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TABLE OF CONTENTS

Land Event Schedule.....3

Qua Cursum Ventus – *Where the Wind Blows*.....5

Sea Glass – *Letter from the Editor*7

Profiles of Marion-Bermuda9

Corinthian Resolve – *History of Marion Bermuda*11

2017 Marion Bermuda Organizing Committee15

In Memoriam – *Gordon C. Vineyard*.....19

Ahead of the Curve – *Celestial Renaissance*21

Rescue at Sea – *Leap of Faith*.....23

Sharing the Limelight – *Americas Cup 35*.....37

Beverly Yacht Club.....43

Blue Water Sailing Club45

Royal Hamilton Amateur Dinghy Club.....47

Learning Curve – *Marion Bermuda Mentoring Program*49

Welcome Letter – *Governor of Massachusetts*.....55

Marion – *It All Starts Here*.....56

Notice of Race Summary61

Starting Line64

Finish Line66

Welcome Letter – *Bermuda Minister of Tourism*.....73

Bermuda – *After You Finish*.....75

Offshore Youth Challenge81

The Next Generation85

Race Results – *2015 Marion Bermuda*.....86

Trophies.....90

Bavier Nomination93

Advertiser Index.....94

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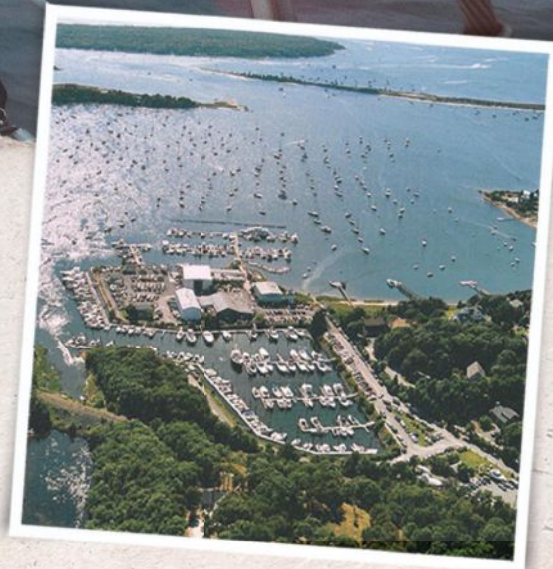
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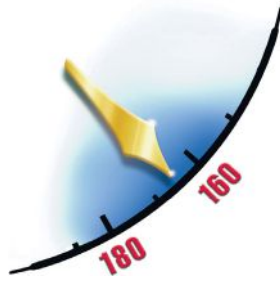


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2017 MARION BERMUDA RACE

LAND EVENT SCHEDULE

MARION

BEVERLY YACHT CLUB

SUNDAY, JUNE 4

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

MONDAY, JUNE 5

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

TUESDAY, JUNE 6

1200 - 1800 Duty Desk
0900 - 1800 On-site Registration
1200 - 1800 Regatta Store

WEDNESDAY JUNE 7

0900 - 1800 Duty Desk
0900 - 1800 On-site Registration
0900 - 1800 Regatta Store
1830 Bermuda Welcome Dinner

THURSDAY, JUNE 8

0900 - 2000 Duty Desk
0900 - 1400 On-site Registration
0900 - 2000 Regatta Store
1630 Captains' Mtg & Weather Brief
1800 Goslings Captain-Crew Dinner

FRIDAY, JUNE 9

0700 - 1200 Duty Desk
0800 - 1200 Regatta Store
1200 Start: First Signal

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SUNDAY, JUNE 11

1145 - 1430 Sunday Lunch

MONDAY, JUNE 12

Follow race progress from the Lower Lounge

TUESDAY, JUNE 13

0800 - 2200 Duty Desk
0800 - 2000 Bermuda Customs
1000 - 2000 Marion/RHADC Store
1030 - 1230 Compliance Committee
1430 - 1700 Grill Bar

TUESDAY, JUNE 13 (CONTINUED)

1600 - 1800 Compliance Committee
1600 - 1700 Afternoon Tea
1800 - 2130 Dinner
1900 - 2200 Buffet Dinner & Bingo

