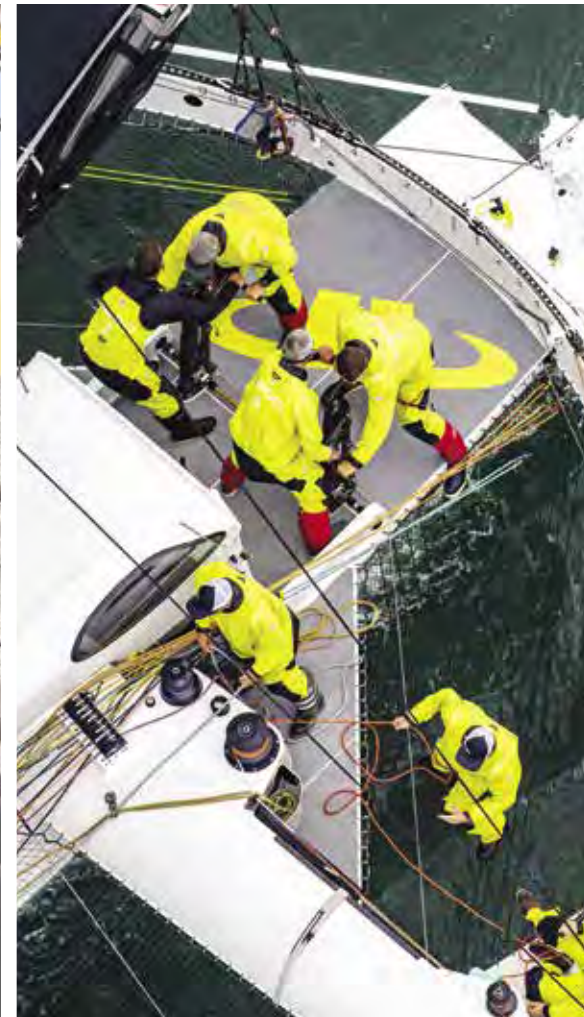
Frank Bohlen has navigated in 21 Bermuda Races and won the George W. Mixer Trophy in 1986.

2022: A STUDY IN COLORS & CONTRASTS

A front with thunderstorms passed over Newport as the 2022 Race got underway. Depending on your class, sailing was closehauled, breezy, rough, foggy, then wet, and much lighter. But fast sailing in following breezes was the rule until near the finish when the winds eased off and Bermuda's sounds, smells, and colors took over.



Late-day sun on a smooth sea aboard *Challenge Accepted*



Argo crew maneuver before a record run.



Jessie Terry steers his boat *Abigail*.



Alliance co-skippers Mary Martin and Eric Irwin.



The J/133 crew on *Matador* approach the St. David's finish in a moderating breeze.



Class 16 starts the race with threatening clouds and slate-gray seas.

Chris Burville, John Seating, 2022 DanielForster/PPL, Spencer Meyer, Mary Martin



The crew of Brian Spears' J/120 *Madison* cross the line and celebrate.

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Mark Richards and the Palm Beach Motor Yachts' team will take the Palm Beach 70 from Newport to Bermuda to enjoy the entire race.

Where there is ocean, chances are there is a sailing race on that ocean that personifies the region, steeped in history and woven deep into the fabric of people and place. For Southern California it's the Transpac. Europeans have the biennial Rolex Fastnet or Cowes Week. The Caribbean season is capped off with Antigua Sailing Week, while all Australian eyes are glued to the fleet off Sydney's Nielsen Point on Boxing Day for the Rolex Sydney Hobart Yacht Race. And of course, in the eastern U.S. it's the biennial Newport Bermuda Race.

These endeavors become a siren's song for the nautically obsessed, captivating the minds of yachtsmen and women, as they seek out the challenge, competition, and the adventure that fuels the human spirit. It is within this framework that Palm Beach Motor Yachts, at the behest of founder and CEO Mark Richards, enthusiastically joins the list of esteemed sponsors for the 98th Newport Bermuda Race.

Yet for Richards and the Palm Beach Motor Yachts' team, sponsorship goes deeper than hanging a few banners around the Newport Shipyard. The Newport, Rhode Island-based Palm Beach Motor Yachts team will not only be on station at the starting line off Ft. Adams, Richards will then push the throttles forward and head out with the fleet to Bermuda on the company's Palm Beach 70.

