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Cover: "Following Sea" | Watercolor | Willard Bond Fellow, American Society of Marine Artists | 2010

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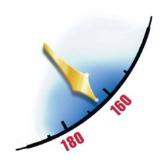
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2019 MARION BERMUDA RACE

EVENT SCHEDULE

ERLY YACHT CLUB

SUNDAY, JUNE 9

On-site Registration by appointment – contact race@marionbermuda.com 1100 - 1400Brunch

MONDAY, JUNE 10

On-site Registration by appointment contact race@marionbermuda.com

1130 - 1500Porch Lunch

TUESDAY, JUNE 11

1200 - 1800Duty Desk 0900 - 1800On-site Registration 1200 - 1800Regatta Store Porch Lunch 1130 - 15001800 - 2000Dinner

WEDNESDAY JUNE 12

0900 - 1800Duty Desk 0900 - 1800On-site Registration Regatta Store 0900 - 1730Porch Lunch 1130 - 1500Bermuda Welcome Dinner 1800

THURSDAY, JUNE 13

0900 - 2000Duty Desk On-site Registration 0900 - 14000900 - 2000Regatta Store 1630 - 1800Captains' Mtg & Weather Brief 1130 - 1500Porch Lunch Goslings Captain-1800 Crew Dinner

FRIDAY, JUNE 14

0700 - 1200Duty Desk 0800 - 1200Regatta Store Start: First Signal 1200 1130 - 1500Porch Lunch

YAL HAMILTON AMATEUR **DINGY CLUB**

SUNDAY, JUNE 16

1145 - 1430Sunday Lunch

MONDAY, JUNE 17

Follow race progress from the Lower Lounge 1145 - 1430Lunch 1300 - 1800Duty Desk Subject to arrival of boats 1800 - 2130Bar Menu

TUESDAY, JUNE 18

0800 - 2200Duty Desk Breakfast 0800 - 1000Bermuda Customs 0800 - 2000Marion/RHADC Store 1000 - 2000Lunch 1145 - 1430Grill Bar 1430 - 17001600 - 1700Afternoon Tea 1800 - 2130Dinner

WEDNESDAY, JUNE 19

0800 - 1000	Breakfast
0800 - 2200	Duty Desk
0800 - 2000	Bermuda Customs
1000 - 2000	Marion/RHADC Store
1145 - 1430	Lunch
1430 - 1700	Grill Bar
1800 – 2130	Dinner & Live Entertainment

THURSDAY, JUNE 20

Duty Desk
Breakfast
Bermuda Customs
Marion/RHADC Store
Bermuda Weather Service Briefing
Lunch
Grill Bar
BBQ Dinner at the Boat House on the Marina
Cannon and lowering of Colours

FRIDAY, JUNE 21

0800 - 1000	Breakfast
0800 - 2200	Duty Desk
0800 - 1200	Bermuda Customs
1000 - 2000	Marion/RHADC Store
1145 - 1430	Lunch
1430 - 1700	Grill Bar
1800 – 2130	Dinner & Live Entertainment
Sunset	Cannon and lowering of Colours

SATURDAY, JUNE 22

0800 - 1000	Breakfast
0800 - 2000	Duty Desk
0900 - 1500	Bermuda Customs
1000 - 1800	Marion/RHADC Store
1145 - 1500	Lunch
1800 – 2000	Prize Giving at the Boat House on the Marina
2000 - 0100	Gala Dinner & Dancing
Sunset	Cannon and lowering of Colours

SUNDAY, JUNE 23

0800 - 1030	Breakfast
0800 - 1300	Duty Desk
0900 - 1200	Bermuda Customs
11/5 1500	Lunch

Please check with Duty Desk for late schedule changes

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A Voyage of Discovery

LETTER FROM THE EDITOR

s I write this, it's nearly February, and the 22nd Marion-to-Bermuda Race Book is in its final stages of design - making it seem that despite the winter winds, and the ice on the shores of Buzzards Bay, summer and sailing can't be that far off. I can't help but think of June, and what it will be like when all the sailors and their boats gather in Marion to register and complete their preparations, each team full of hope and promise for the days that lie ahead.

There are veteran racers who have seen it all in this race; they've been becalmed for days, sailed in more wind than they thought was possible, skirted storms, and triumphantly crossed the finish line to tell their tales. But there are also racers who will be participating in the Marion-to-Bermuda Race for the first time, who are lured by their dream of sailing away offshore, far from the comforts of home, wishing for the endless stars of night, and an ocean as far as the eye can see. There are many pathways to this race. Every sailor has arrived at the starting line with a different story, and a different dream; in this book you will read just a few of them.

A common theme among these shared stories is the intangible but defining culture of the Marion-to-Bermuda Race, where fellow sailors, family, and friends help each other to achieve what they might once have thought to be impossible. It is the mix of generations of family sailing together, and of mentoring, where the more skilled pass their knowledge to those who are eager to learn, underscored by a true Corinthian spirit, and all skillfully packaged into a well-respected and serious offshore race. Parents and grandparents pave the way for their children. Veterans encourage new skippers, gifting their knowledge to new teams, so that together they can achieve their goal of racing from Marion to Bermuda.

As Ralph Waldo Emerson put it: "We are all inventors, each sailing out on a voyage of discovery, guided by a private chart, of which there is no duplicate. The world is all gates, all opportunities."

It is with so much gratitude that I thank each one of the sailors who have shared their personal stories in this book. I hope that they will inspire you as they have inspired me.

> Deborah Bennett Elfers EDITOR | MARION-TO-BERMUDA RACE BOOK

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- Remove, service, fit out and step mast
- · Service Harken furler
- · Replace running back stays
- · Various running rigging lines

TABOR BOY2019 Marion Bermuda

- Assist with preparation for Coast Guard inspection
- · Replace lazy jacks
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THE SEA LIMITS DANTE GABRIEL ROSETTI — 1828-1882

Consider the sea's listless chime:
Time's self it is, made audible –
The murmur of the earth's own shell.
Secret continuance sublime
Is the sea's end: our sight may pass
No furlong further. Since time was,
This sound hath told the lapse of time.

No quiet, which is death's – it hath The mournfulness of ancient life, Enduring always at dull strife. As the world's heart of rest and wrath, Its painful pulse is in the sands. Last utterly, the whole sky stands, Gray and not known, along its path.

Listen alone beside the sea,
Listen alone among the woods;
Those voices of twin solitudes
Shall have one sound alike to thee:
Hark where murmurs of thronged men
Surge and sink back and surge again, –
Still the one voice of wave and tree.

Gather a shell from the strown beach
And listen at its lips: they sigh
The same desire and mystery,
The echo of the whole sea's speech.
And all mankind is thus at heart
Not any thing but what thou art:
And Earth, Sea, Man, are all in each.



Simplicity is an Achievement

If sailing is how you strip away the noise, you want people who speak your language. If your centerboard won't fully deploy, and you want to talk about worn gear, and how lead shoes may have flanged, or growth might be chasing threads, we speak that language. If it's modifying existing engine beds to accommodate a new Yanmar with a high output alternator to increase battery charging, we can talk about it with you. You seek simplicity. We help you get there.

Burr Brothers cares about the details. For example, Burr Brothers loves caring for Hinckley yachts.

Alice Blue is a Bermuda 40, built by Hinckley in 1971, and captained by a second generation. They hope to hold her forever and ask us to help them with their stewardship. We say, Tell us how!

Since 1948, Burr Brothers has aspired to be Everything for Boats. In response to requests by B-40 owners, we are working on owners classes for both at-sea engine repair and varnish. We offer two complimentary boat-handling lessons to first mates of our storage customers. We hope to cohost a rendezvous for B40s this summer.

Burr Brothers Boats is a full service yacht yard, and among other languages, we speak "Hinckley". We have cared for many Hinkley Yachts both sail and power for more than 40 years. We have extensive knowledge of the Bermuda 40 yawls and sloops, the Pilot, Hinckley 38's, Sou'wester 42's, 51's 59's and their peculiarities that are purely Hinckley. We specialize in the annual service required on jet-drive boats. We currently have 10 Hinckley sailboats and 6 jet boats in our modern heated storage buildings.

We provide full varnish and paint service, including Awl-grip, full rigging, carpentry, fiberglass shop and mechanical service as well as re-powering. Our techs are up to speed on the service required to keep your jet-drive in top running condition and protected from saltwater corrosion. Our electronics techs can provide new installations, full upgrades or simple repairs and adjustments. We can provide key-to-key service and indoor heated storage for your favorite Hinckley yacht.

We also provide moorings with launch service, fuel, ice, hot showers, and chandlery or needed repairs for the cruising yachtsman. Come visit us on beautiful Sippican Harbor in Marion on Buzzards Bay. Marion is less than 5 miles from the Cape Cod canal, and a day sail away from the Elizabeth Islands, Cape Cod, Martha's Vineyard and Nantucket.

STORAGE REPAIR RENOVATION & MAINTENANCE



PROFILES OF MARION-BERMUDA

BY RAY CULLUM

ne could say that Graham Quinn grew up with salt water in his sea boots. He was born in Romford, England, and at a very early age he was sailing at the Quinn family camp on the River Blackwater. The family boat was a daysailor they called "the SHARPIE," and with his family, he sailed the SHARPIE on adventures all throughout the East Coast tidal estuaries. By the age of 7 Graham had gotten his first taste of racing in a Fireball one- design which his Father had built, and later, when they moved to the village of Hullbridge, in Essex, he continued racing one-design class boats on the River Crouch.

Graham soon joined the Up River Yacht Club, and began sailing in the Mirror Class with other junior members. He was often recruited to come race with the adults, however, as they quickly recognized his sailing skill. His favorite one-design class at the time was the Merlin Rocket, a 14' restricted one-design that is still very actively raced today. When he was fifteen, Graham found a summer job working in a local sail loft, where he got his first taste of sailmaking, and, at the ripe old age of seventeen, he was off to Canada to join the sail loft that would become the official sailmaker to the 1976 Montreal Olympics.

Graham raced 505s and Fireballs while in Canada, until he had the opportunity to



PHOTO COURTESY OF GRAHAM QUINN

GRAHAM QUINN

which is how he came to Harding Sails in Marion. Graham is now the owner of the Harding/Elvstrom loft, where he has worked for forty years.

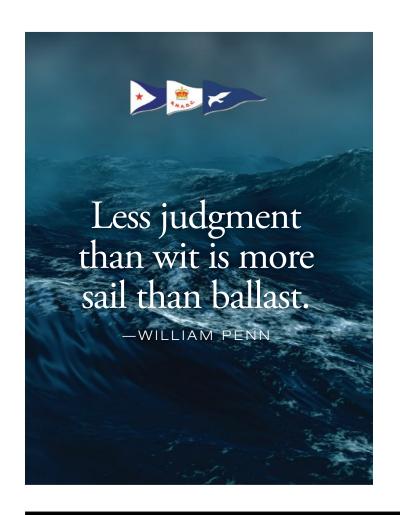
Not long after he began working at Harding Sails, Graham started to inquire about local one-design racing, and he found a very active Shields fleet at the Beverly Yacht Club, which he joined, and in which he still races today. In 1986 he joined the Beverly Yacht Club, and, not one to sit idle, he soon became Member-at-Large, which led to Race Graham was asked by the Chairman of the Marion-Bermuda Race to take on the role of Acceptance Chair, and not long after that, the Chairman of the Board of Trustees came to Graham and asked him to lead a restructuring of the Marion Bermuda Race Organizing Committee. Upon the completion of the reorganization plan, he was then asked to become its first Executive Director, a position he held for five races, after which he was asked to join the Board of Trustees. Before the reorganization, the race had seen a bit of a decline in participation, for a number of reasons, but in no small measure due to the economic decline in the mid 2000s. Graham revamped the financial arrangement with the three sponsoring clubs, streamlined the Safety at Sea seminar, reduced internal costs, and set participation goals to realistic levels and budgeted accordingly. His discipline and vision secured the sustainability of the race for many years to come. After having retired from the Board of Trustees, Graham has stayed involved in the race as a member of the Acceptance Committee, where his intimate knowledge of all kinds of boats

"You make a living by what you get. You make a life by what you give."

-WINSTON CHURCHILL

join the crew of a large schooner sailing from Buzzards Bay to the Caribbean. He experienced a little more than he bargained for when they went through a hurricane 200 miles south of Bermuda. He very much enjoyed the time he had spent in Massachusetts prepping the schooner, so after his time at sea, he decided to return to the area and look for a sail-making job, Chair, and then in a few years to becoming the Club's Commodore. Graham is a doer, and during his time as Commodore, he reorganized the Beverly Yacht Club Council, created the first hurricane preparedness plan, initiated and completed the master plan to build the porch, and was part of the group that established the still-popular Friday Night member get together known as "Pub Nite."

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Uniqueness Grows Out of Such a Life

BY JEFF SCHAUB

wide-eyed woman admirer, walking by Willard Bond at his Annapolis Boat Show display table, uttered these words: "Willard, You paint the wind....!"

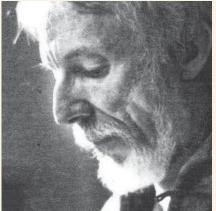
Without another word, she drifted away, part of a moving mass, and disappeared. The words, however, hung in the air and have become legend.

As is true of the quip 'less is more' in life, those five words, their simplicity and truth, hard-wired themselves into Willard Bond's brain. As the artist moved through his remaining years, he repeated this simple metaphor for his life's work at every show and to almost everyone who came in contact with this consummate artist and raconteur. He liked to see the words' effect on his fans. He would pause, smiling, letting the zen of the message sink in.

A wide-eyed woman admirer, walking by Willard Bond at his Annapolis Boat Show display table, uttered these words: "Willard, You paint the wind...!"

Whenever I think of Willard, I imagine him at the Annapolis Boat Show, walking in long strides, carrying his walking stick. He flashed a perma-smile, revealing yellowed teeth and a grizzled, often unshaven crag of a face. He would set up his wares, amounting to a pile of posters on a long table, and on the spur of the moment, he would decide how much to charge for the ultimate Bond haul, a pack of all 14 posters bearing his signature followed by the initials F/ASMA, Fellow/American Society of Marine Artists. He was one of only 12 Fellows at the time, immensely proud and feeling justified.





BOND PHOTOS COURTESY OF JEEF SCHAUB

"At the Mark" Original oil painting by Willard Bond Courtesy of the artist and the Annapolis Marine Art Gallery. Cover artwork for the 2011 Marion-Bermuda Race Book







"Following Sea" Original watercolor painting by Willard Bond Fellow, American Society of Marine Artists Cover artwork for the 2019 Marion-Bermuda Race Book





BOND PHOTOS COURTESY OF JEFF SCHAUB

He would then order me to assemble a set of all 14 posters. I would slide each poster in front of him as he paused, pencil poised, and he would sign each one. He then rolled the whole thick collection and would slide it into a long plastic sleeve I held open for him. These pre-packaged objects d'arte were the posters he would prepare for sale ahead of time; the one-sie and two-sie sales, as he called them, would offer his fans the bonus of talking with Willard, seeing the shaking of invisible cobwebs from his hands, setting to work on his imprimatur. At the end of the five-day Labor-Day marathon, thousands of posters had been described, signed, praised, and sent on their way with a Willard wish: "Wear them in Good Health."

Willard's life story spiced up an afternoon in the Boat Show Booth, and I realized some of the disparate and dramatic twists and contrasts of Willard's life of expressiveness. He was a WWII soldier, one of the first western human beings to view occupied Japan marching the streets of Nagasaki when it was still a surreal, smoking and twisted plain. He wondered later, after being diagnosed with prostate cancer, whether the exposure to the desolation and fallout of "Fat Boy" contributed to what would be the malady that would kill him.

Not surprisingly, he loved music and often beat a modern jazz drummer's two-finger rim shot against a table as an expression of enthusiasm. He would reveal his past as a US Army dance band



drummer during the WWII. In a war in which millions were lost, here was a musician who helped our GI's let down and for a moment turn away from the horrors outside. I too like modern jazz and surprised him regularly with my vocal renditions of be-bop a'la Miles Davis and Charlie Parker. Needless to say, Gene Krupa was an idol to Willard.

Mr. Bond was and is known for his dedication to the sailing aesthetic, his uniqueness, his enthusiasm, his smarts, his ego, his friendliness, his inability to remember peoples' names, his sense of humor, his ability to trash his cars, his wild hats and orangelensed aviator glasses, his rambling gait, his geodesic dome studio in the Catskill mountains and the irony of an upstate New York forest as an environmental backdrop to paint open ocean scenes. His sophistication seems odd, issuing from a rural Idaho childhood. In fact, any effort to trace a logical cause-and-effect stereotype of Willard Bond as an aesthete is met with non-sequiturs at every turn. Uniqueness grows out of such a life.

Millions remember and love his work — and him. Above and beyond anything else in his public life, he was an artist, through and through.



"Bow Work" Diptych on doors by Willard Bond Courtesy of the artist and the Annapolis Marine Art Gallery. Cover artwork for the 2013 Marion-Bermuda Race Book



"Off Annapolis" Original watercolor painting by Willard Bond Courtesy of Annapolis Marine Art Gallery. Cover artwork for the 2017 Marion-Bermuda Race Book

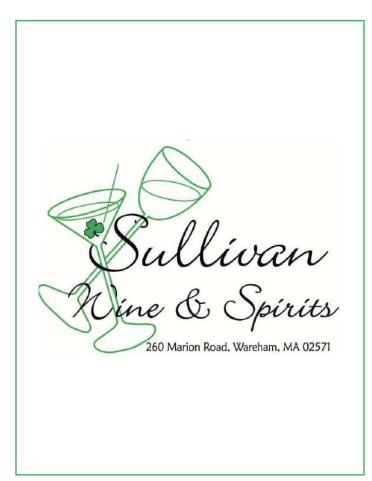




BOND PHOTOS COURTESY OF JEFF SCHAUB

About the Author Jeffrey Beecher Schaub owns the Annapolis Marine Art Gallery, which was Willard Bond's primary art gallery for some 33 years prior to his death. Willard called the Gallery "One of the Jewels of the World for Marine Art," and he knew what he was talking about. Mr. Schaub pursued a career in medical administration and public health prior to changing careers, and has enjoyed every minute owning and running one of the most noted boutique art galleries in America.