WEDNESDAY, JUNE 14

0800 - 2200 Duty Desk
0800 - 2000 Bermuda Customs
1000 - 2000 Marion/RHADC Store
1030 - 1230 Compliance Committee
1430 - 1700 Grill Bar
1600 - 1800 Compliance Committee
1730 - 1830 Goslings Rum Swizzle Tasting
1800 - 2130 Dinner & Live Entertainment

THURSDAY, JUNE 15

0800 - 2200 Duty Desk
0800 - 1600 Bermuda Customs
1000 - 2000 Marion/RHADC Store
1030 - 1230 Compliance Committee
1100 Bda Weather Service Briefing
1430 - 1700 Grill Bar
1600 - 1800 Compliance Committee
1800 - 2130 Dinner
1900 Gosling Barrel Tasting

FRIDAY, JUNE 16

0800 - 2200 Duty Desk
0800 - 1200 Bermuda Customs
1000 - 1400 Marion/RHADC Store
1030 - 1230 Compliance Committee
1500 - 1700 Grill Bar
1600 - 1800 Compliance Committee
1600 - 1830 Goslings Crown & Anchor,
Swizzle Tasting
1800 - 2130 Dinner, Live Entertainment
1900 Gombey Dancers

SATURDAY, JUNE 17

0800 - 1800 Duty Desk
0900 - 1500 Bermuda Customs
1800 - 2000 Prize Giving
2000 - 0100 Dining & Dancing

SUNDAY, JUNE 18

0800 - 1300 Duty Desk
0900 - 1200 Bermuda Customs
1145 - 1500 Sunday Lunch

Please check with Duty Desk for late schedule changes

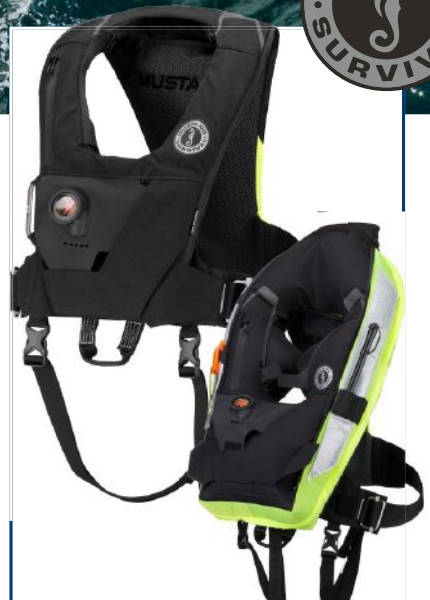
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Qua Cursum Ventus

*As ships, becalmed at eve, that lay
With canvas drooping, side by side,
Two towers of sail at dawn of day
Are scarce long leagues apart decried;*

*When fell the night, unsprung the breeze,
And all the darkling hours they plied,
Nor dreamt but each the self-same seas
By each was cleaving, side by side:*

*E'en so – but why the tale reveal
Of those, whom, year by year unchanged,
Brief absence joined anew, to feel
Astounded, soul from soul estranged?*

*At dead of night their sails were filled,
And onward each rejoicing steered –
Ah, neither blame, for neither willed,
Or wist, what first with dawn appeared!*

*To veer, how vain! On, onward strain,
Brave barks! In light, in darkness too,
Through winds and tides one compass guides –
To that, and your own selves, be true.*

*But O blithe breeze! And O great seas,
Though ne'er, that earliest parting past
On your wide plain they join again,
Together lead them home at last.*

*One port, methought, alike they sought,
One purpose hold where'er they fare –
O bounding breeze, O rushing seas!
At last, at last, unite them there!*

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SEA GLASS

History eventually weighs in on the wisdom of the choices we make. Decisions made in the heat of daily life with imperfect knowledge become seasoned with time and distance – the main ingredients in the recipe for 20-20 hindsight. Unlike the roiling cauldron we face each day, hindsight simmers then cools on the stove of public opinion giving us perspective. So it will be with Brexit and the recent American election and their impact on the global community. In the meantime, it is important that we not lose sight of norms that extend basic decency, civility and respect toward one another and contribute to building the strength of character that guides each of us through life.