"Taking the boat to Bermuda wasn't even a discussion," explained Richards. "For myself and our team, we simply love being on the water and to take the PB70 to Bermuda is just the natural thing to do. As a company, we are as passionate about being on the water as our owners and we look for every opportunity to place our boats in the environment they are built and designed for."

This spirit of adventure and tradition is at the core of Palm Beach Motor Yachts and is perhaps best exemplified by Richards himself. The Australian ocean racer holds a

record nine line-honor victories for the 628-nautical-mile Rolex Sydney Hobart Yacht Race, skippering the Super Maxi *Wild Oats XI*. He also has an extensive list of accolades spanning two and half decades skippering the *Wild Oats* team to multiple victories in his extensive Australian offshore ocean-racing career. Other highlights include two America's Cup campaigns and an Admiral's Cup victory.

Although the PB70 has a cruising speed in the high 20-knot range, the team will target a 20-knot cruise to arrive with sufficient reserves. Like all prudent skippers, Richards and team will ensure they have the best possible weather window. However, the PB70 is designed to go to sea even when the weather turns foul.

Richards' experience led him to develop V-Warp® Technology. This game-changing technology is a combination of hull form, exotic construction materials, and the build process itself. Trademarks of the company's V-Warp® Technology hull include a fine entry, a



graceful curvature amidships, and a minimal deadrise at the transom. Each V-Warp® Technology hull is built and infused with a perfect resin to E-Glass unidirectional and multi-axial ratio, resulting in a strong, fast, and efficient hull form. The hull is then fused directly to the carbon fiber structure, bulkheads, deck, and superstructure of the vessel. This all contributes to significantly superior fuel efficiency and class-leading performance.

With noise reduction, weight reduction, class-leading fuel-efficiency and, of course, unparalleled comfort, a 636-mile run to Bermuda is just the type of adventure the Palm Beach 70 was created for. Palm Beach Motor Yachts looks forward to welcoming you aboard at the start in Newport and again at the finish in Bermuda.



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ST. DAVID'S LIGHTHOUSE: FINISH AT DAWN, 2018

BY ANDREW BURTON

"IT'S GETTING LIGHTER, LET'S SHAKE THAT REEF. AND you'd better get the No. 1 ready to go. I bet the breeze will lay down closer to the island."

We were nearing the end of my first Bermuda Race as skipper of my own boat, and I was excited and talking too much instead of peering through the moonless night at the instruments and the telltales and trying to steer fast. In the huge hole in the middle of the race, I'd overridden *Masquerade's* navigator, Sam Howell, and taken us in the wrong direction after leading our class. But it was a beat for the last five miles so maybe we could pass another boat.

I could hear Sam talking to the finish line on the VHF, letting them know we had *Kitchen Shoals* abeam. "Let's go with that No. 1 now," I called. "As soon as you're ready, we'll tack, and you can drop the 2."

"We're looking for Mills Breaker buoy," Sam said after we made the change. "It's a white quick-flashing three, about a mile ahead."

"There it is," called Alex from the foredeck.

"We leave it to starboard," Sam said. "And there's more breeze farther out, so let's tack back to starboard."

"OK, let's turn on the deck-level nav lights and lose the tricolor so other boats can see us better," I said. "Ready about!"

"Can I get a light on my telltales? Who's that to leeward? How're we doing on him?"

Guy, who was trimming the main, said, "Andy, just shut up and drive. We're doing fine." "We're getting close enough to the finish layline that we should tack in case we get lifted near the coast," instructed Sam, standing at the plotter. "Let's hip up on this guy crossing us." "OK. Tacking in five."

"That fixed green is St. David's light; we're looking for a pair of flashing lights marking the line," said Sam to the crew. "The SIs say they may or may not be there, and if they are, they're not necessarily exactly on the

line. Port end of the line is favored and that's where the waypoint on the plotter is. The bearing to St David's is 291 degrees magnetic when we're on the line."

"I see the port end light," Sam called a little later. "We should be on layline in a few minutes. Get ready to tack, everyone. Last one! Casey, shine the light on our numbers."

"Bermuda Race finish line, this is *Masquerade*, USA 52070, about two minutes from finishing."

"*Masquerade*, Bermuda finish; roger, we see you." Two minutes later, Sam called, "That's it, we're finished. You can douse that light. Time is exactly 05:13:23 on the GPS. Let's go a few more lengths to make sure we've crossed all the way. Nice race everyone!"