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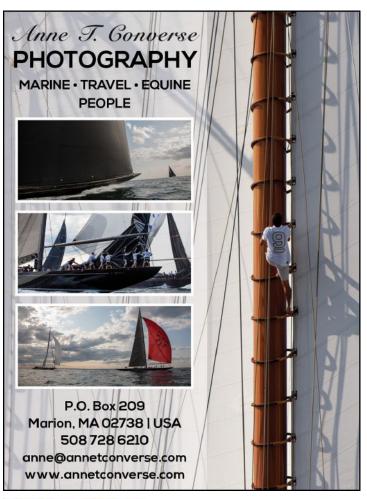
Commodore: Willie Forbes

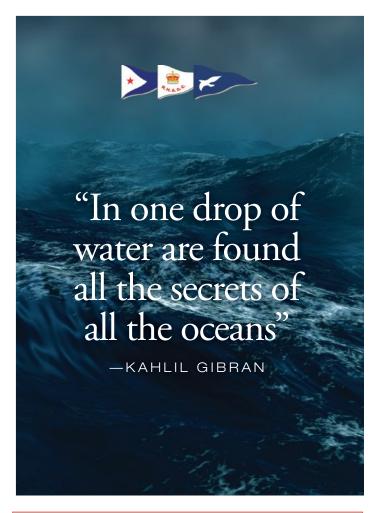
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Blue Water Sailing Club:

Commodore: Stephen Ricci Vice Commodore: Peter Forte Rear Commodore: Jack Savage







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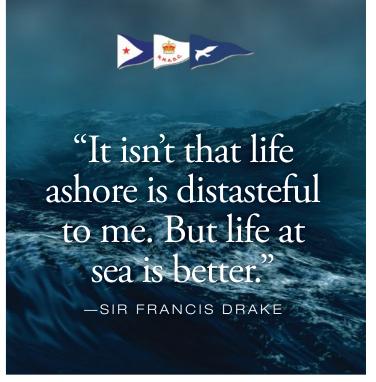








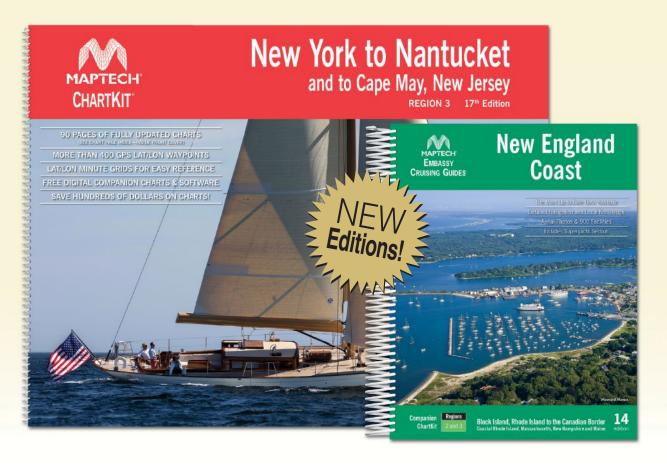






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The Story of the Three Mates

The Crew of SEAFLOWER PHOTO BY FRAN GRENON

BY RAY CULLUM

o how can I participate in the Marion-Bermuda Race if I don't have a boat, or if I've never sailed offshore"? This is one of the most commonly asked questions we encounter when doing Marion-Bermuda Race presentations all around New England. In fact, looking back several years ago, this was the very question confronting three (eventual) crewmates who were interested in doing the 1999 race. None of the three had any (or very little) ocean sailing experience and none had any ocean racing on their resumé. The future in ocean racing didn't look bright for these three, but fortunately for them, they had a mentor who would help them on their path to sailing their first offshore race.

These three mates were very lucky, because their mentor, Ron Chevrier, was first and foremost a seaman, and well-versed in the handling of large and small vessels offshore. Working with small sailboats over the years had become his passion and he was ready and willing to share that passion with whomever asked. Having a naval background, he believed in discipline and an organized approach to all situations large or small. He also wasn't the slightest bit averse

to telling someone when they were wrong, because he knew what the consequences might be. He was also a strong advocate of the practical application of learning, and very generously spent countless hours on the water with these three mates on his beautiful boat, SEAFLOWER. They practiced everything imaginable to prepare for the 1999 race. Storm sails hoisted and doused, man-overboard drills, sail trim, mechanical reviews, deck layout, emergency procedures and on and on and on. Very soon, each of them knew more about SEAFLOWER than they did their own boats, and as Ron often said: "You had better know everything you can about the vessel you are on when things go to hell in a hand basket...and they will".

Those three mates, David Risch, Bob Kostyla, and Ray Cullum, raced in two more races with Ron on SEAFLOWER in 2001 and 2005, after which Ron retired from ocean racing and focused on enjoying cruising aboard SEAFLOWER with his family. I can't think of any better preparation for one day skippering our own boats in this offshore race than those races we did with Ron as crew, and what the three of us learned and practiced under his tutelage.





SPECTRUM PHOTO by Fran Grenon Start to finish coverage of the Marion-Bermuda Race since 2003 www.spectrumphotofg.com







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PAYING IT FORWARD



ow: Ray Cullum, Charles Brown, Bob Kostyla Back row: David Risch, Ron Chevrier, Mike Davis

"The smallest act of kindness is worth more than the grandest intention"

-OSCAR WILDE

You might wonder what happened to those three mates after SEAFLOWER retired from ocean racing. Very much the beneficiaries of Ron's teaching, they have gone on to compete in a total of twenty-plus races between the three of them, either on their own boats or as crew for other skippers. They have always taken the time to pay it forward and pass on those key insights and teachings that were passed on to them by Ron. Though they didn't know it at the time, Ron's selfless mentoring would inspire the creation of one of the most important programs of the Marion-Bermuda Race, the Mentoring Program, which has evolved into a well-organized and integral part of the culture of the Marion-Bermuda Race.

Because of Ron, David Risch went on to skipper his own boat, CORSAIR, in several more races. In one of those races he sailed with past crew member Bob Kostyla and their sons David Jr. and Chris. In another race he sailed with just his own sons, David Jr and Max. David passed on his knowledge and love of sailing to his oldest son David Jr., who is now a professional captain on a large private sailboat and sailing her all over the world. In addition, David became even more involved by joining the Executive Committee as Participation Chair, heading up the Race's now well-established Mentoring Program, which continues to create important pathways for new crew and skippers who are looking to participate in their first offshore racing experience.

Because of Ron, Bob Kostyla continued to race as crew on a number of different boats, including CORSAIR, with his son Chris. When the skipper of SPARKY was unable to do the race, he turned the helm over to Bob to race his boat to Bermuda. Bob took a relatively inexperienced crew and guided them through the intricacies of handling a racing boat offshore. Bob is well known for his Marion-Bermuda Race presentations to yacht clubs all around New England; he not only talks about the race and how to participate, but he also trains his audience on the skills needed to do the race. Bob has mentored hundreds of current skippers and crew who now do the race. And, he has been recognized for a rescue at sea of the crew of a disabled vessel on the way back from Bermuda. Indeed, Ron taught Bob well.

Because of Ron, Ray continues to race to Bermuda now as the skipper of his own boat, FROLIC. He has mentored more than

PAYING IT FORWARD

"If your actions inspire others to dream more, learn more, do more and become more, you are a leader."

-JOHN QUINCY ADAMS

a dozen individual skippers who now do the race. Ray and David together created the Offshore Youth Challenge for crews between the ages of 16 and 23 (with adult mentors on board) because they saw the importance of growing the sport by encouraging youth sailors. In fact, the Marion-Bermuda Race was the first offshore race in the country to offer a youth class. In addition, Ray created the Marion-Bermuda Race's "So You Want to Race to Bermuda" presentation and presented it for a number of years before leaving it in the capable hands of Bob Kostyla. Ray is still heavy involved in the race, acting as Marketing Chair, as well as serving on the Race's Board of Trustees.

The desire to share Ron's teachings and guidance from that 1999 race with others, as well as what we have each learned over the years, has encouraged the three to give back and to help others in memory of the very special man who saw the promise of success in three inexperienced crewmates, and took the time to teach them the essential skills of sailing/racing a boat offshore. The Mentoring Program, though formally established much later, really began in earnest with Ron's mentorship and generosity.

So, if you are a seasoned skipper planning on doing the race in the future, please take a moment to think about who might benefit from your knowledge and experience. Invite them onboard to learn what it takes to sail/race offshore. Consider helping others who are interested in racing to Bermuda by guiding them and helping them to reach their goal to sail offshore. If it weren't for our mentor Ron, who knows how the three of us would have managed to gain the experience we needed to race to Bermuda, and later, to guide so many more to achieve their dreams of participating, as well.

If you aspire to skipper your own boat to Bermuda, or want to sign on board a boat that is headed that way, be sure to take advantage of the Marion-Bermuda Race Mentoring Program. It's a sure way to get the information you need to know, from sailors who have experienced the voyage to Bermuda - often many times over.



SEAFLOWER at the start, Marion PHOTO BY FRAN GRENON

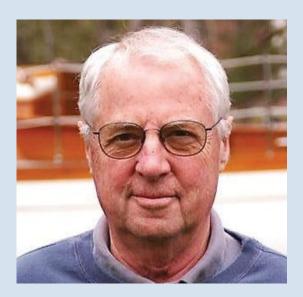
About the Author Ray Cullum learned to sail summers beginning at the age of twelve in St Michaels MD on the Chesapeake Bay. He campaigned a Flying Scott in his teens to the Nationals, and has raced a number of One Design and PHRF boats. Ray has competed in seven Marion-Bermuda Races.

IN MEMORIAM

BY RAY CULLUM

Ron Chevrier

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onald Leon Chevrier, resident of Wake Robin in Shelburne, VT formerly of Marion, MA, passed away peacefully March 15, 2018 at the age of 85, following a prolonged illness.

Born in Longview, Washington on July 24th, 1932, Ron graduated from Grant High School in Portland, Oregon. He attended the University of Oregon receiving a Bachelor of Science degree in 1954, majoring in Political Science with a minor in History.

Following graduation, Ron successfully competed for an appointment to the Naval Officer Candidate School in Newport, RI. He was commissioned as Ensign in March, 1955 and eventually a Lieutenant aboard the USS HAVERFIELD (DER 393). As the Operations Officer he served with distinction and was awarded a Navy "E" for his operations department.

Beginning his business career in sales, Ron later moved into marketing and general management. Companies he worked for included Proctor and Gamble, Sunshine Biscuits, Gorham Silver, Table Talk Pies and Ocean Spray Cranberries. In addition to the above he spent three years with the American Institute for Foreign Study. Several of these positions required extensive travel abroad, mainly in Western Europe and Chile. Ron retired from Ocean Spray in 1998.

Throughout the years, Ron was a member of several yacht clubs: Cedar Point Yacht Club (Westport, CT), East Greenwich Yacht Club (East Greenwich, RI) and the Beverly Yacht Club (Marion, MA), where he was an active member and officer. As an avid ocean sailor he cruised the waters of Long Island Sound to Narragansett Bay, Cape Cod and the Islands "downeast" to Maine, as well as the Caribbean and the San Juan Islands in Washington State. His passion and love of sailing culminated in being accepted into the Cruising Club of America something he was most proud of.

Ron developed a love for ocean racing, especially the Marion-Bermuda Race. Ultimately he raced five of them, three aboard his beloved custom-design Alden 38, SEAFLOWER. Ron was the Marketing Chair for the Marion-Bermuda Race for many years. He instituted the George Washington Marine Medical Support Program for the purpose of communication in the event of a medical emergency during the race, a service that has been used many times over the years by race participants. He also created the Marion Bermuda Race Team Trophy for yacht clubs and sailing orgainzations.

Ron was a devoted husband to Lu whom he met in Detroit, Michigan. They instantly bonded over a shared sense of humor and the fact that they both played the ukulele! They were married on February 26th, 1966. He was known for his gentle, supportive, thoughtful and compassionate nature. The message he imparted to both of his daughters on their wedding day was simply "Be kind to each other". It remained a cornerstone of how he lived his life, earning him the respect of colleagues, friends and acquaintances, in addition to the devotion of his family and his grandsons who called him Bops.

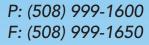
Passionate about his Naval service, Ron will be laid to rest in the Columbarium at Arlington National Cemetery this spring.

Always most at home sitting in the cockpit after a long day puttering aboard SEAFLOWER adjusting the rigging, varnishing the teak, and enjoying a stimulating conversation with his mates. Cheers to a life well-lived, well-loved, and well-meaning.



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Mastering an Iconic Skill BY RON WISNER

veryone remembers their first time. It's an exhilarating, scary foray into the unknown. Some of us are motivated by the whether it's the first time on skis, the first time climbing a mountain, or the first ocean crossing.

For many of the Marion-to-Bermuda racers, this was their first time off shore. They chose to do the race for their first offshore experience precisely because it offered an environment of structure and preparedness and support. The check lists, the crew and boat qualifying procedures and the mentors all carefully guide the first-timer toward that gun at

noon on that mid-June Friday, on that day that does not end in a return to their cozy mooring in the harbor at the end of the day. This is the day on which, for the first time, their destination is over the horizon.

And we keep doing the race because the excitement of that first time has never waned. How magnificent an escape from the modern world with its cocoon of assurances, cell phones and the constant din of social media. It is just you, the wind, the waves and the heavens.

We revel in it, we crave the surrender to the rhythms of the waves and the watches and the unfiltered majesty of the ocean world where we

are alone with a few crew, our small vessel and the stars above. And trust me, all boats, no matter how big, are small at sea.

Yet we realize there is one more thing, one further step to achieve perfection in an ocean crossing the way it used to be: to be as self sufficient as our forebears and use those stars above to navigate confidently across this vast ocean and hit an island whose entire breadth, when viewed from Marion, occupies no more than one degree, or less than the boat's compass error.

About a third of the Marion-to-Bermuda Race fleet take up that challenge every two years. The construct of the race forces them to turn off their instruments and do it the old-fashioned way, and they welcome the excuse.

It has been my observation that every sailor secretly plans to learn celestial navigation, or in some cases, to return to it, to dust off the old sextant, sweep out the cobwebs of their memory and gain, or regain the skill which is so emblematic of being a sailor.

The reasons are very good ones, aside from the "street-cred" among one's sailing peers. Of all the boat's systems: rigging, steering, sails, through-hulls, there is no backup for the loss of electronics. If failures on the boat such as dismasting, lightning strike and swamping are not enough, all of which will wipe out your electronics, there are more and more reports of actual jamming of GPS. Reports from the Eastern Mediterranean, the Black Sea, the South China Sea, and even near major airports, are being made more and more.

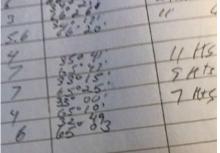
It is well known that because of the international threats to navigation including hacking, jamming and the like, the US Navy has brought back celestial navigation with a vengeance. Senior merchant marine crew and Yachtmaster all-ocean certificates have always required celestial navigation.

What used to be a common skill among yachtsmen, however, has been nearly lost in less than a generation, as younger sailors have not learned the skill. This has allowed many to venture offshore when they were not prepared to do so, as the ability to navigate out of sight of land using GPS has become possible long before having acquired the requisite offshore skills, which in the old days would have been learned along with navigation.

The Marion-to-Bermuda race is the only ocean race which has a celestial class. Of course, at its inception the race was celestial because there was no GPS. Even though some boats had Loran, Loran is susceptible to atmospheric, ionic and electrical disturbances and is also range bound, being a land-based system. An off-shore boat was simply assumed to have a competent celestial navigator on board.

The Marion-to-Bermuda race continues to feature this venerable seamanship skill, sponsoring instruction, mentors and a favorable









PHOTOS BY RON WISNER



PHOTO BY RON WISNER

rating as incentives. Learning to use a sextant is no more difficult than learning to use a clutch. It is a simple, mechanical skill which can be mastered in an hour or so. But the real work takes place in the class room, learning the theory, astronomy and reduction tables to solve celestial problems. In just a weekend of instruction you can learn enough to get you started. This must be followed up with regular practice of sight-taking and sight reduction on your own.

Those aforementioned sailors who secretly plan to learn or re-learn celestial navigation often find their way on to my boat. A number of them have started off in my classroom, then joined my Bermuda race crew aboard HOTSPUR to put the theory to practice and hone their skills. In the last race there were three of us taking sights and reducing them, and in this upcoming race there will be at least three more, all of us taking sights, doing the math and comparing answers. Ultimately, they take their skills back to their own or other boats. If you are a new celestial navigator and feel ready, find a boat to offer your services. Remember, the worst case is you turn on the boat's electronics and the boat will take a penalty.

I do not allow the use of computers in class or on my boat because those computers are just little black boxes of electronics with all the tables and almanac ephemera pre-loaded. This defeats the very purpose of knowing celestial navigation because like any other electronics on the boat, they can be rendered useless by mishaps aboard. Using computers reduces the navigator to little more than an input clerk, with no knowledge of how to read the Almanac, the meaning or use of declination, hour angles, the navigational triangle or any other of the basics. If the box fails, they do not know enough to become un-lost. I am adamant about this and all my students understand that the knowledge in their heads after taking my class and having the practical experience aboard HOTSPUR is the true backup to an electronics failure.

In the Marion-to-Bermuda race the celestial boat has a 3% favorable adjustment to their time, largely because there is no real-time feedback of course or speed over ground while passing through the Gulf Stream, only the navigator's anticipation of the set based on their analysis of Gulf Stream reports, or by discovering the total set from current once a new fix is taken after having gone through the Stream. In addition to the Gulf Stream itself, the meanders and eddies and counter currents surrounding the Gulf Stream can be significant and can extend nearly the full distance to Bermuda, as they did in the last race. Frequent positions must be calculated to stay on top of those unseen currents. One of my students, racing his own boat, found himself on the east side of the rhumb line the morning after crossing the Gulf Stream and doubted his calculations. He abandoned the celestial class and turned on his electronics, taking the automatic penalty. Alas, he was both happy and dismayed to find his calculations were dead on.



PHOTO BY RON WISNER

PREPARING THE **CELESTIAL BOAT FOR 2019**

If you are the skipper of a celestial boat, you have some work to do. Every boat owner has a winter "boat list" of projects and maintenance as the boat is being readied for the next season. However, if the owner is "going celestial" in the Bermuda race, the usual winter's boat list is longer.

The celestial boat has some additional preparations that the other boats do not. Some of this additional preparation stems from the fact that we cannot use our electronic instruments. Other preparations come from the nature and practice of the actual navigation.

THE PROBLEM OF **ON-BOARD NETWORKS**

In today's modern boat the instruments are part of a network and they talk to each other. The chart-plotter sends GPS data to other instruments on board such as repeaters and radar, including the boat's position to the VHF, making that information difficult to avoid. In order to prepare for the race, decisions must be made regarding what instruments will remain on and how to avoid seeing information which is not allowed. Ways must be found to cover up the fields with tape or placards on any instruments aboard which display positions or other GPS data.

AIS

This year will be the first year in which AIS is required. The rules state that every effort is to be made that AIS is continuously broadcasting the boat's name and MMSI number, however there is no requirement that the boat receive or monitor AIS. The rules additionally require the best efforts to monitor AIS for AIS-SART or similar distress signals at all times. However, this requirement is fulfilled by monitoring of VHF which will receive both mayday distress calls and DSC signals. DSC broadcasts the same information as AIS, that of the vessel name and position, and in the same line-of-sight range of up to 20 nautical miles.

On my boat, we simply turn all the instruments off, with the exception of the apparent-wind instrument, the VHF radio and AIS transmitter. We prefer to go old-school: diligent lookouts on the watches and hailing of vessels on VHF if there is any question about another vessel's intentions. After all, AIS, while a wonderful invention, is not a substitute for vigilance.