This strength of character is not boastful nor arrogant. It is not seen on the evening news or in social media. It is tolerant and thoughtful. It is quiet and unassuming. It is the professionalism and dedication of Tom and Barbara Farquhar to the organization of Marion Bermuda and the safety of all race participants. It is embodied in the Corinthian principles upon which Dickie Bird and David Kingery founded the Marion Bermuda Race. It is the honor and respect for rule of law that guides *Sparky* to rescue the crew of *Restive* as she foundered 130 miles off Nantucket on the return from Bermuda. It is the honesty and teamwork that helped *Swift* and her young crew of Midshipmen finish first in class and take home the inaugural Offshore Youth Challenge honors. In short, strength of character is a principal quality of all who enter this competition enduring the hardships and sharing the immense sense of accomplishment that comes from working together toward a common goal.

While the 2017 edition of the Marion Bermuda Race shares the limelight with The America's Cup – arguably the most prestigious event in all of sport – there is a great leveling among sailors of all stripes. This leveling is born of a common love of the sea, a desire to challenge oneself, the resilience to overcome unpredictable elements of nature, and the honest hard work and respect that accompany all worthwhile endeavors.

I trust you will get as much pleasure from the stories in this edition of the Race Book as those who lived them and wrote them. I am grateful to each of these contributors for sharing a small piece of what Marion Bermuda means to them. They and the stories they tell exude strength of character.

This is the fourth Race Book I have had the distinct pleasure of editing. It is also my last. My heartfelt thanks go out to all who have played a part in creating this periodical and organizing the event it celebrates. It has been my privilege to work with each and every one of you.

To all Marion Bermuda Race participants past, present, and future —
Fair winds and god speed.

WILLIAM KNUFF, EDITOR

Fair winds to all Marion to Bermuda racers.



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PROFILES OF MARION-BERMUDA


BY BILL KNUFF



TOM & BARBARA FARQUHAR

The sky was a striking mix of sun and clouds as rain fell on and off while driving down Route 495 to the bucolic town of Marion at the head of Buzzards Bay. This hamlet on the Bay, site of the start of the Marion Bermuda Race is also home to Tom and Barbara Farquhar. As I arrive at their front door the sun comes out as if to show off the quiet beauty of this sailor's harbor. We are meeting for the first time. Tom warmly greets me at the door. He has the bearing of a Supreme Court Justice...open, thoughtful, distinguished. Not surprising considering both Tom and Barbara are internationally renowned judges and umpires, having left an indelible mark on all aspects of yacht race management. Their contributions to US Sailing, World Sailing, the Olympic Games, the America's Cup, and to Race Administration in general are both extensive and unparalleled. Both Tom and Barbara have served the sailing community as Judges, Umpires, and Race Officers, in Race Management Training, and a variety of other administrative and executive roles.

It is fitting that the view from their living room overlooks Bird Island and the starting line for the Marion Bermuda Race, to which they have given their time and energy in one way or another since 1981. It is not a small job to organize and safely execute an offshore race such as ours. Skippers, crew, and all who are involved in any way with the 2017 Marion Bermuda Race will again benefit from being in their capable hands, overseeing the Start and the Protest Committee. Tom is also a Trustee of the Marion Bermuda Cruising Yacht Race Association; a role he has held since 1987.

Tom and Barbara lived in Wellesley from the mid 1960's until moving to Marion full time in the early 1990's. Today they split their time between Marion and St. Petersburg, FL. It was at the urging of David Kingery that they both became involved with the Marion Bermuda Race. While their operational roles have precluded racing, they have made several return trips, and have the requisite stories that go with such crossings. One such memorable trip was with Joe and Rhoda Fantasia aboard their Alden 44, *Gannet* in the mid 1980s. The crew consisted of the two couples plus the Fantasia's two teenaged children. The watches were by gender. After leaving Bermuda, the men put up the spinnaker and the women went below. At midnight the women came on deck to begin their watch, and one of the men offered to help them take down the spinnaker. The reply made it very clear that the women had no intention of taking down the spinnaker, with or without help. The spinnaker remained up for the entire 96-hour voyage, and was dropped only when gliding up to the mooring in Marion. 