Dawn was just touching the sky, so we watched carefully for lights of boats still racing. The whole fleet seemed to be finishing together. I bore off to blanket the jib with the main while we dropped the jib.

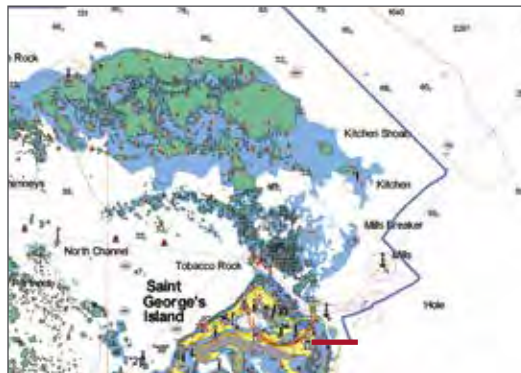
We jibed for the channel toward Hamilton, and BAM!—the boom snapped cleanly in half near the vang. The mortified crew looked back at me. "That boom was perfectly engineered," I said (after my initial, unprintable remark). "It lasted through the race and no more."

Nothing was going to bring me down. I'd sailed between Newport and Bermuda more than 100 times and raced several times as crew, but this was the first time at the helm of my own boat. And sailing with close friends made it that much better. I was on top of the world.

"What about getting some breakfast beers on deck?" I said to Sam.

In the next race (2022), *Masquerade's* skipper went exactly the way Sam wanted to and won class by more than four hours.

A seasoned delivery skipper, Andy is head of the Newport Bermuda Race Qualifications Committee. Masquerade will be back this year with most of the 2018/2022 crew.



Racers work around the coral reefs and finish off St. David's Lighthouse at the northeastern tip of Bermuda.



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BY ELAINE LEMBO

WHY DO THEY KEEP DOING IT?

One guess is that somebody forgot to hit the reset button on the bucket list. The 300-plus sailors who are members of the Gulf Stream Society—whose sole prerequisite is completion of at least five Newport Bermuda races—stay stuck on this 635-mile feat, an event many consider the greatest ocean race of all.

But “stuck” doesn’t do justice to these most fulfilled of repeat offenders.

“I just love this race,” says 77-year-old John Browning. “I love doing it, I love the whole idea of sailing offshore to Bermuda, I love the Gulf Stream. It’s the best ocean race there is.”

With this year’s running, Browning’s streak will reach 28, making him the top finisher aside from the late Jim Mertz, whose record of 30 races—he was 92 years old for his last one in 2004—span the years from 1936 to 2004, hurtling past the event’s hiatus during World War II. Browning’s ride in 2024

is aboard the 54-foot *Baltic Masquerade*, owned by offshore skipper Andrew Burton, a fellow Gulf Stream Society veteran, with the required five in his wake.

Playing pickleball, exercising with the rowing machine, skiing, competing in beer can racing and other short races keeps Browning in shape; more challenging and less clear is to cull through the years and decide which race was the most memorable.

“There’ve been so many and they’re all different—that’s one of the beauties of this race,” he says. “The nicest race might just have been the last one, the 2022 race. It was a run the whole way, which is most unusual; the ‘74 race was nice because we had a nice southwest the whole way and never tacked. It was the ‘78 race where we had a wonderful run, full moon, full spinnaker. There are also

ugly races, like the ‘76 race that took us until Friday—a week on a 39-foot boat, and I was the cook.”

One thing’s certain. “I don’t do this race just to beat Jim Mertz’s record,” he says. “If I do, great; if I don’t, so be it. I knew Jim, we used to stay at his house during Larchmont Race Week many years ago. I’m flattered to have one of the two 25-year pins the Society gives out.”

Not far behind Browning and his friend Richard du Moulin (at 26, going for 27) is John Winder Jr., who’s done 23. Newport Bermuda remains significant to him because his parents, Frank and Mary Winder, did 10 races together, three of them in the 1960s aboard *Ara-bella*, their Phil Rhodes-designed 46-foot ketch. John and siblings joined them for seven races starting in 1970 aboard the 48-foot *Katrinka*, a Bill Tripp-designed cruiser/racer.

“That was a family affair, with all the kids aboard as well as several other good friends,” he says. “I was the youngest

member of the crew at 18.”

Onboard family experiences ranged from serious to hilarious. “In one of the races, my oldest brother had a tray of Sara Lee brownies on deck after dinner, and the spinnaker and brownies were bagged down the hatch,” he says. “The next time the spinnaker was set, the brownies showed up on the sail, all over the place.”