The best part about AIS is that it solves the very problem every offshore sailor has encountered, that of a vessel (often a big one) that does not respond to a hail. If the vessel's continued bearing calls into question its closest point of approach, turn the chartplotter on long enough to get the vessel's name and to see if the closest point of approach is a threat, then turn the chartplotter off and hail them by name, all the while being careful not to see position data. The best practice is to creat a "firewall" by having someone other than the navigator perform this function to ensure that you maintain your Corinthian virtue.

In the event there is fog and you are near shipping lanes, the skipper or watch-captain may feel that the chartplotter should stay on to receive incoming AIS data until the fog passes. In this case all fields which may inadvertently reveal position or any other GPS related data including course and speed must be covered up. Once again,

in the celestial class none of this data may be used. This can be tricky since other vessels within AIS range, all of which are sending their positions, may pop up anywhere on the screen. The celestial boat is on its honor not to access that information. The best solution may be to enable the audible collision alarm and leave the cover on the entire chart plotter.

All AIS units are required to have their own built-in GPS, so if you have elected to turn off all your instruments except the radio and AIS, the radio may still display your position if it is connected to the AIS and you will have to cover up the part of the VHF screen which shows latitude and longitude.

On HOTSPUR we have made one concession for safety: at the helm there is a handheld GPS in its cradle with duct-tape covering the entire screen. This hand-held GPS is left on at all times and the batteries changed in the morning watch. In the event of a man-overboard event, the MOB button can be pushed and the tape ripped off the screen.

BOAT SPEED: WHAT'S OLD IS NEW

Some boats, in this age of GPS, have foregone the through-hull knotlog paddle, only getting their speed-over-ground from GPS. However, in the celestial class the rules do not allow the use of GPS for speed. This otherwise would give an unfair advantage over the boats who are using speed-through-water paddles but do not have speed-overground information. Data regarding current-set, especially in the Gulf Stream, would therefore be available to some and not others. What to do if you don't have a knot-log paddle of some kind and don't really want to put a hole in your boat?

The simple and inexpensive solution is a taffrail log. They are almost always available on E-bay for a few hundred dollars. The taffrail log is simply a 30 foot (or longer), light-weight line towed behind the boat with a helical "spinner" on the end. It is connected to an "odometer" on the taffrail which counts nautical miles as the line rotates. This type of knot-log is surprisingly accurate. In fact, I have found them to be generally more reliable and accurate than the modern paddletype log. Deploy the spinner as you lose sight of land, not cheek-byjowl amongst other boats at the start. And no, it will not slow your boat down (I've been asked). It's 1/8" line with ball bearings on the odometer spindle. There is virtually no resistance.

The taffrail log will tell the navigator exactly what he really wants to know: how far has he gone on the present course so he can advance his DR or position line. Because it records distance and not speed, the need to keep track of varying speeds during the preceding watch and calculating the distance sailed is therefore obviated.

The one to look for is the Walker Knotmaster Mark IIIA, which was the latest version and designed for small yachts. They either hang from the aft pulpit-rail or they come with a bracket to mount to the deck. They are no longer made but seem fairly plentiful on eBay and other purveyors if you are patient in your search.



PHOTOS BY BON WISNER





PHOTO BY RON WISNER

SHIP'S LOG

The ship's-log, while necessary on every vessel, is especially important to the celestial boat because of the all-important dead-reckoning, a key aspect of celestial navigation. The log gives the history of the preceding hours including previous position, distance traveled, compass course, conditions and comments from the previous watch, such as "water temp 80 degrees" or "tacked at 04:13 to 160 degrees. Shook out 2nd reef."

Take the time in advance to design your log page and fill out several pages with column headings. This assumes, of course, that you are using a lined book with blank pages. I do this because pre-printed logs do not have columns or headings which I find useful. I use the left page for the data and the entire right facing page for comments.

THE COMPASS

In celestial navigation one piece of equipment is critical: the ship's compass. Not having redundant GPS course data and relying entirely on the compass requires that the compass is accurate. Checking its deviation on all points and checking the pivot are both important.

To check the pivot, do this test while the boat is still on the hard: hold a ferrous object near enough to the compass so that it moves five degrees or so. Then take the ferrous object away and see if the compass returns to its original resting position. Repeat this from the other side so it deviates in the other direction, and again see that it returns to its starting position. If the compass fails this test, take it to be serviced, where they will hone the pivot or replace the pivot jewel.

The compass service can also generally help you adjust the deviation of the compass and then swing the boat to produce a deviation card for the remaining error in your compass. Or you can try it yourself on a quiet morning, at slack tide by comparing your GPS heading with the compass. Taking bearings off landmarks is another tried and true method

An experienced navigator also knows how to calculate sunrise and sunset azimuths to check total local variation and deviation of his compass. This is very useful on long ocean passages when the vessel is on the same course for an extended period, allowing the navigator to double check the true course of the boat.

CHARTS

The need to having paper charts on board any boat goes without saying and they are especially important to the celestial boat. We have a complete set of charts, not just coastal approach charts but ocean charts as well, including the familiar Newport to Bermuda rhumbline chart. We also have plotting sheet pads for working out sights which can reduce the clutter on other charts.

Charts of the Gulf Stream are key as you plan your transit across it, and I spend the weeks just before the race watching the various online sources as I decide on my final strategy to negotiate the currents and eddies. This has included down-loading files of the images and having them printed to 16x20, then adding the missing in-between longitude and latitude lines for easier plotting of way-points. You will find very quickly that not all the details of the GS models agree, and you will have to use your best judgement as to how much weight you give to which model.

THE NAV-STATION

All the above, plus your almanac and reduction tables, plotting tools, etc. must be organized at the nav-station for easy access and use. I do not use a computer, so ready and easy access to the reduction tables and almanac an important consideration. It is one thing to have a nice, neat nav-station at the mooring, quite another to keep it in that condition in a seaway with watch-captains and crew coming and going. Establish rules about the nav-station, how it is kept and who makes entries in the log and when. At the very least, entries should be made at the change of the watch, but in a race we generally make hourly entries at the change of the helm, or at such time as a course alteration is necessary due to tacking or wind change.

GREENWICH MEAN TIME

As for time-keeping, having three watches or clocks is best. If you only have two and they don't agree, which one is wrong? Three chronometers reduce that uncertainty. Quartz timepieces are the most cost-effective and thus having multiple timepieces on board is a minor expense. Multiple timepieces can simply mean three or more crew-members whose watches are synchronized prior to the start of the race. On HOTSPUR we have a quartz clock on the bulkhead near the companionway. I can yell "mark" to the crew-member below who is taking my times and sextant readings. In addition, I wear a quartz wristwatch and there is a traditional mechanical navy chronometer near the nav-station. Finally, there is a shortwave radio receiver at the nav-station, pre-set to CHU Canada 3330 kHz with which to check the chronometers once a day. If you don't have a dedicated short-wave receiver on board, a little short-wave transistor radio will do. Make sure it has a DX setting for distant stations.

PLANNING AHEAD

Pre-planning your sights is another preparation which the celestial navigator should be doing. Knowing which bodies are available will allow the navigator to pre-plan the bodies whose azimuths are at right angles to the course. With azimuths at right angles to the course, the navigator can check the track of the boat, which is especially valuable during and after passing through the Gulf Stream. This will reveal the set of the current, which the navigator will use to make corrections.

Venus will be low for dawn sights; Mars, Jupiter and Saturn will be evening stars. The navigator should also know his LHA of Aries at dawn and dusk during the race and should pre-calculate which stars will be available for morning and evening sights.



The crew of HOTSPUR at the awards ceremony, Bermuda. PHOTO BY FRAN GRENON

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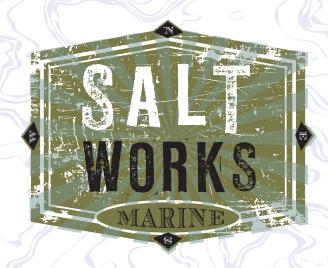


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THE PATH TO CELESTIAL

We will have a full moon in the middle of the race which will be nice for night sailing. For navigators the full moon will offer an opportunity to take moon sights at night, especially useful if you happen to hit the Gulf Stream at night.

The difficulty of taking moon sights at night is that the apparent horizon may not be the true horizon because of the way the moonlight is reflected off the water. Best sights are taken when the moon is not too high in the sky so that the apparent horizon extends all the way to the true horizon. With a bright telescope and the full moon and clear skies, however you should have enough light to see the true horizon.

All in all, the celestial boat really earns that 3% adjustment. But the real gain for celestial navigators is knowing that they have mastered an iconic skill which will always stand them in good stead.

About the Author Ron Wisner has sailed over 25,000 offshore sea-miles, including passages in the North Atlantic, the Caribbean, the Pacific and Scandinavian waters in his Columbia 50 and other vessels. He has completed numerous Marion-to-Bermuda Races, winning the Celestial Navigator's Trophy in 2013. He teaches intro and advanced celestial navigation courses at the Beverly Yacht Club, the New York Yacht Club, Safety at Sea seminars and other institutions and venues.



Wishing the 2019 Marion-Bermuda Race participants fair winds and calm seas.



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Pathways to Offshore Racing for Women

BY DEBORAH BENNETT ELFERS

he must find a boat and sail in it. No guarantee of shore. Only a conviction that what she wanted could exist, if she dared to find it." These words were written by the author Jeanette Winterson and have been in the forefront of my mind as I've been interviewing some of the amazing women who have chosen to race from Marion to Bermuda. What follows, then, are their stories, and their advice for other women who share that persistent, inexplicable desire to challenge themselves as offshore sailors, and who find themselves in the process of defining their own pathway to get there.

It all began on land, actually, when, according to Trudy Kingery, she and her husband David were sailing home from Tahiti on their boat, KERAMOS (a Columbia 50 yawl). On the way back to Marion, they made a stopover in Bermuda, visited the Royal Hamilton Amateur Dinghy Club and met a gregarious gentleman named Dickie Bird. Trudy remembers that she and David suggested to Dickie that they should have a race from "their house to his." Looking back, on the

"We can do more than we think we can. We just have to dare to dream."

-DEE CAFFARI



Faith Paulsen and the crew of KATHLEEN PHOTO BY FRAN GRENON

eve of the running of the 22nd Marion-to-Bermuda Race, one can't help but be thankful for the kismet of that chance encounter! Trudy has sailed many, many offshore miles, and has raced the Marion-to-Bermuda Race several times. She was the first Marion-to-Bermuda Race Executive Secretary, back in the days before computers, which must have been a huge challenge, given that there were more than 100 boats on the line for that inaugural race. In those early days, creating, managing and building the Marion-to-Bermuda Race was a labor of love for the Kingerys, whose tireless commitment ensured its continuing success.

Faith Paulsen was the Beverly Yacht Club Commodore from 1994-95, the first woman to serve in that role. Following in Trudy's footsteps, she took on the job of Executive Secretary of the Marion-to-Bermuda Race, a position she held from 1989-2003. Faith raced in the Marionto-Bermuda race several times, serving as the much-beloved cook for four races on board the Feeney family's sailboat, KATHLEEN (a 72-foot custom yawl). In 2005, the Trustees of the Marion-to-Bermuda Race created the "Commodore Faith Paulsen Trophy" in her honor, with the goal of encouraging more women to participate in the race. The trophy is awarded to the first finishing yacht with an all-female crew.

As a teenager, Michelle Pope first participated in the Marion-to-Bermuda Race back in 1983, aboard her father Ron Noonan's boat, WILDFLOWER (a Bristol 40), which not only came first in class, but first overall that year. Her brother had raced in previous races with their father, and Michelle, who desperately wanted to race, begged her father to take her along. He finally relented, appointing her to the

important job of provisioner and cook, and recommending an intense regimen of physical training in order to prepare. Michelle went on to do the race again on her father's boat, and then later, a third time, with her husband Jon aboard KITTYHAWK (a Nonsuch 33). That year KITTYHAWK came first in class.

Kathy Reed has raced the Marion-to-Bermuda Race five times, beginning in 1989. Her most memorable race was in 1993 as the celestial navigator on board the winning boat, WILDLOWER. Kathy had crewed for skipper Ron Noonan in many of the local PHRF races in previous years aboard WILDFLOWER and had recently taken a course in celestial navigation. She remembers that "on WILDFLOWER there was no refrigeration. Full meals were cooked in advance and placed on shaved pieces of dry ice in the ice box. The evening meal was taken out in the morning, and ready to reheat by dinner. We only carried water to drink, no soda, and absolutely no beer. The watch schedules were 6am -12noon, 12noon-6pm, allowing solid sleep. Night watches went from 6-10pm, 10pm-2am, and 2-6am. It worked very well with a crew of 6." Looking back, Kathy said "When I did my first Marion-to-Bermuda in 1989 there were perhaps a handful of female sailors." As you might imagine, she is pleased to see that there are now, 30 years later, many more women sailors participating. Kathy also raced on one of the all-women boats, CASSIOPEIA (a Beneteau 42), in 2003.

After graduating from college, Hilary Vineyard worked on two boats in the Caribbean over the course of a year. The first was a charter, the second a race boat. So as a first mate, she got to do the racing

circuit down there, and she also did a number of deliveries during that time. Being offshore is something she's quite comfortable with and truly enjoys. When she returned to Marion a few years later, she began racing the Wednesday night PHRF races on the bigger boats out of BYC, and after she met her husband, Sam, they raced to Bermuda together on his family's boat, HAWKE (a J46), in 2001 and 2005. In 2005 HAWKE had the shortest elapsed time, and came first in class A; Sam's father, Gordon, was the navigator, and Sam was the skipper, so it was very much a family effort. She raced twice more: on ADRENALINE (a Hinckley 52) in 2007, and on VIVALDI (a Hinckley 52) in 2009. Hilary remembers that the 2009 race was the year the weather was really challenging (so challenging, in fact, that nearly half the boats in the fleet retired from the race).

Hilary had this to say about being a crew: "I basically did the same jobs as everyone else: drove, helped with sail changes, kept watch, kept others awake while they were driving, slept, took off and put on wet foul weather gear over and over again, made sandwiches, told stories, enjoyed each other's company, laughed, and listened to the navigator and discussed our course and plan with the crew. It really becomes a group of friends who work together out there, having the experience in common but coming onto the boat from many different backgrounds and with different levels of experience." Looking ahead, she says: "I'd love to sail it again one day, but for the past 6 years, I've been a mom first and Bermuda racer second. Maybe if our son wants to race someday, we can do it together as a family." Her husband, Sam, will be racing the 2019 race, and she and her son will be sure to track his progress from back home in Marion.

Debra Gayle-Malone's preparation for the Marion-to-Bermuda Race began during the 1999 race year, when she gained her first offshore miles sailing home from Bermuda on Ron Noonan's WILDFLOWER, and then a subsequent trip to and from the Caribbean on the same boat that year, in which a harrowing sail through a tropical depression did little to dampen her spirit. Deb first raced in the Marion-to-Bermuda Race in 2001 aboard CASSIOPEIA, skippered by Laura Sudarsky. Faith Paulsen had contacted Deb earlier that year to say that Laura was in search of a crew to do the race, and so Deb and Laura worked together to assemble an excellent all-women crew, a team who worked so well together that they raced together again in 2003, this time adding race veteran Kathy Reed to their roster. Deb says of the 2001 race: "The crew mix for that race was really critical, and we did a great job with the balance of skills aboard." In 2005, Deb raced aboard a mixed crew boat, SPREE (an Outbound 46 sloop), skippered by Toni Greatrex and Ted Wasserman; that race was her most memorable, with a magical moon illuminating the asymmetrical spinnaker, which they flew for a straight 48 hours. In 2007, Deb raced again with a mixed crew, this time aboard the BREMER SPECK (a Nauticat 40

ketch), skippered by Ron Hiemann, which withdrew early on due to lack of wind and a water shortage. 2009 found her again recruiting for crew, this time aboard CAYENNE (a J42), owned by skipper Maren Erskine. In this race, Deb mentored Anne Kolker, who would later go on, in the 2011 race, to skipper her own boat, ETOILE (a 52-foot Stellar Sloop). CAYENNE's all-women crew had practiced all that spring, but heartbreakingly, along with many of the other boats in the 2009 race, they made the difficult decision to retire because of the high winds and big seas.

Gail Greenwald and her husband Roy bought their boat, CORDELIA (a Valiant 42) with the goal of making offshore passages together. They sailed in their first Marion-to-Bermuda Race in 2003, as a way to get an offshore passage under their belt, having enjoyed coastal cruising for many years. Gail explained it this way: "In 2003, my husband Roy and I had just taken delivery on our new boat. After a shakeout season, we wanted to start doing more offshore sailing. Entering the Marion-to-Bermuda Race seemed to be a good way to get started, since we would have crew with us and would be accompanied by around 80 other boats, a nice safety net. Prior to our first Marion-to-Bermuda Race in 2003, I had used celestial navigation precisely once, during a weeklong ASA course on celestial navigation and offshore passage making." As it turned out, CORDELIA placed first in the celestial class that year, with Gail winning the Navigator's Trophy. Gail remembers that race: "When we turned on the GPS at shortly after 10 am on Tuesday,

"Life is not measured by the number of breaths we take, but by the moments that take our breath away."

-MAYA ANGELOU



Compete for the Bermuda Ocean Cruising Yacht Trophy awarded to the yacht with the best combined performance in the 2019 Marion Bermuda Race and the 2020 Newport Bermuda Race.





Hilary and Sam Vineyard on the deck of HAWKE, entering Bermuda 2005 PHOTO BY FRAN GRENON

we were less than 40 miles from Bermuda and seven miles from where I thought we were. We finished the race Tuesday evening with an uncorrected time of four days and five hours, still our fastest passage. We had to tack to get across the finish line, our first and only tack of the race. To our astonishment, we placed first in the celestial division, first in class, and third overall. And I won the Navigator's Trophy! This officially ranks me among the all-time leaders in the category of beginner's luck." Gail and Roy raced in the Marion-to-Bermuda Race again in 2005 and 2007, as well as in several "Bermuda One-Two" races, with Roy single handing from Newport to Bermuda, and Gail sailing the return voyage with him. They have many offshore miles now to their credit, including sailing across the Atlantic and Pacific. Gail's advice to women considering racing offshore? "Go for it!"

After she lost her husband in 2008, Anne Kolker made the decision to keep their boat, ETOILE, in which they had planned to sail together around the world. Not long after that, Anne was set to participate in the 2009 race, as crew aboard CAYENNE, having been recruited by Deb Gayle-Malone and Maren Erskine. As the story goes, after the team retired from that race, some of the group flew to Bermuda to be a part of the festivities, and it was there that the plan was hatched to prepare and race Anne's boat, ETOILE, in the 2011 race. The team's preparation took a full 2 years; the women worked hard to pool their strengths in order to get ETOILE ready. Anne said that the team with whom she raced that first year

were very experienced, and although she was the official skipper, they worked as a real team, noting that "women are pretty good at putting their heads together to figure things out - and that's how we worked aboard ETOILE." Both Deb Gayle-Malone and Garet Wohl (2009 CAYENNE team member, and veteran of the 2,700 nautical mile Transatlantic ARC, and the 360 nautical mile Marblehead-Halifax Race) were committed to mentoring Anne throughout the whole process of that 2011 race, ensuring that the voyage would be a success. The crew carefully planned their Marion-to-Bermuda preparations, which included making sure that all of the safefy requirements were met early on, as well as entering the "Lobster Run" in 2010 (a 327 nautical mile race from Stonington, CT, to Booth Bay Harbor, ME) as a sort of shake-down race. The core crew of ETOILE, Anne Kolker (skipper), Deb Gayle-Malone (watch captain), Deb Watson, and Garet Wohl (navigator) have continued to race every year thereafter, supplementing with new crew when necessary.