Port or Starboard

A nautical view into the meaning of life... and a duffel bag full of more important stuff!

TOM FARQUHAR

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BARBARA FARQUHAR

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| Marion <input checked="" type="checkbox"/> | <input type="checkbox"/> Bermuda ⁸ |

1. The memory of being there with friends makes the getting there all the better. 2. Once maybe...but that ship has sailed for both of us. 3. Assume this means the peace and quiet of Hadley Harbor in the fall. 4. Being pushed by the wind and the sea is a rush. 5. 30 years ago maybe, but focus is on ease and accuracy at this stage of our lives. 6. Who needs to plug-in? 7. Definitely! 8. We love Bermuda but home is where the heart is.



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CORINTHIAN RESOLVE

Writing the “Definitive History” of the Marion-Bermuda Race

BY MARK J. GABRIELSON

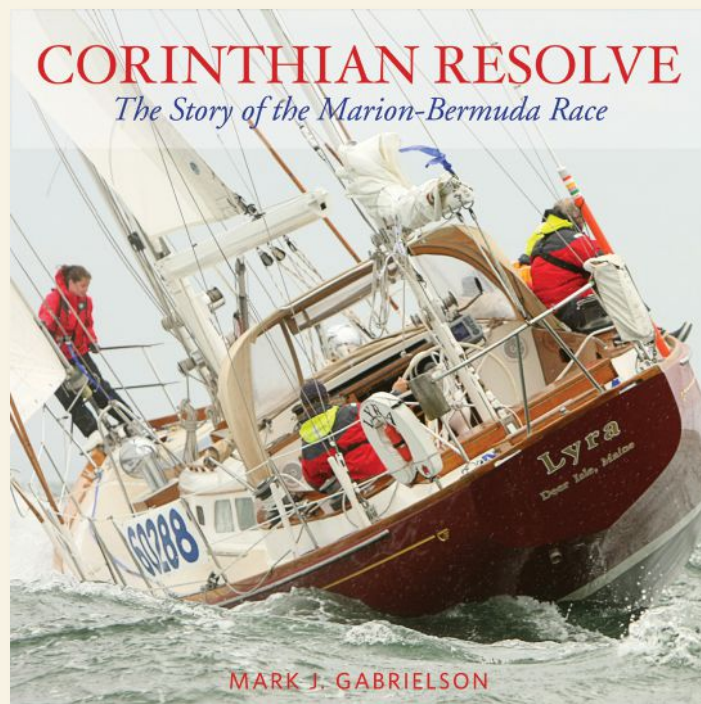
It was late, we were tired, and we finally were finishing the lengthy agenda of the 2015 post-race Trustees meeting at the Royal Hamilton Amateur Dinghy Club. Without any warning, Allan McLean, Executive Director of the Marion-Bermuda Race, turned to me and said: “Given that the 2017 race will mark our 40th anniversary, and Bermuda will be hosting the America’s Cup when our race fleet arrives, we need a definitive history book of the race. What about you, Gabe? You’re a published maritime historian, right? How about you write it?” The question and delivery were classic Allan McLean – direct, to the point, leaving nowhere to run. More of a statement of fact than a question. That afternoon I began research for *Corinthian Resolve: The Story of the Marion-Bermuda Race*.

What I’ve discovered by developing and writing this story is that our race not only is important and unique in ocean racing, it’s a significant accomplishment in the context of sports in general. The Marion-Bermuda Race, by establishing and adhering to corinthian competitive principles, remains distinct in an era of increasing professionalism and specialization.

Research confirmed that the Marion-Bermuda Race was indeed the brainchild of two remarkable men, one Bermudian, the other American, who met purely by chance in 1972 on the docks at the Royal Hamilton Amateur Dinghy Club. The Bermudian was Dickie Bird. I write:

When the European war ended in May of 1945, Dickie Bird had completed a career in naval aviation that included carrier landings, a ditch at sea, and commendations for service including the Russian Convoy Medal, Malta Defence Medal, Britain’s Defence Medal, the General Service Medal, the Atlantic Star, the Italy Star and the 1939-1945 star. He was a war hero.