After the *Katrinka* era ended, Winder continued racing, shifting his focus to training the next generation. Among his roles was 1996 watch captain aboard the David Pedrick-designed *Nirvana* with six American and six Bermudian youth. In 2014, he coached aboard *Temptress*, a Taylor 41 with cadets from the Massachusetts Maritime Academy. In 2018, Winder was senior coach aboard the Swan 48 *Dreamcatcher* for the MudRatz youth sailing



Above, in blue shirt, Gulf Stream Society veteran of 27 races John Browning toasts another finish with *Sailing World’s* editor, Dave Reed. At right, John Winder has 23 races to his credit.



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Left to right: It's a family crew aboard *Selkie* with Sheila McCurdy (skipper and navigator), her husband David Brown, and nephew Morgan McCurdy.

program in Stonington, Connecticut.

Winder is a member of the Cruising Club of America, as are many of the highest ranking in the Gulf Stream Society. "I just do it because I love it and the preparation is a rite of passage every two years," he says. "It's a way of life."

Another contender whose entire family is deeply entrenched in the race and the sport overall is John Storck Jr., who will sail his 21st race in 2024 aboard *Blitzen*, a J/130 he bought in 2021 after 50 years of owning and competing onboard *Jonrob*, an Ericson 39. Named "sailing family of the year" in 2010 by *Sailing Scuttlebutt*, the winning credentials of Storck and wife Colette's four children range from the collegiate All-America team and Melges 15 Nationals to the U.S. Olympic and Youth America's Cup teams.

Doing the race "is a nice family adventure," Storck says. "Winning often results from careful preparation, attention to details, and situational awareness, good skills for life in general. I am blessed with a family who shares in these values. When I'm aboard, I always navigate and enjoy the challenge. I have seen the race go from sextant and RDF to where we are now with Expedition navigation software."

Like any other event steeped in tradition, Newport Bermuda is also about breaking new ground.

Sheila McCurdy's first of 18 races took place aboard a 47-foot McCurdy & Rhodes ketch owned by Bill Rothschild, a friend of her father, James McCurdy, who completed 20 races. "It was 1976 and I had sailed transatlantic three times and raced a Fastnet Race, but 22-year-old women were not supposed to be interested in offshore

sailing or qualified to be deck crew, so getting on boats was hard," she recalls. "It was an exceptionally slow race. We finished Friday afternoon, and the meals were getting interesting as supplies dwindled."

Sheila and her father raced on different boats to Bermuda until he built the 38-foot *Selkie* in 1986; she navigated for him with her two brothers as crew until 1992, when her father retired from racing and asked her to skipper the boat.

That set the stage for what Sheila says is her most memorable race, in 1994.

"I was skippering my second race with my brothers and my fiancé on the crew of seven—that was memorable enough," she says. "The Cruising Club of America had admitted women members for the first time a few weeks before the race; I was among the first three. The course conditions favored the smaller boats, which carried breeze most of the way to Bermuda, while big boats got out ahead and suffered in light air.

"It was before boat tracking, so we did not know where anyone was. There was a big calm about 60 miles from the finish that we wiggled out of and then found ourselves finishing with much bigger boats. We corrected to second in class and second overall. The boat that beat us was skippered by the commodore of the CCA, and I

was credited with being a proper new member. Our finish left my father speechless, having finished better than he ever had. The bitter-sweet coda is that Dad died suddenly about six weeks later."