As a young teenager, Laurie Knight remembers being out at Converse Point watching the very first Marion-to-Bermuda Race start, and the excitement throughout Marion that the race engendered. Having grown up on the Tabor campus, Laurie sailed whatever boats she could get her hands on, but she always wanted more. She longed for many years to do an offshore race, and finally, in 2017, because of her skills as an accomplished helmswoman, and as a serious student of celestial navigation, she was invited to crew on board Ron Wisner's

boat, HOTSPUR II (a Columbia 50). Ron's been teaching celestial navigation for many years and is committed to mentoring navigators aboard his boat whenever possible. Because of her experience in the 2017 Marion-to-Bermuda Race, Laurie has since bought her own blue-water boat, OPTIMIST (an Alberg 37), and looks forward to one day, after accruing more offshore miles and experience, skippering her own boat in the race.

Of the women I interviewed, Anne, Deb, and Laurie were but three of the 29 women who raced in the 2017 Marion-to-Bermuda Race. Nearly 10% of the 299 participants in that race were women. Five of the women registered were skippers in the 2017 race (nearly 10% of all skippers who participated), a significant increase from 2013, in which there was only one woman skippering a boat. Another interesting statistic: 16 boats (32%) in the 2017 race had at least one woman on board, while eight of those boats raced with multiple women. For a bit of context, if you look at the 2017-18 Volvo Ocean Race (VOR) data on female participation, it shows that the Marion-



Laurie Knight taking a sight aboard HOTSPUR II in the 2017 race PHOTO BY BON WISNER



Gail Greenwald at the nav station aboard CORDELIA. 2003 PHOTO BY DANA WILLEY, CREWMEMBER

"It takes as much energy to wish as it does to plan."

-ELEANOR ROOSEVELT

to-Bermuda, a purely Corinthian event, doesn't lag too far behind the professional VOR in terms of women's participation, especially when you take into account that the VOR committee strategically rewrote their rules for that race. Their new rules were designed to add flexibility for teams, and specifically to create a clearer pathway for female sailors to take part in the race. As VOR director Phil Lawrence put it: "The proportion of women in sailing is growing all the time, and we think that it's important that as sailing's leading offshore property, we maintain a representative demographic." In the 2017-18 VOR, the new rules did increase the number of women participating relative to the years before: in 2017-18 there were 22 women in the race, out of a total of 96 sailors (23%). Of the 7 skippers, one was a woman (14%), the same as in the 2014-15 VOR, in which Sam Davies, (a two-time Vendeé Globe Race skipper) skippered the all-women's boat "Team SCA." The team, sporting magenta sailing gear, garnered an incredible international groundswell of support, inspiring several of the world's leading



Laura Sudarsky at the helm of CASSIOPEIA PHOTO BY FRAN GRENON

women sailors to come together and create the "Magenta Project" the worldwide organization that enables women to have equal access and opportunities in the sport of sailing.

The question "Why don't more women participate in the Marionto-Bermuda Race?" is a difficult one to answer. A couple of women interviewed thought that the biggest barrier to entry for many women who might like to skipper a boat, is that so few women actually own a boat capable of blue water sailing. Chartering is a difficult (if not impossible) option, given the complex safety requirements, which often necessitate expensive upgrades. Family responsibilities, and children, as noted by Hilary Vineyard, are also a very difficult (and lengthy) hurdle for women skippers or crews. Michelle Pope's last Marion-to-Bermuda Race was the year before her first child was born. As one would expect, the race data shows that there are many more women crews than skippers in the Marion-to-Bermuda Race, the role of navigator being the most common leadership position for a woman (according to the data from past 3 races).

The pathway to gaining a berth on a boat is obviously different for women and girls than it is for men and boys. Unless you are skippering your own boat, or your father or husband is racing to Bermuda, you need to work hard to find a mentor to take you on, which can be challenging. Few boats are skippered by women, many teams have traditionally been all-male, and the teams that have been racing together for several years don't often have berths available for additional crew. Some examples of where a mentor made all the difference in the stories I shared: a few of the women got their first offshore miles aboard Ron Noonan's boat, WILDFLOWER, and Ron Wisner has been committed to mentoring those who have an interest in celestial navigation aboard his boat, HOTSPUR II. In a very different model, Deb Gayle-Malone and Garet Wohl were Anne Kolker's on-board mentors as she skippered her first Marion-to-Bermuda Race, and further, it's likely that without Deb's help, Maren Erskine wouldn't have been able to assemble the crew needed in order for CAYENNE to participate in the race.

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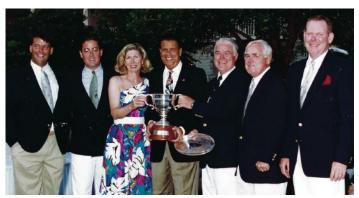
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Kathy Reed and the crew of WILDFLOWER in the 1993 race PHOTO COURTESY OF KATHY REED

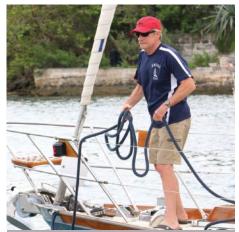
Mentors can crop up anywhere, anytime, and often result in extraordinary friendships. We all probably have in our minds an image of a wise, old expert looking for the perfect protegé, but let's not forget that a mentor can also be someone just a few steps ahead of us, naturally well-poised to help us benefit from their recent experiences of successes and setbacks. How do mentoring relationships unfold between sailors? More often than not, it happens between parent and child sailing together, which is obviously the most natural mentoring relationship that exists, but also these relationships can occur among others within the context of a sailing community, where there is real "glue," specifically within the relationships that are built over time around a shared goal. Racing comes immediately to mind as a natural way for this to happen. For example, if you have a gifted skipper who can empower the crew by sharing knowledge and encouraging learning, it's a natural progression that some kind of mentoring relationship will happen. And the best part is that it will feel authentic and it will be beneficial to everyone as they look ahead together for ways to develop their team. It takes a lot of work but can be extremely rewarding for everyone involved.

So, if you are a woman looking to participate in this great race - how do you get started on that path? All of the women I interviewed said to start by getting out on a boat and crewing for around-thebuoy racing. Show up. Learn everything. Get as much experience as you can. Then you begin to develop credibility and a reputation for dependability and can more easily earn a berth on an offshore racing boat. Learn a special skill: both Laurie and Kathy were students of celestial navigation, plus they had sailed around the buoys quite a lot aboard the boats on which they were invited to race. Find a non-race situation in which to get some offshore sailing experience: Trudy and Faith both had many offshore miles on cruising boats, and Hilary Vineyard had accumulated lots of offshore miles and racing during her time in the Caribbean. Deb Gayle-Malone earned her stripes by sailing offshore a number of times before she did her first Marion-to-Bermuda Race, and later, after she had a number of races under her belt, together with Garet Wohl, mentored Anne Kolker, instilling in her the confidence necessary to skipper her own boat in the race. It's important to remember that reaching a goal such as this is a process, a series of well-planned steps. Anne Kolker described it this way: "Sometimes you can't see how to get from the point where you are to the point where you need to be. You may not be able to do it all in one step."

The best advice seems to be to say "Yes!" to as many sailing and racing experiences as you possibly can. Volvo Ocean Race participant Hannah Diamond put it this way: "I basically spent 12 months saying yes to every opportunity I got. I spoke to as many big names as I could, to find out what skills I needed and experience to be a successful big boat sailor." Dee Caffari, offshore sailor and racer, and ambassador of The Magenta Project, recently wrote an inspiring blog post on her website, in which she advises women sailors to "grab opportunities as they arise." If you want to earn a berth on an offshore racing boat, be sure to take Hannah's and Dee's advice, which underscores what the women in this article have experienced: develop the skills to make yourself as valuable as you possibly can, take advantage of every opportunity that presents itself, and don't be shy about letting people know that you want to race offshore. And then comes the real magic: once you've achieved your goal, don't forget to look back, and extend an encouraging hand to help others to follow in your footsteps.

About the Author Deborah Bennett Elfers is the Editor of the 2019 Marion-Bermuda Race Book, and serves as Beverly Yacht Club's Race Committee Chairperson. She regularly races in one-design racing at the Beverly (on her Herreshoff Twelve, TIGER TALE), and in PHRF racing (on her Alerion 33, PEREGRINE). The 2019 Marion-to-Bermuda Race will be her first offshore race. Her writing has appeared in the South Coast Almanac, Scuttlebutt Sailing News, and Windcheck Magazine.

























Jack Gierhart, Commodore Beverly Yacht Club

ince 1977 the Beverly Yacht Club has enjoyed the honor of co - hosting the Marion Bermuda Race, a premier ocean race. The Officers, Council, members and staff of the Beverly Yacht Club warmly welcome you to our Club, the Town of Marion and the waters of Buzzards Bay. We shall do our best to make the 2019 Marion Bermuda Race a fun, safe and memorable experience for you and your crew.

The Beverly Yacht Club was established in 1872 by an enthusiastic group of yachtsmen with the sole purpose of promoting racing and good fellowship

among its members. Throughout the 147 year history of the Club, we have maintained that focus and it is just as strong today as it was 147 years ago. The BYC races five days a week between May and September initiating over three hundred starts. This doesn't include regional, national and international events that take place each summer. Skippers and crew of both large and small boats can find a venue within our schedule to test their skill. Each week well over one hundred boats will find their way to the starting line. And let's not forget the enthusiastic members and volunteers that make all this possible from planning and managing regattas to organizing the resources necessary to run 300 races. We are also proud of the contributions many of our members have made to the sport nationally and internationally in the areas of race management, safety and youth sailing.

The BYC also understands the importance of passing down this great pastime to our young people: from the opti kids just learning the joy of being around boats and on the water, to serious C420 racing teens competing in regatta's every week as part of the advanced racing program. BYC members, many graduates of our Junior Program, have competed in and brought trophies and medals home from the Olympic Games, World Championships, and numerous National Championships.

Scores of our members are adventurous cruisers and offshore racers and since its inception have always competed in the Marion Bermuda Race. I sailed my first Marion Bermuda race at 16 and it's been a huge privilege to have participated as crew in seven races since 1981.

The 2019 Race is the culmination of a tremendous amount of work by the Marion Bermuda Race Organizing Committee and the legion of volunteers from the three host clubs: Beverly Yacht Club, Royal Hamilton Amateur Dinghy Club and the Blue Water Sailing Club. The organizers deserve a huge thank you for their time and effort in putting this event together and managing the Race at the very highest level.

Whether it's a beat or a run down Buzzards Bay, then leaving Nomans Land as you head out to sea, you will be off on one of the greatest sea routes on globe. Hopefully after fresh breezes and not too many 360's, as you pass abeam the red and white Kitchen Shoal tower on your way to the finish, you will realize the incredible accomplishment you have made with your fellow crewmembers, regardless of whether it's your first Bermuda Race or your 15th; and you will have well deserved it!

Fair Winds, Safe Voyage and Sail Fast,

JACK GIERHART, COMMODORE Beverly Yacht Club

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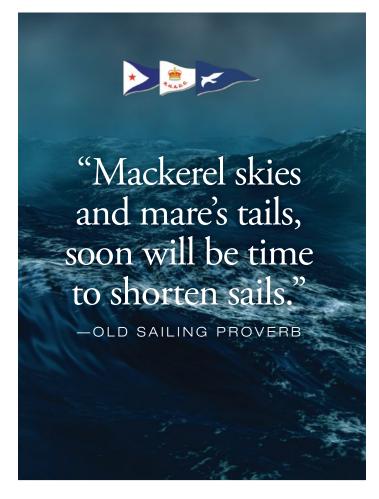




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Stephen Ricci, Commodore Blue Water Sailing Club

2019 marks the 60th anniversary of the founding of the Blue Water Sailing Club by a group of enthusiastic New England sailors for the purpose of extending their cruising range, encouraging the development of sailing skills, and enjoying our sport in the company of friends. Eighteen years later some of these same members together with those of the Royal Hamilton Amateur Dinghy Club conceived the idea of the Marion-Bermuda Cruising Yacht Race and were soon joined the Beverly Yacht Club. The Race preserves a Corinthian spirit of competitive sailing on the open sea and is now recognized as one of the true premier blue water events in international waters. 2019 will be its 22nd running; effectively managed by the Marion-Bermuda Cruising Yacht Race Organizing Committee and volunteers from the three founding clubs.

The rewards of participation include a well-earned sense of accomplishment and lifetime memories of camaraderie among your crewmates and fellow competitors. Additionally, for the owner there is increased confidence in yourself and your boat having both been thoroughly readied for offshore passages.

The Blue Water Sailing Club organizes summer cruises to Maine, New Brunswick, occasionally Newfoundland as well as local waters from Gloucester to Cape Cod and the Islands, and west to New York City. These are cruises with destinations and routes attuned to sailboats and their crews. Shorter weekend events and rendezvous fill out the sailing season while during the winter months, seminars cover topics such as rigging, engine and electronic systems, provisioning as well as cruises overseas.

One of Blue Water Sailing Club's most prominent contributions to the Marion Bermuda Race is running the "Safety-At-Sea" Symposium which this year will be held at U-Mass Boston on March 9th and 10th. The syllabus has been revised with more extensive hands on sessions to bring MBR certification in line with newer US Sailing certification.

On behalf of Board of Governors and members of the Blue Water Sailing Club, I wish all the competitors good luck, safe sailing and lots of fun.

STEPHEN RICCI, COMMODORE Blue Water Sailing Club







Willie Forbes, Commodore Royal Hamilton Amateur Dinghy Club

ith the enthusiastic support of our Flag Officers, Club Officers, Members and Staff here at the RHADC it is with great pleasure that I write this welcome for the 2019 Marion To Bermuda Yacht Race. Our long association with the Beverly Yacht Club and The Blue Water Sailing Club began in 1977 and has resulted in 42 years of close personal friendships, excitement, enjoyment and a record of experiences that have enriched our three Clubs, bonding us together via the sea that directly connects us. We are very much looking forward to welcoming old and new friends to the RHADC once again in 2019!

With the wonderful Americas Cup having now passed on to Auckland, Bermuda continues to be the perfect destination for an ocean challenge between friends. Whether you race on the sea or fly in to support, turquoise waters, bright colours, sun, sparkle and the friendliness of Bermuda will greet you. All of us at the RHADC will provide you with a safe and comfortable haven at the end of your race and the cheer of a Dark N' Stormy!

Our organizing committees, management, staff and many members and volunteers, are preparing a welcome for you which will include our central and convenient location, a berth in our marina, our new Boat House and facilities, our new kitchen and fine food, and daily activities culminating with our prize giving and gala dinner. I am grateful to all our team for their hard work, commitment, shared joy for our yacht race and the events surrounding it. We will strive to make Bermuda a wonderful memory for you.

Good luck to you all, safe and smooth sailing, safe travels and lots of fun!

WILLIE FORBES, COMMODORE Royal Hamilton Amateur Dinghy Club





















A Family's Love of the Sea

y great-great-grandfather, George Bradish, was a Salem merchant sea captain, and sailed his ship, LHARRIOT, up and down the coast from Nova Scotia to the Mississippi. And my great-grandfather, George Johnston Bradish, learned to navigate the waters of Buzzards Bay and Long Island Sound from his father. In fact, George Johnston Bradish kept his 34' sloop, KESTRAL, just a few miles from the starting line for the Marion Bermuda race, and he and his son cruised and explored Long Island Sound and these Buzzard Bay waters, teaching my own father when he was a boy. Although I go by "Chip" today, I was named after all of those first-born-Georges, and it is in honor of them that I set out to find my way on my first ocean race, in the smallest boat in the fleet.

"Everything can be found at sea, according to the spirit of your quest."

-JOSPEH CONRAD









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Chip on board SELKIE PHOTO COURTESY OF CHIP BRADISH

I've been preparing Selkie, my Morris 32, for 8 months now, and it is finally time to set off. Hoisting the refurbished family signal pennant, from KESTRAL, I silently call on all those first-born-Georges before me to join us on our journey. As we let go the mooring, I can't help but wonder: "What will I find on this journey, on this open ocean? Will I ever return to this place again?"

I had grown up racing small boats on Barnegat Bay, and won my first point race series at 10 years old. And though I had raced for years as a boy and young adult, in later years I took a step back from racing, and instead, gravitated towards solitary cruising on weekends, and camping aboard my boat with my children.

However, the race to Bermuda had called to me for years - never diminishing in its urgency. As is true for many of us at midlife, I came to a point when I knew I needed to focus on a project away from the litany of daily life and struggles, and to find some space and time to reacquaint myself with my own rhythm. So that's when I

decided, instead of crewing, I wanted to take my own boat, SELKIE, for the trip, that I needed to skipper her in this race.

Preparing the boat was all-consuming. Never have I felt so motivated, organized, and supported through the generous assistance of others who had done the race before, and who helped guide our work, which had seemed at the outset to be beyond the cumulative efforts of my crew. There was a positive energy and optimism that supported our efforts, and many hands helped us to navigate the months-long preparation. The Force was indeed with us!

And then, seemingly in no time, race day arrives, and it's my turn to sail. Really sail! SELKIE is packed to the gills, with fuel jugs secured on her deck, and food, water, storm sails, gear, and tackle stowed below. On board, and ready to race, is our crew of four. With her dark blue hull, and gold pinstripe, she looks classic, proud, and handsome, but in the pre-start maneuvering, I'm reminded that 32 feet looks awfully small for an ocean race, especially in comparison to the other yachts. I give the crew our pre-race briefing to review the starting sequence, the position assignments, and to set a bow watch. I repeat again and again what we all already know, reciting over and over like a rosary, our jobs, duties, details; this calms and reassures me that we are indeed prepared and ready for the 635 mile journey ahead.

We check in with the committee boat, cruise up and down the starting line, watch the fleet fill in, and check out the competition: big, gorgeous boats, large crews, and fancy sails. I wonder, "Do we belong here?" It feels a little like David and Goliath, except that there are lots of Goliaths in this fleet. Before long, it is our countdown. I shout at my crew, the increasing tension evident in my voice, as we try to find a small slot to slip into as the fleet works up the line. We fight for air amongst the big boats and nose up as much as we possibly can without barging or colliding. Shouts and swears erupt from the surrounding boats, as the jockeying for position heats up, and - finally! - the cannon sounds, and we are off. We struggle for clean air and boat speed in the new silence, and watch the fleet, one by one, tack over to port to find a fresh breeze.