Dickie Bird moved from post-war England to Bermuda in 1948 to “carry out the \$300,000 refurbishment of the Princess Hotel.” He went on in a public service career as Hamilton’s first City Engineer from 1950-1963 and oversaw the construction of Hamilton’s landmark City Hall. But perhaps he is best known for commissioning the small, hexagon-roofed shelter for traffic police in the intersection of Front and Queen Streets in Hamilton warmly referred to as the “Bird Cage.”



The American was MIT professor and Marion summer resident David Kingery. Like Bird, Kingery was a remarkable person, but the two couldn’t have been more different:

What Dickie Bird had in personality and color, Dave Kingery had in creative imagination and implementation skills. As sports entrepreneurs, the two men may have been close to an ideal partnership.... His friend Joe Fantasia, who became David’s right-hand man in the early years of Marion-Bermuda race planning and implementation and went on to the chair the race, described David as a big guy and a good sailor. “If something broke, he could fix it” said Fantasia. Kingery loved competitive sailboat racing, in both large boats and small.

Historical research requires traveling to the source, so over the past year I’ve taken two trips to Bermuda, and of course many to Marion, purely for the book. I combed through the musty race files extracted

CORINTHIAN RESOLVE



Drawings of the seven aircraft that Fleet Air Arm officer Dickie Bird flew in World War II hang on Jean Bird's wall at her home in Bermuda.
Photo by the author.

from the RHADC storeroom by Wendy Augustus, who will have a headline in the book's "Acknowledgements." While on those trips, Charles and Janis Dunstan were my hosts and drivers. They are good friends and great supporters of the project. Their hospitality confirmed what those of us involved in the Marion-Bermuda Race already know – the organizers and committee members in Marion, and counterparts in Bermuda, gladly host each other in their homes before, during and after each race. It's a distinguishing characteristic of this event, and a phenomenon that cements the close relationships and enjoyment that grow with each race.

Jean Bird is elegant, accomplished, and must have been the perfect partner for Dickie. I've known Jean since we met in June, 2011, just two months after Dickie had died at age 89. She couldn't have been more gracious then, and more helpful now as I labored on the book project. She handed over Dickie Bird's complete set of personal files on the race, and those files are now cleaned, sorted and safely stored in the Dinghy Club archives. It is through people like Jean that historians learn things that never could be gleaned from files and news stories. For example, I learned that Dickie loved limericks, and that his favorite song was "Lavender Cowboy" as sung by Burl Ives. Facts like these are priceless in developing an accurate understanding of a person with a personality as large as Dickie Bird's.

Locating and preserving historic archives of the race is one of the Trustee's reason for commissioning this book. For example, former Race Chairman, current Trustee and seven-time competitor Jack Braitmayer has every logbook that he and his sailor father ever kept. Each is exquisitely bound, labeled and shelved. Jack allowed me to take the logbooks for his seven Marion-Bermuda races back to my study for examination. Among other things, through Jack's logs from his four yachts named *Karina*, one can see precise weather and sea conditions encountered by the competitors during seven races, detailed observations the National Weather Service never could provide. Here's an example of the narrative that flows from these logs:

'Karina' didn't carry the convenient digital thermometers used today. Instead, he had a thermometer that he dipped in a bucket of seawater hoisted aboard for the purpose. The latest measurement showed that the ocean water temperature was beginning to rise.



Jean Bird at her home in Bermuda in December, 2016.
Photo by the author.

CORINTHIAN RESOLVE


This was bad. Simultaneously rising wind speed and temperature are a combination Bermuda-bound sailors don't like to see. It means heavy wind could combine with current, unpredictable squalls, and often tumultuous heavy seas in the Gulf Stream. If the wind blew strongly counter to the current, seas would build to a frightening size. By 0600 'Karina' was straining under sustained winds of 35 knots, with gusts up to 40. Jack and his friends had furled the mizzen and genoa, reefed the main, and hanked on a working jib. At 1100, the water temperature spiked to 77 degrees; they were in the Stream. Moments later, and without warning, 'Karina' was knocked down on her beam ends by an enormous blast of wind driven by a powerful Gulf Stream squall. Spreaders scraped the tops of waves. The RDF came loose and crashed across the now vertical cabin sole. Amazingly, the beast still functioned when it was called on later in the race as 'Karina' approached Bermuda.