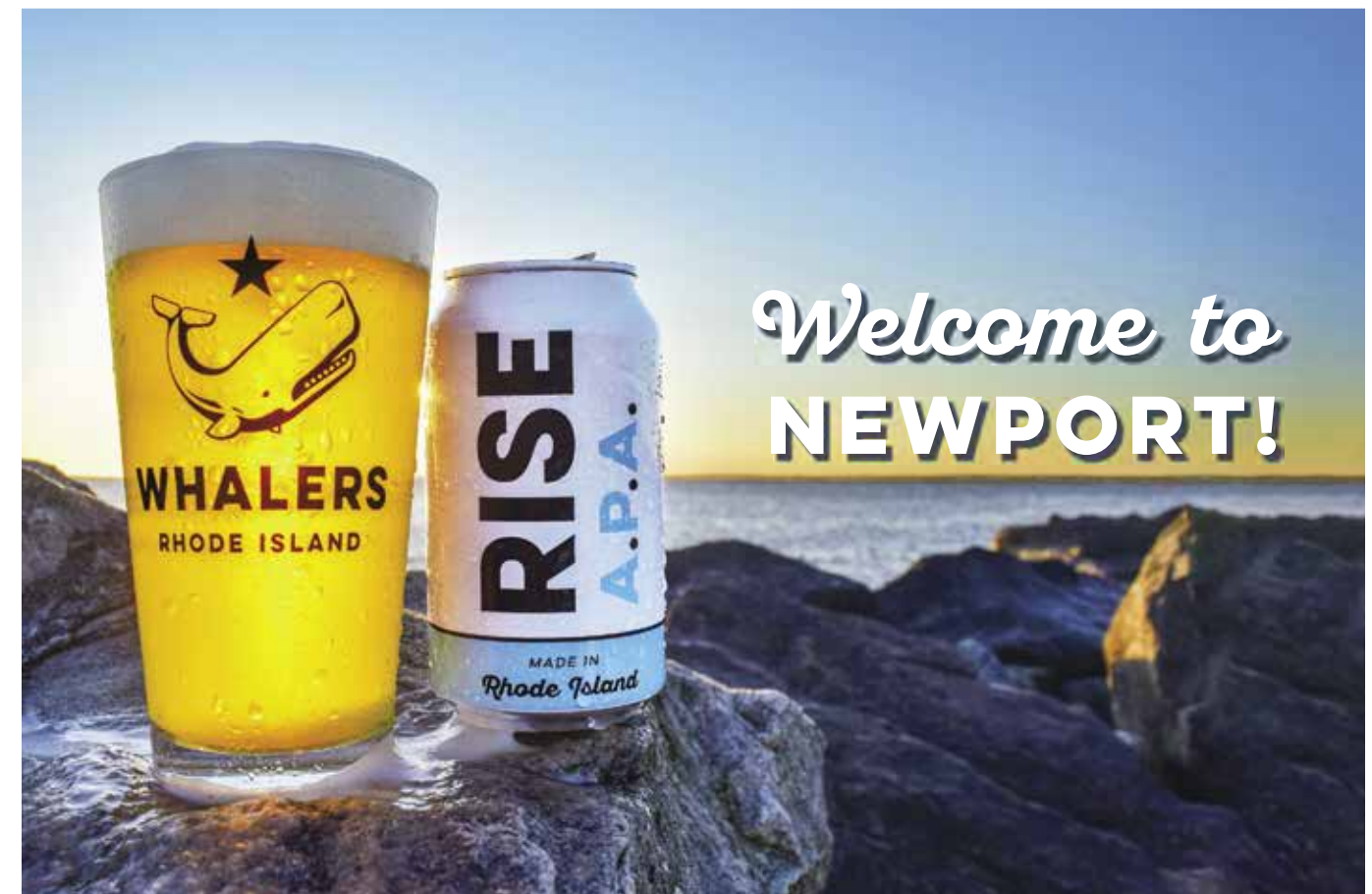
Despite the personal tragedy, the enduring qualities that keep Sheila returning to the starting line, as she will in 2024 aboard *Selkie*, include many factors, natural and man-made.

"Each race is different: weather, sea conditions, wind, current, competition, and crew interactions," she says. "It's like using the same musical notes with different instruments to create very different riffs each time out. Sometimes it works better than others. Bermuda is an all-time great destination, and after many years, the gathering of sailors at the RBYC feels like a reunion of friends. Then I get to sail home with cruising friends and introduce some new young sailors to the offshore world. What is not to like?"

In her long career as a sailing journalist, Elaine Lembo has crossed the Gulf Stream enough times to know what it delivers. She is currently the chief editor of Caribbean Compass



After the 2018 Race: (l to r) John Storck III, John Storck Jr., Colette Storck, Erik Storck, Ian Storck



Annie Becker, John Storck Jr.



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JIM MERTZ, 30 RACES IN HIS WAKE

A lifetime devotion to the sea secured Jim Mertz a place in Bermuda Race history, but there were other reasons the former U.S. Navy officer and longtime American Yacht Club member racked up his prodigious record of 30 races.

Allegra Mertz Torrey, Mertz's daughter, says, "He loved to race, also did transatlantics, and he was on the winning boat in 1950—*Argyll*, a 47-foot S&S yawl owned by William T. Moore, owner of Moore-McCormack shipping lines.