Soon enough, SELKIE's crew settles in to race mode. There's a building Southwest wind to contend with, so we shorten sail, then again, and continue to drive upwind. The chop takes its toll on us; we are heavy and short, and we pitch a lot. We watch the crossing tacks of the other racers get farther and farther away, and in several hours the sun is setting, the wind has died, and we find ourselves bobbing in the sea, a short distance from the western shores of Cuttyhunk, hoping to drop down and past Sow and Pigs, leaving Nomans Land to port. In the darkening skies we see, a diffuse constellation of white masthead

lights far ahead - and virtually no one behind us. We ceremoniously turn off the GPS and submit to the unknown, surrendering to the power of the elements above, around and below us.

Let it be said that I love to go fast. But I also like to sleep, and it is with this in mind that I give my crew the evening briefing, and then head below for a nap before a late night watch. I leave the sail tweaking for another day. We've been up for hours, with so much excitement, expectation, and mental and physical exertion. The quiet night invites us into our evening routine of watches, and the darkness returns us to a heightened awareness of the sea, and the tiny little space that we occupy on it, well out of the sight of land and other vessels. We feel the bounce, tilt, and sway of the waves, and hear the whispers of the wind in the rig, the gentle splashes lapping the hull. We make our way southeast.

One daybreak seems to lead seamlessly into another, and as we find our way off the Continental Shelf and into deeper water, the sea temperature rises, the color of the water changes, as does the feel and look of the surface, which now has a more complex, chaotic feel. The air becomes wet and humid, and we know that we are solidly in the Gulf Stream. Our navigator busily takes sights, making calculations and charting our location. In the Stream, our dead reckoning calculations become more complex, as we estimate the forces on us to determine a position. We wonder whether the sun and stars will actually confirm our position.

As we are the smallest vessel in the race this year, the crew and I wonder how this will affect SELKIE's speed, and the ride to Bermuda. On the one hand it's good to have a "favorable" handicap rating. But what one can underestimate is the reality of sailing a very small boat on a very big open ocean. Aboard SELKIE you feel everything - every lovely whisper and puff of wind through her rig and tiller (yes, tiller!), and every bump and lump of the sea state. Bruises are common, mattresses are thin, and space is extremely tight. We often take ibuprofen with granola bars on watch changes just to stay ahead of the pain. And though this Chuck Paine-designed and Morris-built boat is rock solid, she is, after all, 30 years old. When it's windy you are guaranteed to be wet, and if the seas are big, you can be seasick - our handicap is good, but our ride is tough. We are extremely vulnerable to the vicissitudes of the sea, but it's a risk we are willing to take, and we hope that this year the risk will pay off.

Although I come from a long line of accomplished sailors, I fancy us as the scrappy sailors in this fleet, and take a secret pride that we do not serve ice cream for dessert; I'm ok with knowing that in a few days the ice will be gone and we'll be drinking lukewarm beverages with one hand and holding the tiller with the other. Luckily for us,



The crew of SELKIE with the winner's trophy PHOTO BY FRAN GRENON

the conditions are generally calm. So calm, in fact, that one could look over the side, directly down at the surface of the water, and see star light, and struggle to find the horizon. Is that a reflection of the stars or are those the stars themselves? It could be a kettle pond on the Cape, it is so quiet and still. I wonder to myself, "Who and what might be lurking in the pitch-black miles below? Will Jason leap out of the water, or the great white whale?"

As the days move from one to another, we track our progress on the plotting sheet. Our celestial navigator dutifully updates our positions every few hours. I manage to get my satellite phone modem to work and download a weather update and see a scratch sheet that puts us in fourth place! "Yikes!" I panic inside, as we have not seen another racing boat in days, yet somehow, we are in a good position relative to the rest of the fleet. I decide to keep the information to myself, to protect my crew from jinxing us, as I'm certain that discussing our position will surely slow us down. Each day our position improves. I remain tight lipped, barely able to maintain my cool, and push on with greater intensity. There's no room for letting up.

The sea life is abundant on the voyage, if you're paying attention. There are sea birds, dolphins, sharks, Sargasso grass, flying fish, bright blue water and azure colored Portuguese-man-of-wars. We endeavor to record each sea creature or plant in the ship's log. But the best visual delight is the sky and clouds, a never ending kaleidoscope of color, shape, and luminosity. We use the clouds to tell us about the weather systems approaching and departing, and aim for routes that we think will give us the most favorable wind, all the while being sure not to stray too far off course. In the daylight the crew practices taking sun fixes with the sextant, and at night they identify constellations so as to locate the best stars to use for a fix. The celestial exercise increases our awareness; we track the rotation of the sun, try to make sense of the sea state that we are encountering, the cloud cover, and the many forces that affect our progression towards the little island in the midst of a giant sea.

Inevitably, the mind wanders into daydreams, perhaps imagining another time, another world, future or past - a thousand years, a million years, yesterday or tomorrow. Is it possible my grandfather's father sailed across this very stretch? What other great ships have passed here? What were they carrying, and where were they bound? Were they ships at war, or ships hunting for whales, slave ships, or maybe pirates? It occurs to me that there are as many stories as there are waves, and that mine is as inconsequential or important as any. It is my duty to squeeze the most from this voyage, for my own sake.

In earlier Bermuda passages I'd prayed for "good" weather, and I find now, my prayers have transformed: instead of asking for weather

"The ocean is a mighty harmonist."

-WILLIAM WORDSWORTH

that would support a safe and comfortable sail, the prayer becomes a growing practice of appreciation that weather is God, in every form and flavor. I breathe in and experience through my body such gratitude and fullness. My theology evolves each time I come to sea, getting less literal, and more experiential. I get to sail through Her and in Her and with Her day in and day out. I worship.

All too soon, what seems like an endless countdown of days reverses gears, time seems to speed up, and I find myself wishing that I could extend our experience forever. I try to cherish and savor every last second. Nostalgia wells up, as I begin to appreciate, fondly, our onepot dinners, cramped quarters, and smelly crewmates. Eventually we begin to see tiny white dots on the horizon that slowly grow into shapes that are clearly sails. The VHF chatter returns. Is it time yet to turn on the GPS? Eventually, our navigator gives us the definitive "thumbs up," and we find that we are indeed within the 35-mile ring, and our position is confirmed - not far off from our celestial fix. Relief, happiness, and a renewed drive for the finish bursts forth.

As the darkness falls, we hear finishes being announced on the VHF. And suddenly I realize that our chart plotter cartographic files for North America somehow exclude Bermuda. So we pull out the paper charts of Bermuda and begin identifying the blinking signals from the bouys and pilings which mark the jagged shoals that surround Bermuda. The lights from the island make it difficult at first to differentiate the blinking lights, making it nearly impossible to make a definite fix. Tension grows among the crew, as there is a debate about identifying marks. Eventually, though, we find our way in, and thread our way past Kitchen Shoals and the other wellknown markers. We hear the other boats sailing in, announcing their impending line crossings, and finishing.

After SELKIE crosses the finish line, I weep. As I hold the tiller, I'm unable to focus any more, and as the crew drops sail I find that all I



SELKIE flying the rainbow flag and the winner's pennant in Bermuda. PHOTO BY FRAN GRENON

can do is power the boat in tight circles, intent on keeping us out of the finish area and off the shoals. Surprisingly, I cannot summon the wherewithal to direct us into St George's to anchor, so eventually a crewmate takes the tiller and guides us in, mark by mark, picking us through the dark and narrow channel. I drop below to gather myself.

Once SELKIE is safely in St. George's Harbor and in the anchoring area, we find our spot. I climb forward, and when we come to rest, I begin dropping the anchor, letting out the chain, arm over arm until I feel our plow rest on the sandy sea bottom. At last, after five long days, SELKIE has made it, with no breakdowns or injuries - we are safe, we are tired, and after a shot of rum, we drop off into our bunks for some much needed sleep.



Chip taking a sight PHOTO COURTESY OF CHIP BRADISH

The next day is an absolute blur of activity. We power into Hamilton Harbor, and are greeted by a procession of Super Yachts heading out to their race course. With our yellow quarantine flag flying, we receive shouts of welcome, and we immediately feel part of a much larger community and celebration -- for it is the America's Cup finals, and this is part of the pageantry of the great race. What a day to be alive and making landfall in beautiful Bermuda!

Coming into the Royal Hamilton Amateur Dinghy Club, a small crash boat greets us, and escorts us through the maze of boats that had finished ahead of us. Most of the fleet is already in. We receive a few cheers as we pass through the tangle of boats, to a spot all by itself, right in front of the club. We tie up, and I hoist SELKIE'S rainbow flag, to me a fitting declaration that I had made it. I make my way into the club to find out how we had finished, and when it becomes clear that we had potentially won our division, and the race overall, I run back to SELKIE to share the news. We prepare the boat

for inspection, ship-shaping her every detail, and when the inspection is complete, logs inspected, and our navigator interviewed, the Commodore awards us the winning Marion-Bermuda pennant, which I raise up the mast, along with my rainbow flag. I return to my bunk, weeping for joy. I've made it through this journey, with great pride, as a sailor, yachtsman and a gay man. This is my journey home.

What I didn't know is that my dad had been watching SELKIE online - every step of the way, from beginning to end. My dad had had recent heart surgery, and at over 80 years old was feeling in a real way his declining health, and the end of his own sailing days. Although the America's Cup finals were taking place, and most of the flights and hotels were booked, my dad was on his way to Bermuda to congratulate me. We had never quite returned to our close

relationship after I had come out to him almost 30 years before, so when I heard "Permission to come aboard, Captain?" from the dock, I felt so proud. My crew and I steadied him and helped him aboard. He smiled, and heard the Chelsea clock his father had given him chime the hour. I felt his heart fill with happiness, and we embraced, happy to be reconnecting after so much time, and each recognizing, silently, that it was through sailing, and the generations that taught us to love the ocean, that we had found each other once again.

"Homeward Bound" for me is about returning to my roots with sailing, the sea, my family, and the generations who came before. It's about this race allowing me to find my vulnerability and strength. I had never understood the power of my legacy in the past, almost apologizing for the privileges my ancestors enjoyed, but now I am able to put that aside and find a new connection with my dad, my ancestors and the sea. This race allowed me to find myself, and it will do the same for you, if you let it.

About the Author G.J. "Chip" Bradish grew up racing small boats on Barnegat Bay, NJ. He carries a USCG 100 Ton Offshore Masters license and is a former Outward Bound instructor. He is a counselor and coach in private practice in Boston.



















OFFICE OF THE GOVERNOR COMMONWEALTH OF MASSACHUSETTS STATE HOUSE . BOSTON, MA 02133 (617) 725-4000

KARYN E. POLITO LIEUTENANT GOVERNOR

June 2019

Dear Friends:

On behalf of the Commonwealth of Massachusetts, Karyn and I welcome you to the 22nd biennial Marion-Bermuda Cruising Yacht Race.

Participants in the first-ever Marion-Bermuda Cruising Yacht Race set sail in 1977 and more than 40 years later the Beverly Yacht Club, Blue Water Sailing Club and the Royal Hamilton Amateur Dinghy Club continue to maintain rich sailing traditions. The clubs have done a tremendous job encouraging our youth to develop their navigational skills through the celestial sphere and by giving back through numerous educational and mentorship programs.

We commend your dedication to the preservation of traditional sailing techniques and we applaud the Marion-Bermuda Race Committee for their tireless work in support of this sporting legacy between the Commonwealth of Massachusetts and Bermuda.

Please accept our best wishes for a safe and enjoyable race.

CHARLES D. BAKER **GOVERNOR**

KARYN E. POLITO LIEUTENANT GOVERNOR

Sincerely,



Moonlight Over Sippican Harbor — PHOTO BY ANNE T.CONVERSE

any long centuries before the Pilgrims set foot ashore in nearby Plymouth, this land was the village of the Sippican Indians, of the Wampanoags, a tribe of the Algonquin Nation. Throughout the centuries, this land, this town, beloved by its inhabitants, has been intertwined with the sea, known for its saltworks, shipbuilding, and whaling. Marion has sent her sailors all over the world, first as traders and whalers, and today, in much smaller ships that venture out for the adventure of sailing and racing on blue water.

Generations of sailors and seafarers have loved Marion, but so, too, have artists, writers, philanthropists, and politicians, including 2 Presidents: Grover Cleveland, and Frankin Delano Roosevelt. President Cleveland fished often out in the Bay near a ledge that now bears his name, "Cleveland Ledge," and referred to Marion as "the most beautiful little town in the United States," and the "little Naples of America." During the 1880s, the writer Richard Watson Gilder summered in Marion, and brought with him his circle of friends; Marion, for a time, became his salon. With the advent of the railroad in the 1850s, the town enjoyed a burgeoning reputation as a seaside resort, and when Henry James stayed in one of the big seaside hotels (now long gone) on Water Street, he took inspiration for his book "The Bostonians," in which he writes: "The hazy shores on the other side of the water (they seemed powdered with silver, a sort of midsummer light), suggested to him a land of dreams, a country in a picture." St Gaudens was here, too, as was Richard Harding Davis, Charles Dana Gibson, John Drew, John Barrymore, Ethel Barrymore, Maude Adams, Edith Austin, Louis Agassiz – to name but a few of the town's more well-known visitors.

Elizabeth Taber loved Marion, too; after all, it was where she had grown up as a young girl. The Music Hall, the Library, and Tabor Academy, the "School by the Sea," remind us daily of her generosity, and her legacy lives on as part of the daily fabric of the town. So many have loved Marion, but for sailors, it is a magical place, where almost without fail, the "Sowwanin," (as the Wampanoags call the Southwest wind), will pick up once the sea breeze establishes itself, giving us the wonderful wind and chop that Buzzards Bay and Marion have become known for.

"God gave all men earth to love, But since our hearts are small. Ordained for each one spot should prove Beloved over all." - Kipling

Welcome to our beautiful seaside town and the start of the Marion Bermuda Race. We know you will fall in love with Marion, too! The following information will help you find our way around the area and make your stay more comfortable and fun.

YOUR HOST: BEVERLY YACHT CLUB

One of the oldest and most distinguished yacht clubs in America, The Beverly Yacht Club was founded in 1872 by a group of sailors from the Eastern Yacht Club. Located on the west side of the harbor, BYC is the hub of all race activities and official home of the Race Committee. All race participants are welcome to use the Club's facilities and amenities. Pre-race festivities will be held at BYC's cozy clubhouse on the water. You will also find lunch and dinner, a friendly bar and many of the Skippers and Crew. See the Schedule of Land Events found in this Race Book for Duty Desk hours, registration times, and other pre-race activities.

All information may also be found on our website.

- Marion-Bermuda Website marionbermuda.com e-mail race@marionbermuda.com with questions
- Information about Beverly Yacht Club can be found at beverlyyachtclub.org 508 748-0540 e-mail office@beverlyyachtclub.org

GETTING ASHORE:

During the run-up to the Marion-Bermuda Race launch service will be provided by the Beverly Yacht Club and local boatyards if you rent a mooring through them. Allow ample time to get ashore as launches will be very busy. Once ashore, most things are within walking distance. Marion does not have a taxi service but if you need a ride, the duty desk at BYC will try to help you get where you need to go.

- Launch Service Hail on VHF CH68
- Enterprise Car Rental 508 759-2299 Buzzards Bay, MA
- Uber and Lyft service is available but scarce

MOORINGS & LAUNCH:

Sippican Harbor is exceptionally well sheltered and navigable. The race harbormaster will coordinate moorings with boatyards and private individuals so that everyone has a spot. Make your Mooring Reservations well in advance through the Marion Bermuda website.

During race week it is not possible to anchor in the inner harbor. Rafting is permitted with the consent of the Harbormaster, but only two boats may moor to any mooring, and at least one person must be aboard the raft at all times.

- BYC: Hail on CH68 for mooring assignment and launch service
- Barden's and Burr Brothers: Hail on CH68.

DOCKSIDE SERVICES:

The Island Wharf Town Dock has fresh water, pump out and access to load crew and supplies. Plan ahead as there is a 20 minute limit when the dock is busy. At low tide, there is about eight feet of water alongside the float attached to the Town Dock, but be aware of marked rocks that are submerged a few yards north of the float (to the right, as you approach from the water). There are also two boatyards in the harbor where you will find fresh water, ice, diesel, gasoline, ships store, haul-out, and the full range of services you might need.

- Marion Harbormaster VHF CH9 or CH16 or 508 748-3535 Holding tank pump-out services are available free of charge at your mooring and at dockside. Call or hail the Marion Harbormaster's office for an appointment. You do not need to be aboard for service.
- Burr Brothers Boats burrbros.com VHF CH68 or 508 748-0541 e-mail bburr@burrbros.com Located near the head of Sippican Harbor.
- Barden's Boat Yard bardensboatyard.com VHF CH68 or 508 748-0250 e-mail bardensboatyard@comcast.net Located near Island Wharf Town Dock.

- Saltworks Marine Services saltworksmarine.com 508 317-2599 Marion, MA. Dan Crete is an excellent diesel mechanic and can provide a wide range of services.
- Kingman Yacht Center kingmanyachtcenter.com VHF CH71 or 508 563-7136 e-mail tarap@kingmanyachtcenter.com KYC is a full service yard on the eastern shore of Buzzards Bay in Red Brook Harbor about an hour by boat from Marion.
- Fairhaven Shipyard fairhavenshipyard.com 508 999-1600 Located further south on the west side of Buzzards Bay.
- MacDougalls' Boat Yard macdougalls.com 508 548-3146 Located on Cape Cod in Falmouth, MA east of Woods Hole.
- Hinckley Yacht Services hinckleyyachts.com 401 683-7100 Portsmouth, RI. Hinckley Yacht Services is a full service boatyard able to meet any service need
- New England Boatworks NEBoatworks.com 401 683-4000 Portsmouth, RI Full service boat yard

SHIPS CHANDLERY AND MARINE SERVICES:

Marion and the surrounding area offer easy access to a wealth of marine products and services by a number of reputable businesses of long standing in the area. You can find them in the advertiser index.

- Harding Sails hardingsails.com 508 748-0334 732 Mill Street, Marion, MA Route 6, 1½ miles west of Route 105.
- Sperry Sails sperrysails.com 508 748-2581 11 Marconi Lane, Marion, MA
- Quantum Sails Design Group quantumsails.com 401 254-0970 Bristol, RI
- Landfall Navigation landfallnavigation.com 800 941-2219 Stamford, CT for navigation, safety equipment.
- Life Raft & Survival Equipment Irse.com 800 451-2127 Tiverton, RI for life rafts and offshore survival gear and equipment.
- R&W Rigging Solutions 508-995-1114 New Bedford, MA Specialists in line and rigging.
- Cay Electronics cayelectronics.com 401 683-3520 Portsmouth, RI for marine electronics needs.
- NorEast Marine Systems 508 994-1781 Fairhaven, MA Professionals in all marine systems.
- West Marine westmarine.com 502 742-0490 114 Huttleston Ave, Fairhaven. A medium size store about 20 minutes by car.