Nan Johnson and Alan Minard in Marion also gave me access to their documentary archives, as well as arranged meetings with many of the original race organizers and competitors. Nan is the fourth in a line of Marion-Bermuda Race Executive "Secretaries" who have organized and energized the race. Annette Hodess, Trudy Kingery, Faith Paulsen and Nan Johnson have done the heavy lifting organizing the people, processes, and protocols for the race on the Marion end since the position of Executive or Administrative Director was created in 1981. Across 40 years, these four have assured each event's success, including maintaining the continuity of race records that underpin *Corinthian Resolve*.

The "Acknowledgements" section of the book will be lengthy. I don't intend to preempt it here. But if the book is successful, if it does fairly and accurately tell the story of this great ocean race, it will be because people willingly gave me access to primary sources of material and



Left to Right: Annette Hodess (1987), Trudy Kingery (1981-1987), Faith Paulsen (1989-2003) and Nan Johnson (2005-present) have volunteered as Executive Administrators of the Marion-Bermuda Race in Marion. Photo by Christine Dole.

shared their personal experiences. When you read this article, the book will have been written, designed, printed and released. I hope my work, with the help of dozens and dozens of people, will have produced the intended result – a book that informs, amuses, maybe even amazes a little, and most importantly, documents the lasting importance of this international corinthian ocean race. 



About the Author

Mark J. Gabrielson is a maritime historian and has twice sailed his classic yawl Lyra in the Marion-Bermuda race. He is the author of *Deer Isle's Undefeated America's Cup Crews* (2013, The History Press). He lives in Boston and is a Teaching Fellow at Harvard where he teaches a course on the history of navigation.

Corinthian Resolve: The Story of the Marion-Bermuda Race will be published in the spring of 2017 in softcover, hardcover, and commemorative editions. Pre-publication copies can be reserved at www.marionbermuda.com.



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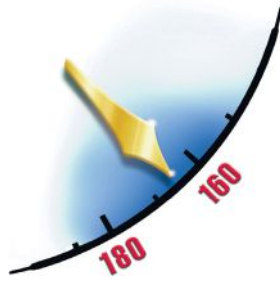
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El Oro chose Brewer to prep for the Newport Bermuda Race and finished second in her class.



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Race Merchandise: Team One Newport

Race Operations/Scoring: George Gardner

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“The Marion Bermuda Race Committee does a great job making the entry process as simple as possible but sometimes one needs a little more help. I reached out for some guidance to the Mentor Program.”





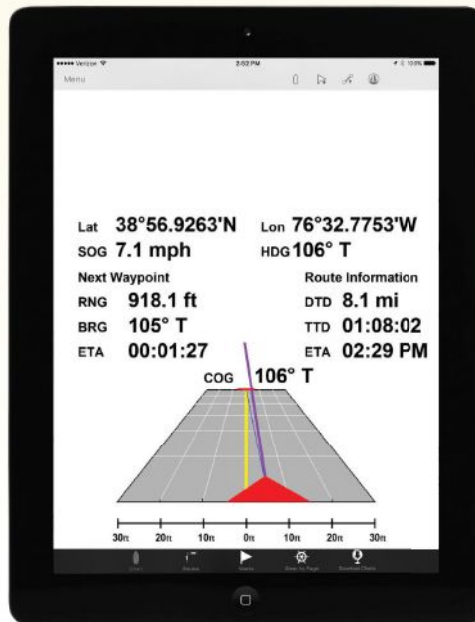
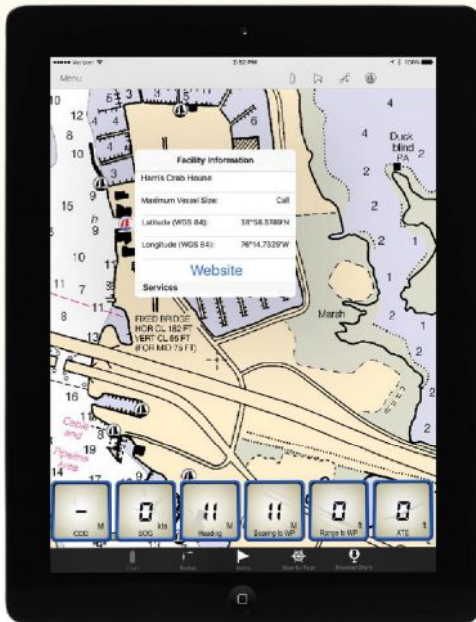
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IN MEMORIAM