Jim Mertz

That was the most memorable—it was the overall winner. In those days they didn't have divisions. He was the watch captain."

At age 25, Mertz sailed his first Bermuda Race, aboard *Jane Dore*, an 81-foot William Hand schooner owned by Hobart Ford. That was 1936. His last race, at 92, was in 2004 aboard *Allegra*, his 42-foot Beneteau,

aboard which he completed six races. Along the way, he also sailed seven Marion Bermuda Races. Mertz died in January 2006.

"My father was quiet and understated," Allegra says. "He was a mild-mannered man of character and kindness. He would never draw attention to himself."

She adds, "My father made it possible for a lot of people to race to Bermuda for their first time. He was a fabulous seaman and captain and shipmate. That was a very good thing because those opportunities are few and far between."

Records are meant to be broken, and a close heat exists between racing sailors and Mertz family friends John Browning and Richard du Moulin. This year's race is Browning's 28th and du Moulin's 27th. "I like to stay one race up on Rich," Browning teases.

None of this comes as a surprise to Allegra, as Browning, du Moulin and she hail from the same neck of the woods, Cow Neck Peninsula on Long Island. "We'd known all along it would be one of those two," Allegra says. "For a while they were tied. We've all talked about the record over the years—even Jim talked about. We're happy that they're doing it. It's a very happy, positive thing."

Courtesy Allegra Mertz Torrey

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Top row: The fleet dresses ship for Bermuda's Governor. 2nd row: Prize-Giving high fives, Castle Hill spectating, a Dark 'n' Stormy round on arrival; 3rd row: St. David's Lighthouse Trophy, dressed for the awards; Goslings party at RBYC; 4th row: race gear from sponsors, *White Rhino* at the finish line.

THE RACE IS JUST ONE PART OF THE FUN

BY GARY JOBSON

THE FOCUS IN THE LEAD-UP TO THE BIENNIAL NEWPORT

Bermuda Race is to sail to a distant island paradise. Along the 636-mile racecourse, sailors will cross the swift-moving Gulf Stream, notorious for vicious waves and capricious currents, not to mention current meanders that make or break one's race. Coping with fog, thunder squalls, currents, and waves offer sailors a common bond, which makes arrival in Bermuda a fulfilling experience. But the race itself is only one part of the experience. The Newport Bermuda Race is also an epic social event.

Sailors in the pool

At least 30% of the crew are required to complete a hands-on safety training course, yet all are encouraged. A course certificate is valid for five years. Numerous are held in the spring by the Cruising Club of America and other organizations across the United States; these World Sailing-sanctioned safety-at-sea courses teach sailors about man overboard procedures, fire safety, emergency communications, weather, first-aid, proper clothing, navigation protocols, and much more. Sailors take it seriously, and the seminars bond a crew, perhaps never more so than when jumping in the pool to inflate their life jackets and experience the challenge of boarding a life raft together.

Newport restaurant scene

On the night before the start of the race, Newport is jammed with nearly 2000 sailors, all of them assembling as full crews for their final shoreside dinner. One last night eating from a plate instead of a bowl and enjoying cocktails (or mocktails in the case of many sailors). Conversations always focus on the weather. Will it be windy race like 1972 or 2012, or a light-air drifter like 2006? As for the Stream, crews will listen to advice from all quarters on the location of meanders.

Dockside scene

The next morning is filled with scenes of loading sails and provisions, late crew running down the dock, a last-minute shopping trip to buy a pair of boots, and the all-important crew meeting about the strategic plan and safety protocols. After a final crew picture, lines are cast off, and the boat joins an armada of racers and spectator boats for the start in the East Passage of Narragansett Bay.



Champagne delivery at the finish

Upon arrival off St. David's Lighthouse, a welcome vessel meets the first boat to finish with champagne, delivered by the commodores of the co-sponsoring clubs, the Cruising Club of America and the Royal Bermuda Yacht Club

(RBYC). Every other boat typically arrives at the RBYC docks to a tray of Dark 'n' Stormy cocktails.

Governor's visit to the docks

Most of the boats find a berth at the RBYC, and after a couple days to unwind with beach, restaurant and retail therapy in Bermuda, the fleet dresses ship together for a visit by the Governor.