PROVISIONING AND SUPPLIES:

A general store and package store are located on Front Street, an easy walk from BYC or the town dock. Grocery, convenience store and other services can be found along Route 6 in either direction.

- Spirits spiritsmarion.com 508 748-0004 Everything you need in wine and spirits.
- Marion General Store 508 748-0340

- Harriet's Catering harrietscatering.com 508.748-2053 Marion, MA a welcome break from whatever is in the galley fridge.
- Sullivan Wine and Spirits sullivanwineandspirits.com 260 Marion Road, Wareham, MA 508 295-0016 Great selection and excellent prices.
- Shaws Market 508 295-7813 Wareham Plaza Route 6 east
- Market Basket 508 992-3049 122 Sawyer St. New Bedford
- Aubuchon Hardware Store 508 295-2123 Wareham Plaza Route 6 east
- Cumberland Farms convenience Store & Gas Intersection Front and Route 6

SHOPPING AND OTHER SERVICES:

A walk on Front Street from Town center toward Route 6 finds a gift shop, sporting goods, clothing store, and a bank with an ATM. If you feel the need for a full-immersion shopping experience before heading out to sea, Wareham Crossing is just north of Exit 21 off I-195.

Looking for special photographs of your family, crew and/or boat while you're in Marion or at the start of the Race?

- Anne T. Converse annetconverse.com 508 728-6210 Marion, MA marine photographer
- Spectrum Photo spectrumphotofg.ifp3.com 508 717-7997 Mattapoisett, MA official race photographer

Need weather cloths, burgees or flags made up for your boat?

• Brewer Banner Designs brewerbanner.com 508 996-6006 New Bedford, MA

ACCOMMODATIONS:

Inns and budget friendly motels are a short drive from Marion town center.

- TownePlace Suites by Marriott 508 291-1800 Wareham, MA
- Hampton Inn 877 214-6722 Fairhaven, MA
- Fairfield Inn and Suites New Bedford, MA 800 916-1392
- Mattapoisett Inn 508 758-9733 on Mattapoisett Harbor
- Inn on Shipyard Park 508 758-4922 Mattapoisett, MA
- Village Landing Bed & Breakfast 508 748-0350 Marion, MA
- Silvershell Inn silvershellinn.com 508 299-9810 Marion, MA
- Briarwood Beach Motel 508 295-2766 Wareham, MA
- A selection of AirBnB homes are also available

DINING:

Whether you are looking for a morning eye-opener, a mid-day pickme-up, or an evening meal you and your crew will find a gastronomic experience for everyone. Some are an easy walk from town center. Others are a short trip by car. Whatever your choice, you will not be disappointed.

On foot...

- Kate's Simple Eats katessimpleeats.com 508 748-0042 Marion, MA Really good food. Light breakfast and lunch. In the Village near the General Store. Prepared meals for the race are available.
- Brew Fish Bar & Eatery brewfish.net 508 748-2986 Marion, MA a local institution
- Uncle Jon's Coffee unclejonscoffees.com 508 748-0063 Marion, MA. Coffee, pastries, and a lot of other good stuff.
- Atlantic Bistro theatlanticbistro.com 774 553-5314 Marion, MA Dinner from 5PM

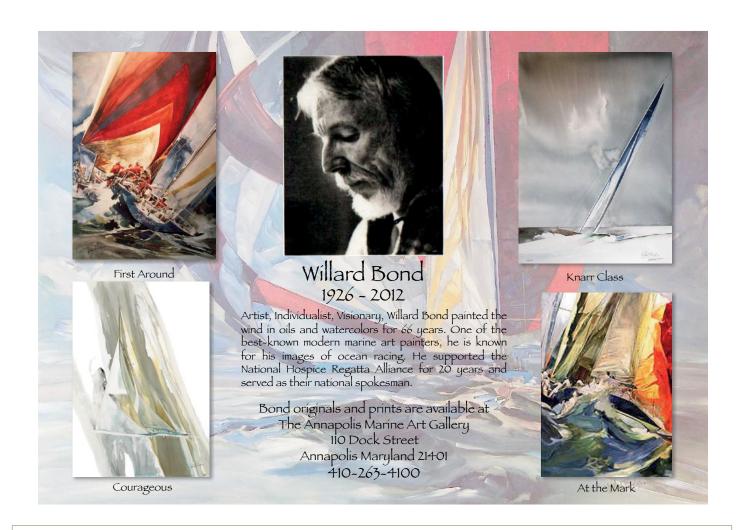
By car...

- Chart Room chartroomcataumet.com 508 563-5350 on Red Brook Harbor at Kingman Yacht Center. Offers the best lobster rolls and sunsets on the Cape. Reservations necessary.
- The Walrus and Captain 33 County Road Mattapoisett, MA 508 758-8124
- Gateway Tavern thegatewaytavern.com 508 291-6040 371 Marion Road Wareham, MA
- Inn on Shipyard Park theinnonthepark.com 508 758-4922 Mattapoisett, MA
- Mattapoisett Inn themattapoisettinn.com 508 758-9733 Mattapoisett, MA
- Oxford Creamery oxfordcreamery.com 508 758-3847 Mattapoisett, MA
- Rose & Vicki's roseandvicki.com 508 748-1333 Marion, MA
- Santoro's Subs and pizza santorosmarion.com 508 748-9599 Marion, MA
- Shipyard Galley shipyardgalley.com 508 758-9408 Mattapoisett, MA
- Turk's Restaurant turksseafood.com 508 758-3117 Mattapoisett, MA

SIGHTSEEING:

Marion is also blessed with interesting sights and museums:

- Sippican Historical Society sippicanhistoricalsociety.org 508 748-1116 on Front Street. Learn all about Marion history. Call for hours of operation.
- Cape Cod capecodchamber.org gateway to a kinder, gentler Massachusetts
- New Bedford National Whaling Historical Park nps.gov 508.996.4095
- New Bedford Whaling Museum whalingmuseum.org 508 997-0046 A whaling museum without peer in the world.
- Battleship Cove battleshipcove.org 508 678-1100 Fall River, MA.





ONLY AT HINCKLEY

As Rhode Island's largest full service yacht yard, Hinckley Yacht Services Portsmouth is conveniently located on Narragansett Bay. Just 5 nautical miles north of Newport, Hinckley has a reputation for excellence across a full suite of marine services and yacht care. Boaters and racing teams from around the world name Hinckley as their yachting solution year after year. Learn more about the white glove, indoor heated service and storage programs available only at Hinckley.

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HINCKLEY YACHT SERVICES













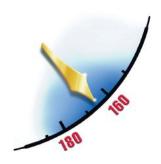












2019 MARION BERMUDA RACE

NOTICE OF RACE - SUMMARY

START: FRIDAY, JUNE 14, 2019

Please visit http://www.marionbermuda.com for complete NOR and Sailing Instructions

ORGANIZING AUTHORITY & SPONSORS

The Organizing Authority (OA) is the Marion-Bermuda Cruising Yacht Race Association, Inc. (MBCYRA). The race is sponsored by the Beverly Yacht Club, Royal Hamilton Amateur Dinghy Club, and Blue Water Sailing Club.

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RACE DESCRIPTION

The Race starts in Buzzards Bay off Marion, Massachusetts and finishes off St. David's Head, Bermuda. The Marion-Bermuda Race is an ocean race of long distance, well offshore, in waters with potentially strong winds, large waves, and currents. Yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies where rescue may be delayed (as defined in US Sailing's United States Safety Equipment Requirements). Visit http://www.ussailing. org/competition/offshore/safety-information/ ser-world-sailing-special-regulations

RULES & INSTRUCTIONS

The Race is governed by the Racing Rules of Sailing (RRS), the 2019 MBR Notice of Race (NoR), the 2019 MBR Sailing Instructions, the MBR Safety Requirements, and the Offshore Racing Association Rating Rule (ORR).

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Visit https://www.marionbermuda.com/newto-race/official-documents for links to these rules and instructions.

SPIRIT & OBJECTIVES

The Marion-Bermuda Race (MBR) is a Corinthian event and yachts are accepted by invitation. The spirit of the race is participation for the joy and pleasure of sailing, competition, and camaraderie of such an offshore event. The Race provides an opportunity for cruising yachts and amateur crews to participate in an ocean race and a rendezvous in Bermuda. It encourages the development of blue water sailing skills on seaworthy yachts that can be handled safely offshore with limited crew.

ELIGIBILITY & DIVISIONS

Seaworthy monohull yachts appropriate for an ocean race between 32'-100' long, with fixed keel, immovable ballast, enclosed head, and cabin fitted for cruising are eligible. Fully fitted cruising yachts with moveable keels and/or ballast may apply for acceptance. The Race includes a Founders Division, a Big Yacht Division, and a Classic Yacht Division each with its own detailed requirements. The Marion-Bermuda Race is the only offshore race to include a class for celestially navigated yachts.

SAIL, EQUIPMENT & CREW **REQUIREMENTS**

To enter the race yachts must meet safety requirements set by the MBR. These are based on safety requirements for ocean races set by US Sailing and World Sailing. In order

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to help keep the playing field even, yachts are limited in the number of sails they can use and are required to carry specified amounts of consumables and other equipment. In general all crew are expected to be amateurs.

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HANDICAPPING

Race participants are handicapped using the Offshore Rating Rule (ORR) Time-on-Time rating customized for the Marion Bermuda Race. Corrected time will be calculated based on this handicap and further customized to reflect actual race conditions. The Race rules allow participants to elect to compete using available electronic navigation technology or by celestial navigation. Celestially navigated yachts will be awarded a 3% favorable ORR rating adjustment.

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PRIZES & TROPHIES

Prizes will be awarded based on corrected time and include trophies for Overall Performance, Class Finish, Regional and Club Trophies, and Special Prizes. All finishers will receive a Commemorative Bulkhead Plaque.

ENTRY & REGISTRATION

Entry is online at *http://www*. marionbermuda.com. All entry forms must be completed by June 5, 2019. Race-related correspondence can be directed to the Race Administrator at race@marionbermuda.com

Please visit http://www.marionbermuda.com for complete NOR and Sailing Instructions



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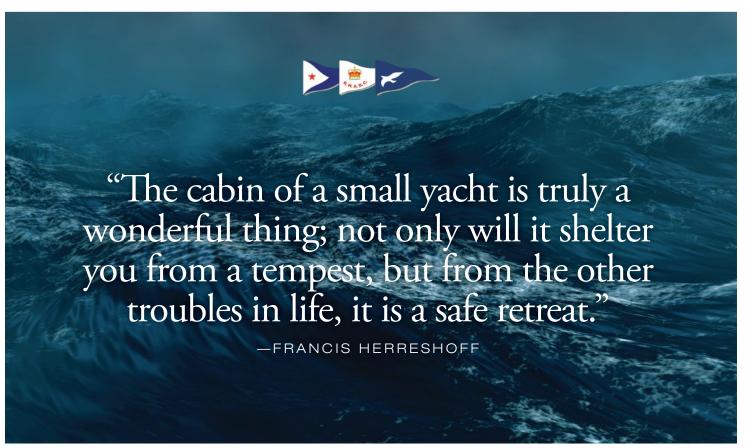
















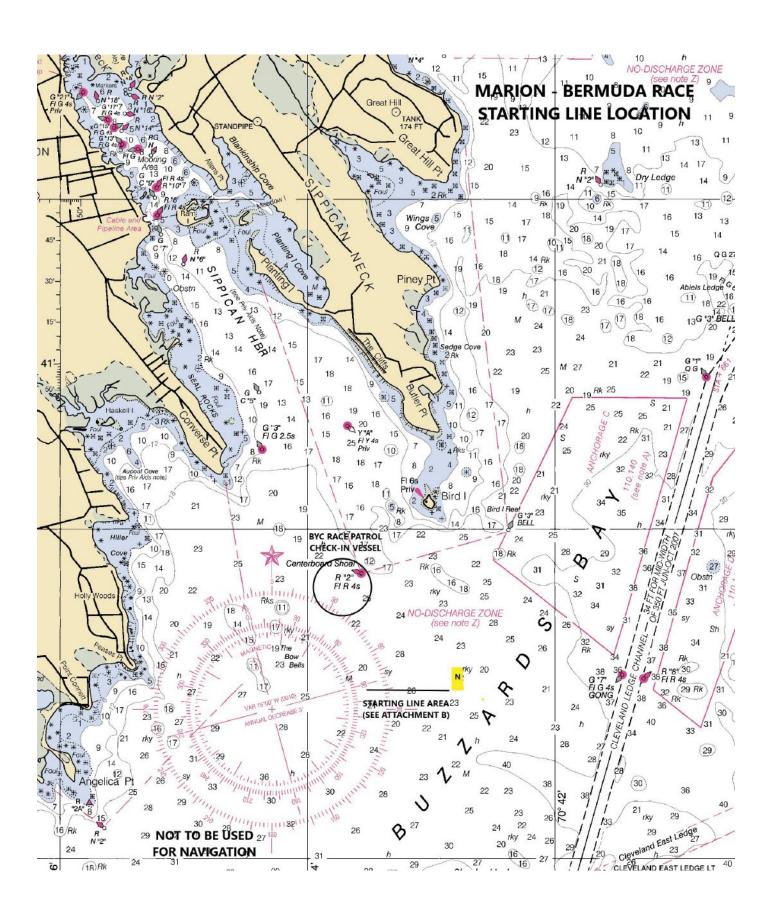


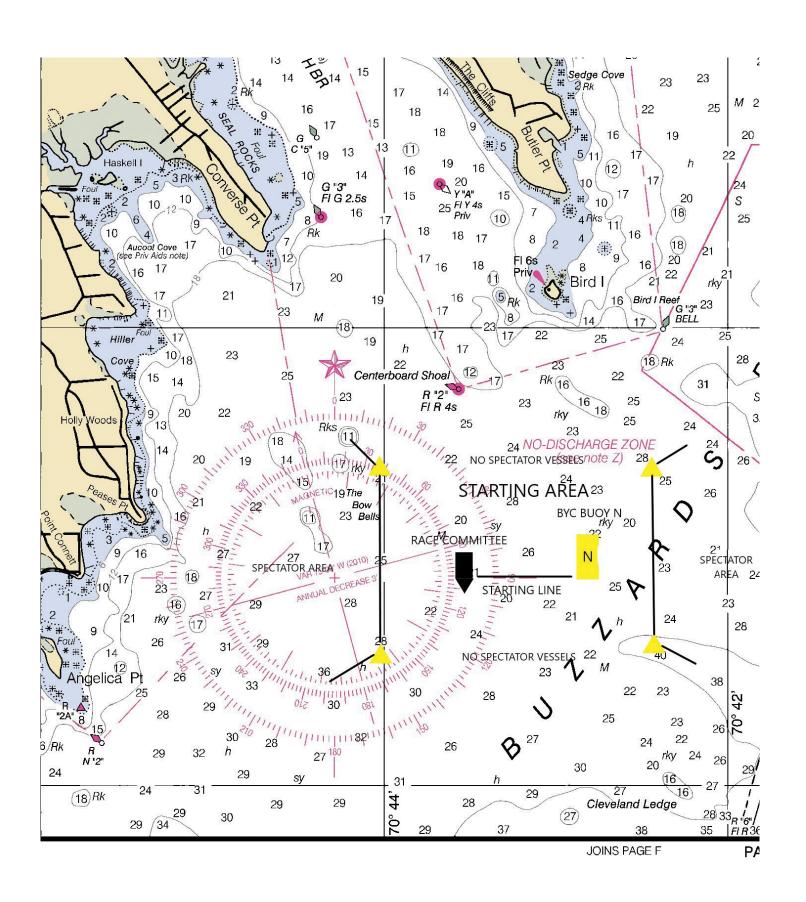






















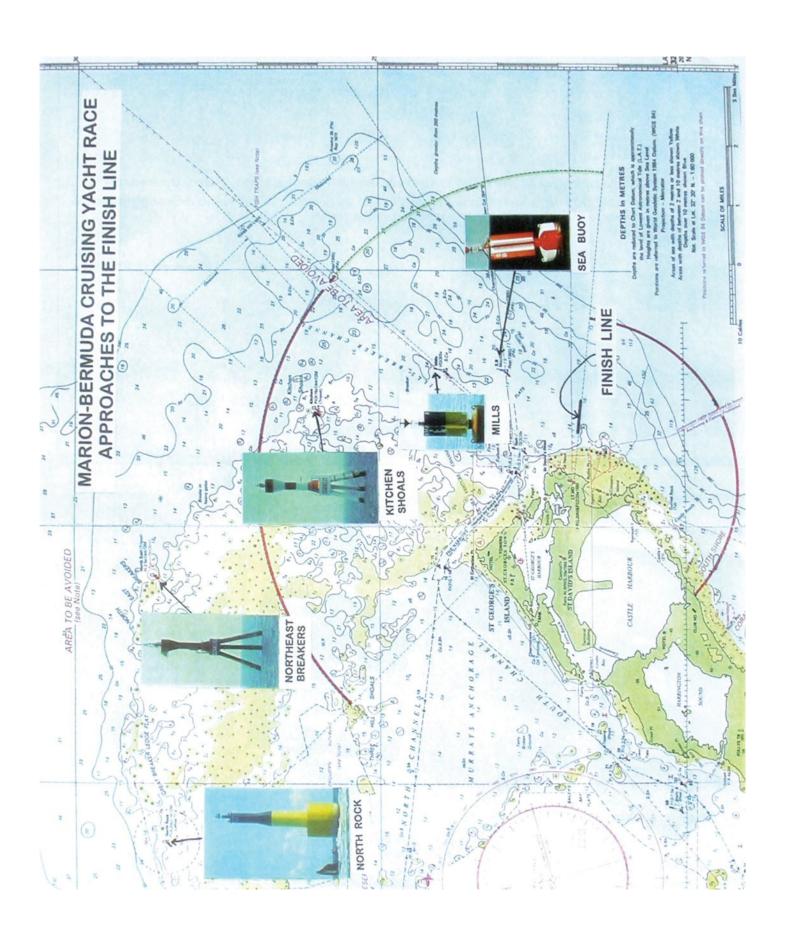








SKIPPER'S MEETING NOTES







Welcome to Bermuda!