BY SAM VINEYARD

Gordon C. Vineyard

..... 1937 - 2015



Gordon Vineyard passed away on May 5, 2015 at Brigham and Women's Hospital after a long battle with Parkinson's disease. Brigham and Women's was Gordon's office. He was Surgeon-in-Chief and his legacy lives on in the skilled hands of those he taught at Harvard Medical School but there is more to his story


Gordon was an accomplished surgeon in his professional career but his love of the water and sailing truly defined his life. One Design racing, primarily Shields class, drove his passion for the sport from his days in medical school through his early seventies. First as a crew and skipper then in race management. Serving as Principle Race Officer was a way to give back to the sport that provided him with so many friends and feeling of accomplishment.

Dad met Phyllis Rahn in medical school. Paraphrasing Dad's pick-up line, "You're going to like me...You may not think so, but you will." They were married in 1961. My sister Amanda describes Dad as a rare combination of incredible self-confidence without an ounce of arrogance. He loved his job and was completely dedicated to it but never made us feel it defined his entire life. Dad and Mom bought their first cruising boat in 1995 and well into retirement were often seen plying New England waters and beyond.

Dad was a character - and a highly focused individual. He took sailboat racing very seriously, and worked tirelessly to be better at it all his life. Ironically, he was not a natural sailor. He just worked very hard at it. I remember a time he and I went out on a very windy Buzzards Bay, just the two of us, and sailed upwind for about an hour, turned around, and sailed downwind. We repeated the process at least three more times. Dad wanted to learn how to drive a Shields in the Buzzards Bay chop - and that is what we did! I was literally bailing with a bucket as he drove upwind. Experience like this rubbed off. I turned out to be a better natural skipper than Dad and he was more than happy to pass the helm to me so the boat would perform better.

Dr. Robert Osteen, a long time friend and colleague, speaking to Gordon's curiosity about how things worked: "He probably never read a novel and I'm reasonably sure he never read a poem...but he could sit for hours reading an instruction manual." On one occasion when the two of them were out on *Hawke* the engine unexpectedly shut down. Delighted by the opportunity Gordon dove into problem solving mode leading to discovery of a faulty electrical switch. What many might see as time wasted, Dad saw as a wonderful exercise in engine mechanics.

Bermuda races were a common occurrence for Dad, both Newport and Marion. Serving as crew for Gary Fisher on *Diva* and *Columbine*, Skippering *Hawke*, and Navigating *Adrenaline*, Gordon was able to sail with a number of Cruising Club of America members on numerous races. Some of his closest friends came out of his time offshore with CCA members Randy Bartholomew, Francis Carter, Hank Keene, and Richard Leather.

As Parkinson's disease began to limit Gordon's mobility and eventually his mind, he never lost the kindness that defined his spirit. He always wanted to know more about a problem, individual or situation to truly get an understanding of who one was, and what was happening. Gordon saw his membership in the CCA, Beverly Yacht Club, and Eastern Yacht Club as something to be cherished and never taken for granted. It is an honor to be able to call Gordon Vineyard "Father", "Mentor" and "Friend". He is missed by all who were fortunate enough to know him. 