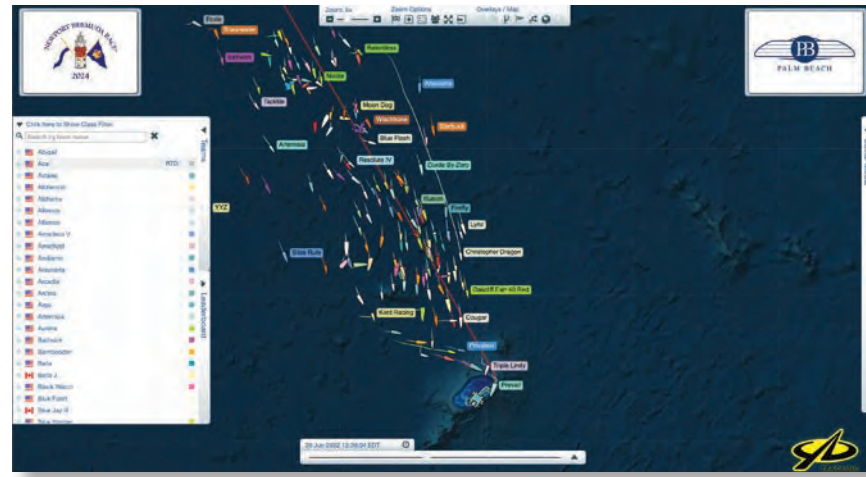
The Prize-Giving Ceremony

On Saturday afternoon, the final act of the Bermuda Race is the formal Prize-Giving ceremony, at which Bermuda's Governor Rena Lalgie assists in presenting nearly 100 awards. The décor of the ceremony is elegant, and every yacht receives a bronze plaque for display aboard an owner's boat. Women don pastel dresses and men wear blazers, shorts, and Bermuda knee socks. It's a festive affair with speeches by Bermuda dignitaries and a fitting close to one of the world's most enduring and important, offshore races.

Trixie Wadson/PPL, Barry Pickett/PPL, Talbot Wilson/PPL, Chris Bunville

Trixie Wadson/PPL

9 WAYS TO FOLLOW THE RACE



The 53rd Newport Bermuda Race will be easy to follow in real time. Palm Beach Yachts is the 2024 official tracker sponsor.



bermudarace.com

1. Before the race starts on Friday, June 21, 2024, keep up to date on race news by visiting BermudaRace.com and signing up for the **Newport Bermuda Race Newsletter**. You can also follow the race's Instagram or Facebook accounts @bermudarace or #bermudarace

2. Walk the docks in Newport and check out the fleet, gearing up for the race at local shipyards and marina. You can also ride a launch from downtown at Sayer's Wharf across the harbor to visit the Race HQ at Sail Newport in Fort Adams. Check out DiscoverNewport.org for more.

3. Watch the June 21 start from Fort Adams State Park with a great closeup view and no charge for admission. New for 2024, the sequential starts will be located immediately on the west side of the Fort, starting at 2pm. We'll be broadcasting the **Starting Line Live Show** with expert commentary and an outdoor screen for aerial views. Doors will open at noon, and there will be food trucks, a Regatta Bar featuring Goslings Rum and Whalers Beer, music from the Navy Band, shopping for Race Gear, and special tents from our sponsors — including a visit from the following week's Newport PGA Championship Trophy! Parking is FREE, or launches leave every half hour from Sayer's Wharf in Newport.

4. Watch the start from Castle Hill or other vantage points such as the lawn at Eisenhower House (also in Ft. Adams) or Fort Wetherill State Park in Jamestown. You

can still listen to the **Starting Line Live Show** by tuning into bermudarace.com on your phone.

5. If watching the start on the water, please follow all directions from our course marshals. Traffic will be limited to the west and north sides of the starting line. Tune into the Starting Line Live Show from your boat as well.

6. Enjoy the Starting Line Live Show from home, too, beginning at 1:45pm on YouTube and bermudarace.com. Tune in for professional commentary from Ken Read, President of North Sails and current Monohull Record Holder in the Bermuda Race, and Jesse Fielding, US Naval Academy Offshore Sailing Coach and American offshore sailor.

7. Watch the official Race Tracker brought to you by Palm Beach Yachts throughout the race. Thanks to the new F-TCF scoring used, the tracker will show corrected-time positions of every boat competing. Racers will be following the tracker, too and know where they stand, who they have to beat, and how hard to push!

8. Keep tabs on the News and Gallery sections of our website and especially our social media where we'll share directly from our competitors as they sail the Thrash to the Onion Patch.

9. Watch the Prize-Giving live in Bermuda on Saturday, June 29, via bermudarace.com.

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