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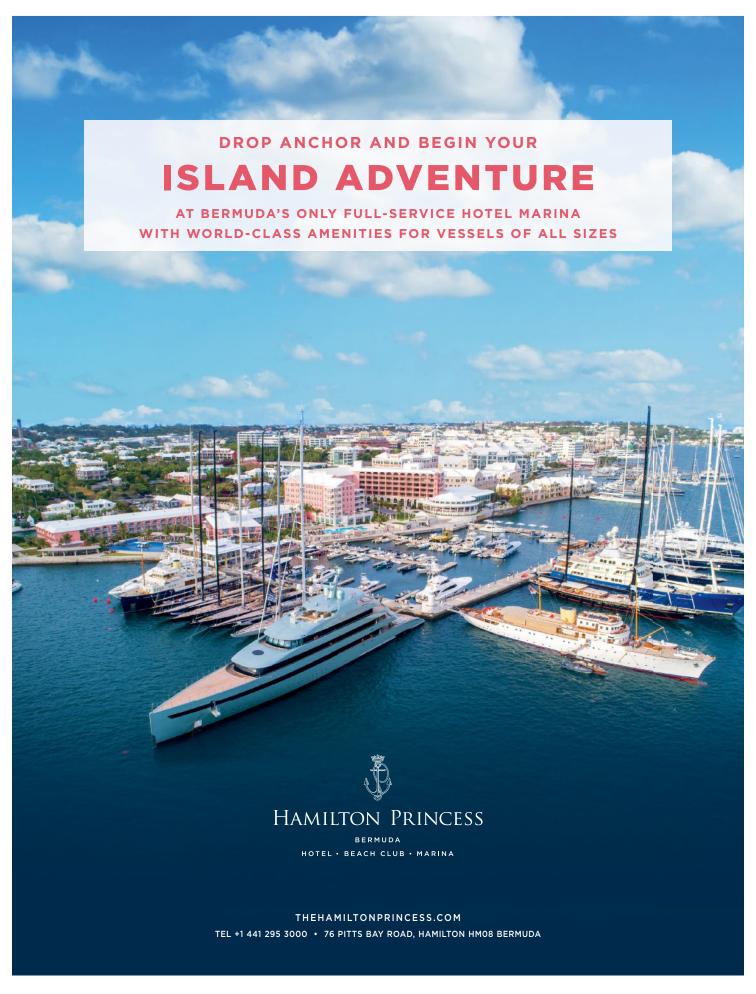




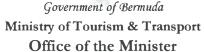














1 February 2019

2019 MARION BERMUDA YACHT RACE

The Ministry of Tourism and Transport is pleased to welcome sailors, crew, and visitors to the 22nd Marion to Bermuda Yacht Race.

Bermuda boasts a rich sailing history making it the ideal destination for this prestigious racing competition. The Race Committee works tirelessly to ensure this bi-annual event is a success among participants, visitors and locals alike.

While visiting Bermuda, we invite you to experience the friendliness of the local people and enjoy the beauty of our Island. There are many not-to-be-missed attractions from east to west including the Town of St. George's, a UNESCO World Heritage Site, the City of Hamilton, and the Royal Naval Dockyard.

As you explore Bermuda, we want you to see, taste and experience all that Bermuda has to offer. Whether you plan to sit back and relax or embark on one of the many adventures available, we know you will carry a little bit of Bermuda home with you.

Congratulations to all those who have taken part in the race or worked to make the Marion Bermuda Yacht Race a memorable experience for all.

Yours sincerely,

The Hon. Zane J. DeSilva, JP, MP Minister of Tourism and Transport

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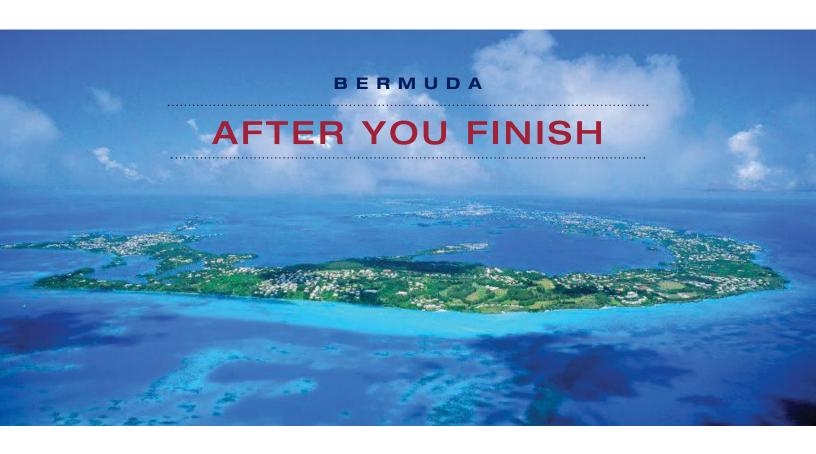
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fter sailing for days in the open ocean, the sight of Bermuda and terra firma is a relief. Bermuda, sitting alone in the Atlantic is an oddity but if we look at our charts we should realize this island sitting in the Atlantic is unique. Rising up in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

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

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

Rising up in the North Atlantic Basin between Hatteras Plain and the 12,000 mile long Mid-Atlantic Ridge, Bermuda combines the majesty and scope of the Rocky Mountains and vet has more in common with Pacific atolls on the opposite side of the globe.

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

The best document to have is 'YACHTS (PRIVATE) SAILING TO BERMUDA', which can be obtained from the Department of Marine & Ports. http://www.marineandports.bm/Documents/ BMOC/sailing to bermuda.pdf This website also contains a wealth of navigational information regarding Bermuda, Note that all references to time during the race, including the start and the finish, are in Eastern Daylight Time (EDT). Times noted below are in Bermuda Daylight Time, one zone earlier (ADT).

One of Bermuda Radio's missions is to maintain harmonious vessel traffic in Bermuda waters. Due to heavy cruise ship and cargo vessel activity in restricted channel space, they (and we) request that you monitor VHF 16 continuously while underway and that you notify them on VHF CH16 when moving from port to port, and - importantly - when departing the island. Once you have crossed the finish line and are on your way to harbour, hoist the Bermuda courtesy flag and your yellow quarantine flag (code flag 'Q') on your starboard signal halyard. If it's nighttime, we strongly recommend you layover in St. George's Harbour and make the trip to Hamilton the next day.

YOUR HOST:

Some local idioms that will be helpful to know: 'The Dinghy Club' is the Royal Hamilton Amateur Dinghy Club (RHADC) www. rhadc.bm, and is located as far as you can go up-harbour. Just keep Hamilton to port and Paget to starboard and you will find it. The RHADC has floating docks that will accommodate the majority of the fleet, but some vessels may be docked 'Med Style', meaning you will anchor out and be stern to the dock and cozy with other yachts. Make sure you have abundant fenders and lines at the ready. A 'gangplank' will be provided for those mooring 'Med Style'. When approaching the club, please remain off the club's dock and contact the club's Marina Manager on the VHF CH 73.

RHADC DUTY DESK HOURS:

Monday 1300 to 1800 Subject to arrival of boats

Tuesday - Friday 0800 to 2200 Saturday 0800 to 2000 Sunday 0800 to 1300

RHADC SHIP STORE HOURS

Tuesday - Friday 1000 to 2000 Saturday 1000 to 1800

ARRIVAL & CUSTOMS:

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

	TELEPHONE	FAX/E-MAIL
RHADC	441.236.2250	441.236.8561
Bermuda Radio	441.297.1010	441.297.1530
Marina Manager –		

dockmaster@rhadc.bm Jared Hollis 441.538.0500

RHADC has committed to hosting all race boats for the duration of the MBR week. Download the berth reservation form https:// marionbermuda.com/images/archive/2019/2019MBRBerthForm.pdf.

GETTING AROUND:

Americans have been threatening life and limb on the ubiquitous rental scooters for decades. You may rent a scooter however, much of Bermuda is within walking distance and what the bustling ferry system can't get you to, the distinctive buses or taxis can. Buses headed in most directions can be caught at Crow Lane roundabout just a short distance from the Dinghy Club, and the club's duty desk can call a cab for you.

If you're on the roads, remember to drive on the left - and yield to the traffic on the right in the frequent roundabouts. And don't forget that drinking and driving is lethal, even in Bermuda.

• Oleander Cycles - Scooters & 2 Seater Car Rentals www.oleandercycles.bm 441.236.2535.











MARINE/OTHER SERVICES:

In need of repairs after your journey? These full service providers are able to meet your needs:

- Spar Yard Marine Solutions www.spareyard.bm 441.234.2235
- Offshore Yachting & Maintenance www.oymbermuda.com 441.236.9496
- Ocean Sails www.oceansails.com 441.297.1008
- Tops Limited www.tops.bm 441.292.5500

DINING:

There is no end to the list of places happy to let you purge your memory of galley gruel. Be mindful that the best of Bermuda's restaurants charge prices that are reminiscent of Boston and New York.

- Hamilton Princess Hotel & Beach Club www.thehamiltonprincess.com/dining/ 441.295.3000. From laid-back casual dining to world-class cuisine, they have curated a special collection of culinary experiences.
- Dining Bermuda www.diningbermuda.com offers a stable of dining options. Visit the website to find one for your crew.

ACCOMMODATIONS:

Find the perfect place to recover from the rigors of your journey across the Gulf Stream in one of the many options offering accommodations from boutique hotels in town to beachside hotels with a full range of resort services.

- Hamilton Princess Hotel & Beach Club www.hamiltonprincess.com 441.295.3000
- Rosemont Guest Suites www.rosemont.bm 441.292.1055 / 800.367.0400 (USA)

PROVISIONS AND OTHER SERVICES:

Hamilton is a major city offering all the shopping comforts of home. You would be missing a quintessential part of Bermuda were you not to enjoy a Dark'n'Stormy, our national beverage. Be sure to re-provision for your return trip with the island recipe and ingredients. Grocery and laundry services are available within walking distance of the harbor.

- Gosling's Black Seal Rum www.goslingsrum.com/discover_bermuda.asp
- The Marketplace www.marketplace.bm/ 441.295.6006 (Hamilton)
- Quickie Lickie Laundry www.bermuda-attractions.com/ bermuda 000315.htm 441.295.3016
- Barritts Bermuda Stone Gingerbeer www.barrittsgingerbeer.bm

SHOPPING:

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

SIGHTSEEING AND ACTIVITIES:

There's much to see right in Hamilton and Paget near the Royal Hamilton Amateur Dinghy Club (RHADC) but don't forget St. Georges, the oldest continuously inhabited town of English origin in the New World and Bermuda's original capitol. A visit to the Bermuda Tourism Authority's website at www.gotobermuda.com will help you sort things out. While our beautiful pink beaches will give one pause to think about seeking out other options, the following list will give you some food for thought. For those adventurous souls, little doubt you will discover many more on your own.

- Bermuda Underwater Exploration Institute www.buei.org 441.292.7219
- Bermuda Aquarium, Museum & Zoo www.bamz.org 441.293.2727

- Botanical Gardens www.gotobermuda.com/profile/bermuda-botanical-gardens/1120 441.236.4201
- Crystal & Fantasy Caves www.caves.bm 441.293.0640
- Beaches, Diving, Snorkeling & Boat Rentals www.gotobermuda.com/things-to-do/on-the-water
- Dolphin Quest www.dolphinquest.com 441.234.4464
- Royal Naval Dockyard www.dockyardbermuda.com 441.234.4464
- Sports & Recreation www.gotobermuda.com/things-to-do/sports-recreation-spas
- Arts & Entertainment www.gotobermuda.com/things-to-do/arts-culture-entertainment

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



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Congratulations to all 2019 Marion-Bermuda competitors!

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Tabor Boy & the Marion to Bermuda Race

BY FRANK L. (CHIP) CONNARD IV Executive Officer SSV Tabor Boy, Tabor Academy Class of 2019

¶ he gaff-rigged schooner TABOR BOY measures 92'-10" on the hull with a sparred length of 115'. Her rig height is 95', she displaces 160 tons and she carries up to 3,500 square feet of sail. She was built of riveted wrought iron although, in recent years, much of her original hull plating has been replaced with welded steel. She has steel masts and wooden spars, can sleep 24, and is impressively strong and seaworthy. Even more impressive, however, is the long history behind the vessel, a history that has helped inspire us to enter her in the 2019 Marion-Bermuda Race.

TABOR BOY began her life over a century ago in Holland. Records are scarce, but it appears her keel was laid in 1914, probably at Rykswerf Willemsoord shipyard north of Amsterdam. As built, the vessel had no engine or electricity - lighting was by oil lamp, and there was a supply of coal onboard for cooking and heating. In 1915 she went into service as Pilot Schooner #2, serving the Port of "Teach them to long for the endless immensity of the sea."

-ANTONE DE SAINT EXUPERY

THROWING DOWN

Amsterdam as a pilot boat with eight to ten pilots onboard (who had to help crew the vessel). Her role was to maintain position for two weeks at a time, hove-to at the Texel and IJmuiden pilot stations off the entrance to Amsterdam to transfer harbor pilots to and from arriving and departing merchant vessels. She was designed to withstand the brunt of fierce winter gales and was expected to maintain station regardless of conditions. The North Sea pilot schooners earned a reputation as some of the most seaworthy vessels ever built, which subsequently made them and similar designs excellent choices for sail training vessels.

"And I have loved thee, Ocean! And my joy of youthful sports was on thy breast to be borne, like thy bubbles, onward; from a boy I wantoned with thy breakers. They to me were a delight; and if the freshening sea made them a terror, 'twas a pleasing fear."

-LORD BYRON



Pilot Schooner #2 PHOTO COURTESY OF TABOR ACADEMY

Pilot Schooner #2 served this position with distinction from 1915 until the mid-1920s when she and the other schooners were retired in favor of power-driven pilot boats. Several of the schooners became fishing vessels, but at least two (including Pilot Schooner #2) became training vessels for Dutch merchant marine cadets. Pilot Schooner #2 was renamed BESTEVAER (a Dutch blessing for safe passage), and it is probable that during this time a diesel engine was installed for auxiliary propulsion. Her time as a working vessel for the Dutch continued until the German occupation of the Netherlands in 1940, at which time it is believed that she was captured along by the Germans along with one other schooner for use in the Kriegsmarine. Little, if any, known records exist on her use during the war, but she was reportedly located in the Baltic Sea port of Neustadt at the end of the war. The vessel was subsequently returned to the Holland, but it was decided she was no longer needed for training merchant marine cadets. In 1950 BESTEVAER was refitted to serve as a

THROWING DOV



PHOTO COURTESY OF TABOR ACADEMY

yacht and was later bought by an American, R. C. Allen, who had her sailed by a Dutch crew to his plantation in South Carolina. It was soon after this that the schooner's life at Tabor Academy began. After being contacted by headmaster James Wickenden about the possible procurement of the vessel, Allen donated BESTEVAER to Tabor. In May of 1954 Captain John Carlson and a volunteer crew of Tabor faculty sailed vessel up the eastern seaboard to her new home in Sippican Harbor off Buzzards Bay. A couple years later, was renamed TABOR BOY (after Tabor students), the third vessel owned by Tabor to hold that name.

Tabor Academy is affectionately known as the "School by the Sea." It has a longstanding designation as a Naval Honor School, taking advantage of its waterfront location to specialize in sailing, seamanship and leadership training. Students can enroll in nautical science classes including boat design, sea survival, and celestial

navigation. Waterfront sports include competitive rowing and dinghy racing. TABOR BOY is used for sail training in the fall and spring, and during the summer the vessel conducts five-day orientation cruises for new Tabor students. Aside from a licensed master, her crew is made up entirely of Tabor students when the vessel is underway for no more than twelve hours at a time. This level of responsibility on the students is largely the reason for the long success of the program. TABOR BOY has also made numerous offshore trips with students, primarily to Maine, Bermuda, the Bahamas and the Virgin Islands to support student research on coral reefs. In 1993, the vessel transited the Panama Canal and spent a week in the Pacific Ocean. She also visited the Turks and Caicos, Cayman Islands and Cozumel, Mexico. Numerous refits and upgrades since 1984 have kept the vessel seaworthy and safe for Tabor students. Many schooner crew have gone on to successful careers in the U.S. Merchant Marine, Coast Guard, and Navy.

THROWING DOW



PHOTO COURTESY OF TABOR ACADEMY



Chip Connard at the wheel of TABOR BOY PHOTO COURTESY OF TABOR ACADEMY

My personal experience aboard TABOR BOY began the summer of 2015 when I was an incoming Tabor freshman. That June I embarked on a week-long orientation trip with thirteen other new students, seven TABOR BOY student officers and three adults. I took part in a program Tabor has run since the late 1980s, spending a week living onboard, learning how to sail the schooner, contributing my fair share of chore work, exploring Buzzards Bay and having a truly great time getting to know my peers. It was this experience that inspired me to join the schooner crew. That fall season I sailed as a deckhand almost every day of the week after classes, being trained in the operation of TABOR BOY by the experienced upperclassmen officers and Captain James Geil. I rowed crew that spring, but it quickly became clear that I had fallen in love with TABOR BOY and couldn't stand spending any time away from her.

THROWING DOWN THE GAUNTLET

Every fall and spring since that year I have sailed with the TABOR BOY crew, becoming a student officer the summer following my sophomore year. I was in charge of a watch and the schooner's engine room for the orientation program that summer and during all of my junior year. By the time I graduate with nine seasons on board under my belt, I can say with complete confidence that I will have learned something new every day on board.

This past summer I was chosen to be TABOR BOY's Executive Officer (XO), the highest student position on board. I have had the privilege this year of leading the student crew in our many adventures on the water together, building friendships that I will cherish for the rest of my life. We have worked together through scorching calm sails, tiring rough sails, and harrowing emergencies on Buzzards Bay. Each time we made it through the day, handling every situation by ourselves as high school schooner sailors under Captain Geil. As has been tradition for the 65 years the vessel has been at Tabor, we consider ourselves more a family than just a crew, and I have never had a more valuable mentor than Cap. Upon graduating in May, I will have learned lessons, made memories and built relationships that I will never lose.

June 2019 will open a new chapter in TABOR BOY's history. The schooner has sailed countless times to the island of Bermuda, but never in its 105 years has it raced. Our pathway to the Marion to Bermuda Race began during the summer of 2018 as we played with the thought of serving as an escort vessel. When we later proposed this to the Beverly Yacht Club (BYC), the idea was well received, but it was quickly suggested that we should join the race in a oneon-one challenge with SPIRIT OF BERMUDA! Commodore Willie Forbes invited Captain Geil and me to attend a dinner at the Royal Hamilton Amateur Dinghy Club (RHADC) and meet in person with race organizers and representatives of the Bermuda Sloop Foundation. That evening, David Goodwin (Chairman of the Bermuda Sloop Foundation) "threw down the gauntlet!" This was followed with some good-natured banter including a generous offer to give us a two-day handicap! We accepted the challenge, countering by wishing the SPIRIT OF BERMUDA crew good luck in beating a bunch of high school kids!



Coach and Mentor Cap Geil at the wheel of TABOR BOY. PHOTO COURTESY OF TABOR ACADEMY

We're now preparing the vessel for the offshore race and, during the spring, the student crew will undergo an increased level of training to be ready for the event. TABOR BOY and SPIRIT OF BERMUDA will be forming their own tall-ship class in the 2019 race. We can only hope that this duel will lead to further training vessel involvement in the Marion to Bermuda Race, and we are proud to be taking part this year. We look forward to blue-water adventures with a mostly-student crew, to learning valuable lessons on the sea and to practicing our celestial navigation skills. Most importantly, we are pleased to be associated with BYC and RHADC, and to share in the friendly competition and camaraderie!

About the Author Frank "Chip" Connard IV, Tabor Class 0f 2019, grew up spending his summers on the Maine coast, boating and sailing his whole life. Frank has been sailing on TABOR BOY since the fall of 2015, and is the vessel's Executive Officer (XO) 2018-19.

WELCOME TO BERMUDA

MARION TO BERMUDA CRUISING YACHT RACE 2019













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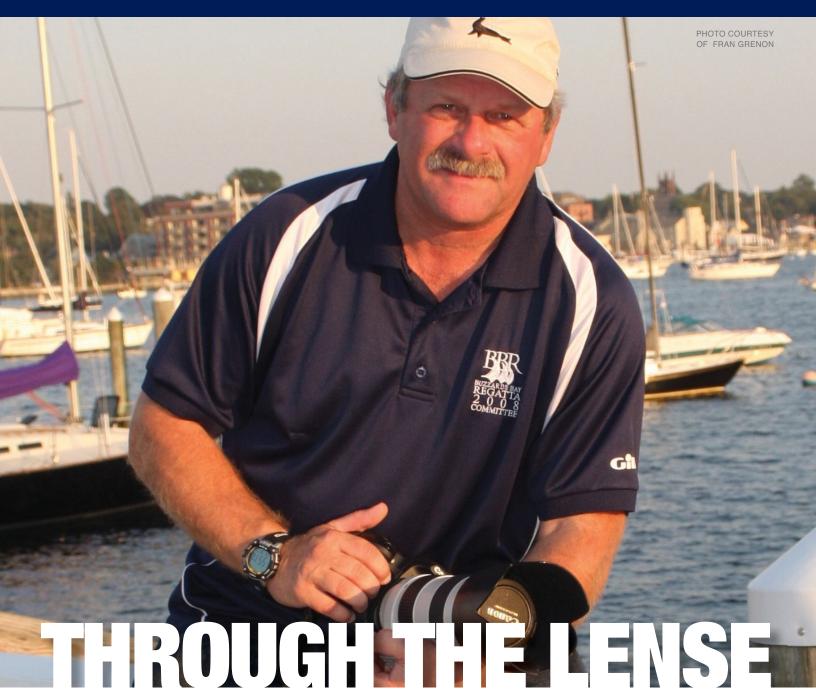
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Capturing the Images of the Marion-Bermuda Race

BY DEBORAH BENNETT ELFERS

ou've seen his work in Sailing World, Sailing, and Windcheck magazines, and his photographs have appeared on the covers of J/Boats, Sailing to Success (2006), The Shields One-Design Class (2015), as well as Corinthian Resolve: The Story of the Marion Bermuda Race (2017). Fran Grenon has been chronicling the Marion-Bermuda Race since 2001, capturing the images used in all of the Marion-Bermuda Race Books, on the website, and on the official social media accounts.

Fran, a past Commodore of the Mattapoisett Yacht Club, races regularly in the Buzzards Bay PHRF racing circuit, and was at the helm of the boat (KAOS) that won the coveted Buzzards Bay Trophy in 2018. In addition, he serves as Principal Race Officer every Tuesday night for the Ensign fleet's races at Mattapoisett Yacht Club (MYC), and races regularly in MYC's Wednesday Night PHRF racing.

Fran's sailing and racing expertise enable him to capture the most exciting photos at the start of the Marion-Bermuda Race; as a racing















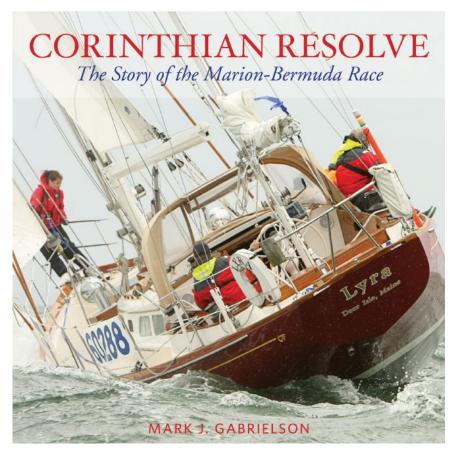








THROUGH THE LENSE





"Sometimes I arrive just when God's ready to have somone click the shutter"

-ANSEL ADAMS

sailor, he knows where the action will be, and where the boats will be maneuvering as they jockey for position. Going "all in" for the best shots requires nerves of steel, as well as a fearless photo boat driver! Fran has had lots of practice with regatta photography, as he has also been the Official Photographer of the Buzzards Bay Regatta since 2003, has photographed the Shields National Regatta (multiple times), and has been the photographer of choice for most of the major regattas in the Buzzards Bay area.

Over the years, Fran's role as Official Photographer for the Marion-Bermuda Race has evolved from the early years of his shooting the start of the race in Marion, to now including his being on station in Bermuda to capture the images of the winning boats as they finish, as well as photographing all the parties ashore, and the much-anticipated awards ceremony. This will be the 9th Marion Bermuda Race Fran has photographed.

Thanks, Fran – for being with us from start to finish!























NEXT GENERATION

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







MISSION

Bermuda Sloop Foundation provides character development to our youth using the unique attributes our floating residential community and classroom, the Sail Training Vessel Spirit of Bermuda.

VISION

Our vision is to make the STV Spirit of Bermuda a Rite of Passage for every public school student aged 13-14 and to empower young Bermudians with the attributes to be productive members of the community helping them develop positive attitudes and avoid negative influences

YOUTH PROGRAMMES

Middle School Learning Expeditions invite students to experience Spirit of Bermuda disconnected from life ashore. The programme relates sailing a Bermuda sloop to STEM (Science, Technology, Engineering, & Mathematics) connecting real life experience with school curriculum. Public School students will join a fully funded voyage at no cost while Private School students have access to subsidized voyages.

Summer Voyages are mixed gender voyages available to youth over the age of 14. Past voyages include trips to Jamestown, VA, Tall Ships Festivals in different U.S. locations, the Canadian Maritimes, the Azores, and Service Projects to Dominican Republic and Haiti. The educational component is determined by the purpose and objective of the voyage.

Youth Development Races present us with the opportunity to reserve a small number of berths for youth aged 14 to 25 in races such as Newport-Bermuda, Marion-Bermuda, and the Antigua Classic Yacht Regatta.

For more information please visit our website at

www.bermudasloop.org



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



ABOUT US

Community Boating Center of New Bedford (CBC) is a 501(c)(3) nonprofit educational organization which provides people from the Greater New Bedford area with challenging and enriching new experiences through boating.

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

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

www.communityboating.org



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

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

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

Courageous currently serves over 1,000 children each year out of three sailing venues in metro Boston. Our youth programs are mostly free of charge and serve children from Boston neighborhoods. We regularly partner with numerous local organizations including:

Special Olympics, Carroll Center for the Blind, Boston Public Schools, and Big Sister Association of Boston.

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

www.courageoussailing.org





FOUNDERS DIVISION

RACING CLASS TROPHIES:

CLASS D

1st - **SELKIE**, a Morris Yachts Ocean, skippered by G.J. "Chip" Bradish from Jamaica Plain, MA.

2nd - TIARA, a Cape Dory 36, skippered by John Ring from Beverly, MA.

3rd - CYNOSURE, a Pearson Rhodes 41' Yawl, skippered by Logan Greenlee from Hingham, MA.

COOK's - HOTSPUR II, a Columbia Columbia 50, skippered by Ron Wisner from Marion, MA.

GIBSON MEMORIAL BLUE WATER TROPHY

1st – **ESCAPADE II**, a Morris 46 Ocean Series, skippered by Tom Bowler from Palm Beach, FL.

2nd - JOVINI, a Little Harbor 46, skippered by John Rizzi from Carlisle, MA.

3rd – **BERMUDA OYSTER**, an Oyster 435, skippered by Paul Hubbard from Pembroke, BDA

COOK's - MERIDIAN, a Tartan 4600, skippered by Murray Beach from Westwood, MA.

CLASS B

KAPLAN MEMORIAL MIN RON III TROPHY

1st – **INTEGRITY**, a Navy 44 MK II STC, skippered by Christopher Cantillo from Annapolis, MD.

2nd - YAQUINA, a Beneteau First 42, skippered by Charles Samuelson from Cohasset, MA.

3rd – **LEGACY II**, a Beneteau First 42, skippered by Tom Denney from Marion, MA.

COOK's - EARENDIL, a Nautor Swan 441, skippered by Gary Wenger from Harvard, MA.

CLASS A

1st - CYNTHIA, a Grand Soleil 46.3, skippered by Steven Landis from Rowayton, CT.

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

3rd – **SCARLET**, a Baltic B47, skippered by Barry Feldman from Newton Centre, MA.

COOK's - PESCATORE, a Hinckley SW 59, skippered by George Tougas from Marion, MA.

FOUNDERS DIVISION

REGIONAL & CLUB TROPHIES:

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

ADAMS BOWL

For best performance by a New England yacht:

TIARA, a Cape Dory 36, skippered by John Ring from Beverly, MA.

TOWN OF MARION TROPHY

For best performance by a Buzzards Bay yacht:

SPARKY, a Hinckley SW-42, skippered by Rob McAlpine from Midland, TX

DEBORAH ANNE DOMENIE MEMORIAL TROPHY

For best performance by a yacht from the New York area, including Long Island Sound and New Jersey:

AMETHYST, a Hinckley Bermuda 40 MKIII Sloop, skippered by Kelly Shackelford from New Canaan, CT.

••••••

NAVAL ACADEMY TROPHY

For best performance by a Chesapeake Bay yacht:

GALLANT, a Pearson Composites Navy 44, skippered by Robert LaGuardia from Annapolis, MD.

CORPORATION OF HAMILTON TROPHY

BERMUDA OYSTER, an Oyster 435, skippered by Paul Hubbard from Pembroke, BDA.

COMMODORES CUP

For best performance by a Blue Water Sailing Club yacht:

SPIRIT, a Nautor Swan Swan 38, skippered by Manny Hontoria amd Tim Harris from Medford, MA.

BERMUDA LONGTAIL TROPHY

For best performance by a Beverly Yacht Club yacht:

HOTSPUR II, aColumbia Columbia 50, skippered by Ron Wisner from Marion, MA.

FOUNDERS DIVISION

SPECIAL TROPHIES:

L. BYRON KINGERY SHORT-HANDED TROPHY

For best performance by a short-handed yacht:

SELKIE, a Morris Yachts Ocean, skippered by G.J. "Chip" Bradish from Jamaica Plain, MA.

KINGMAN YACHT CENTER MARION-BERMUDA TEAM **TROPHY**

To a team of three yachts from one club or association with lowest combined corrected time.

BWSC TEAM A with a combined time of 4 days, 22:33:48

JOVINI, a Little Harbor 46, skippered by John Rizzi.

POUCHY, a Hallberg-Rassy 43 MKII, skippered by Stephen Ricci.

SPIRIT, a Nautor Swan Swan 38, skippered by Manny Hontoria and Tim Harris

THE BARTRAM TROPHY

For best performance by a Service Academy or an ROTC yacht

.....

INTEGRITY, a Navy 44 MKII STC, skippered by Christopher Cantillo from Annapolis, MD.

DOUBLE HANDED TROPHY

Presented to the first yacht to finish with a crew of two.

SPIRIT, a Nautor Swan Swan 38, skippered by Manny Hontoria and Tim Harris from Medford, MA.

•••••

BEVERLY FAMILY TROPHY

Presented to the first Family yacht to finish.

A "Family" yacht is defined as one with a crew of five or more with all but one being members of a single household or single family. Persons related to a common grandparent and spouses of these are considered family.

FAITH AND HOPE, a Le Compte Northeast 38 MKII, skippered by James Putnam and Frank Putnam from Hanahan, SC.

COMMODORE FAITH PAULSEN TROPHY

Presented to the first yacht with an entirely female crew.

ETOILE, a Stellar Sloop, skippered by Anne Kolker of New York, NY

OFFSHORE YOUTH CHALLENGE TROPHY

Presented to the first "youth" yacht having at least four crew members between the ages of 16 and 23

INTEGRITY, a Navy 44 MKII STC, skippered by Chritsopher Cantillo from Annapolis, MD.

BERMUDA OCEAN CRUISING YACHT TROPHY

Presented by SAIL Magazine to the skipper with best combined performance in consecutive Marion to Bermuda and the Cruiser Division of the Newport Bermuda Race

KIVA, a Hinckley Southwestern 51 centerboard, skippered by Mark Stevens and Hank Halsted from Newport, RI.

ANCIENT MARINER'S GOLDEN **TEAPOT TROPHY**

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

KIVA, a Hinckley Southwestern 51 centerboard, skippered by Mark Stevens and Hank Halsted from Newport, RI. (Average age 68 years 0 months)

FOUNDERS DIVISION

OVERALL TROPHIES:

BLUE WATER SAILING CLUB BOARD OF GOVERNORS TROPHY

Presented to the first yacht to finish. This trophy also includes a Coming Home Pennant to be proudly displayed.

JAMBI, a Hinckley Bermuda 50, skippered by John Levenson from Westport, CT.

BEVERLY "POLARIS" TROPHY

For best performance by a celestially navigated yacht. This trophy also includes a Coming Home Pennant to be proudly displayed.

SELKIE, a Morris Yachts Ocean, skippered by G.J. "Chip" Bradish from Jamaica Plain, MA.

••••••

NAVIGATOR'S TROPHY

To the Navigator of the first celestially navigated yacht:

Max Mulhern from Cambridge, MA, on **SELKIE**

FOUNDERS TROPHY

For mono-hull yacht with best overall corrected time

SELKIE, a Morris Yachts Ocean, skippered by G.J. "Chip" Bradish from Jamaica Plain, MA

FOUNDERS DIVISION

MINI-CLASS TROPHIES:

For best corrected time by a yacht in a "mini-class" of three or more yachts of the same design/manufacturer.

BENETEAU CLASS TROPHY

YAQUINA, a Beneteau First 42, skippered by Charles Samuelson from Cohasset, MA.

HINCKLEY/MORRIS CLASS **TROPHY**

SELKIE, a Morris Yachts Ocean, skippered by G.J. "Chip" Bradish from Jamaica Plain, MA.

SWAN CLASS TROPHY

SPIRIT, a Nautor Swan Swan 38, skippered by Manny Hontoria and Tim Harris from Medford, MA.

OYSTER CLASS TROPHY

BERMUDA OYSTER, an Oyster 435, skippered by Paul Hubbard from Pembroke, BDA.

CLASSIC YACHT DIVISION:

CAPTAIN EDWARD WILLIAMS TROPHY **NOT AWARDED IN 2017**

To the Classic Yacht Division vessel with best corrected time

ROBERT N. BAVIER AWARD:

SEAMANSHIP/SPORTSMAN SHIP TROPHY **NOT AWARDED IN 2017**

Awarded at the discretion of the Marion Bermuda Cruising Yacht Racing Association Board of Trustees in recognition of truly outstanding seamanship or sportsmanship, independent of a yacht's finishing position.

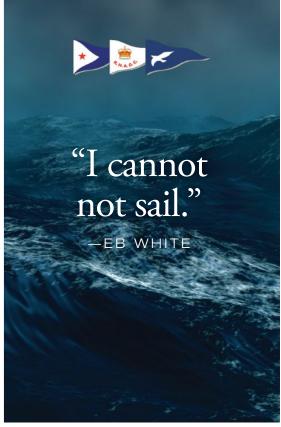












TROPHIES

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





BWSC Board of Governors Trophy

Commemorative Plaque







Founders Trophy

Navigator's Trophy

Class D Trophy







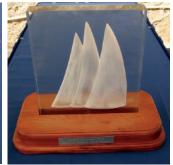
L. Byron Kingery, Jr. Memorial Trophy



Beverly Family Trophy



Commodore Faith Paulsen Trophy



R&W Rope Rigging Solutions Marion Bermuda Team Trophy

BWSC BOARD OF GOVERNORS TROPHY

to the yacht with the shortest elapsed time.

COMMEMORATIVE PLAQUE to each yacht finishing the race. Presented by Cruising World Magazine

FOUNDERS DIVISION

.....

FOUNDERS TROPHY for

the Overall Winner on corrected time. Presented by Gosling Rums

BYC POLARIS TROPHY

for best performance by a celestially navigated yacht. This trophy also includes a Coming Home Pennant to be proudly displayed.

NAVIGATOR'S TROPHY

.....

to the navigator of the first celestially navigated yacht.

CLASS TROPHIES

Trophies will be awarded in each starting Class

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

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

SPECIAL TROPHIES

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

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

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

BEVERLY FAMILY

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

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

R&W ROPE RIGGING SOLUTIONS MARION **BERMUDA TEAM**

TROPHY to the established yacht club or sailing club or whose team of three (3) yachts has the lowest combined corrected time.

"MINI-CLASS" TROPHIES

to the first yacht in each miniclass. When three (3) yachts of similar hull design or the same manufacturer start the race, they may constitute a "mini-class," regardless of their Skipper's Starting Class.

BARTRAM TROPHY for

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

ANCIENT MARINERS GOLDEN TEAPOT

TROPHY to the crew that finishes the race having the highest average age. Deeded by Geoffrey and Jean Bird in memory of W. David Kingery

BERMUDA OCEAN CRUISING YACHT

TROPHY sponsored by SAIL Magazine, to the Skipper with the best finish in the Founders Division in consecutive Marion-Bermuda and Newport-Bermuda

OFFSHORE YOUTH CHALLENGE TROPHY to

a yacht crewed predominately by sailor's between the ages of 16 and 23 years of age.

Bartram Trophy



Ancient Mariners Golden Teapot Trophy



Bermuda Ocean Cruising Yacht Trophy

The Deborah Anne Domenie

Memorial Trophy

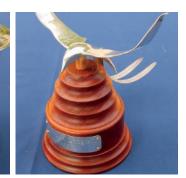
Commodore's Cup



Adams Bowl

Naval Academy Trophy





Bermuda Longtail Trophy

REGIONAL AND CLUB TROPHIES

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

ADAMS BOWL to a New England yacht

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

NAVAL ACADEMY TROPHY to a Chesapeake Bay yacht

CORPORATION OF HAMILTON TROPHY to a Bermuda yacht.

TOWN OF MARION TROPHY to a Buzzards Bay yacht.

COMMODORE'S CUP to a Blue Water Sailing Club yacht

BERMUDA LONGTAIL TROPHY to a Beverly Yacht Club yacht

BIG YACHT DIVISION

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

CLASSIC YACHT DIVISION

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

EXEMPLARY PERFORMANCE

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



Corporation of Hamilton Trophy



Town of Marion Trophy



Captain Ed Williams Trophy



Robert L. Bavier Seamanship-Sportsmanship Trophy



BYC Polaris Trophy

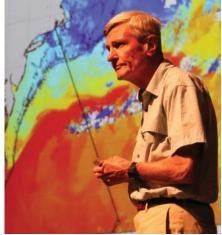


























O YES

ON (

ROBERT N. BAVIER, JR. SEAMANSHIP

SPORTSMANSHIP TROPHY



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

I nominate		
for the following reasons:		
Please enclose supporting statements from other people.		
Signed		
Yacht	LocalPhone	
Local Address		

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

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A new gold rum with the delicious complexity of Black Seal. Mix with Stormy Ginger Beer for a Bermuda Mule.



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