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CELESTIAL NAVIGATION

The Renaissance of Celestial Navigation

BY RON WISNER

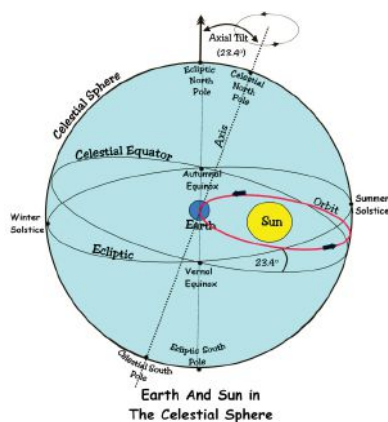
If Marion Bermuda Race is ahead of the curve. Just months after the last Marion to Bermuda race, in a well-publicized move in late 2015, the United States Naval Academy brought back celestial navigation after over ten years of neglect. To the consternation of the old guard, midshipmen had received no instruction at all since 2006. They studied computer navigation systems. GPS has revolutionized many aspects of civilian life and war ships are no different. But there is one glaring liability: there is no backup.

The points of attack against the GPS system are myriad: damage from enemy fire, hackers from a hostile nation, jamming and killer satellites. Even solar flares can disrupt the GPS system. In view of these realizations by the Navy and yachtsmen around the world, there has been a renaissance in celestial navigation.

The Marion to Bermuda race is the only ocean yacht race to offer a celestial class. Fully one third of the yachts were navigated by the heavens in the 2015 race, up three-fold from the previous year, gaining the 3% scoring advantage and earning each navigator a sextant lapel pin to commemorate that accomplishment, the celestial navigator's equivalent of "earning his wings."

It was heartening to see old hands dusting off their sextants and their reduction tables and joining the newly minted celestial navigators in brushing up on their skills in 2015 before the Marion to Bermuda race.

In the offshore world a well-found yacht demands redundancy as a matter of safety. I would not think of embarking without my sextant, almanac and an ordinary quartz watch. With those simple items alone one can get an exact noon fix, requiring nothing more than arithmetic. With the addition of reduction tables, one can get lines of position and fixes at any time of day.

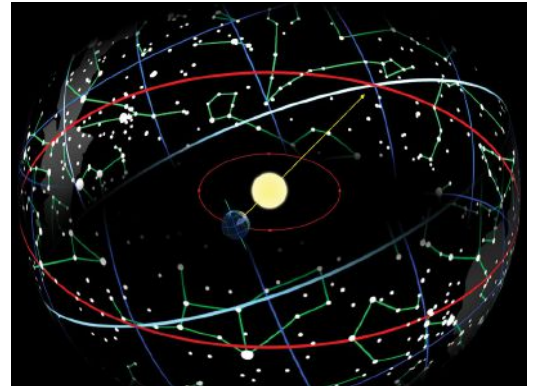


For the yachtsman, the most likely failure is a local one which occurs on the boat: engine failure resulting in dead batteries, dismasting or a lightning strike. A knock-down which drowns the electronics and shorts out all the AA batteries would have a similar effect.

CELESTIAL NAVIGATION

On a recent delivery from Bermuda to Maine, the generator failed and we had to turn everything off to save the batteries for land-fall. The skipper said confidently that he had a hand-held GPS, but alas, when he turned it on, it did not work. I said "I've got it covered," and pulled out my sextant.

There is another problem associated with the lack of hands-on navigating the "old fashioned" way. Skills fade and are lost. Simple things like locating a position by co-ordinates on a paper chart or knowing that a minute of latitude is equal to a nautical mile are elementary skills of a seaman. The skilled sailor of yore has been replaced by the modern mariner reduced to navigating by something akin to a video game. I have met sailors who in every way are top notch, best-in-their class competitors but have forgotten which is longitude and which is latitude.



Mastering celestial navigation is not merely an anachronistic backup to your electronics. The knowledge of history, the spectacle of the heavens as you stand watch at night, the recognition of prominent stars and the planets as they move through their stately arcs are all part of a greater heritage that comes with the ability to navigate by the celestial sphere.

And finally, I don't know about the reader, but I did not feel like a real sailor until I crossed an ocean with a sextant. 🇺🇸🇧🇲

About the Author Ron Wisner is descended from a long line of sailors going back to his family's china clippers. He has sailed all his life. Ron has competed in four Marion-Bermuda Races placing first in Celestial and second overall in 2013 to take home the Navigator's trophy.

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Sparky in the starting area at the head of Buzzard's Bay



LEAP OF FAITH

Rescue at Sea

BY JAMIE BLAINE

SETTING OFF

For some unfathomable reason – since I had never been on a small boat miles from land – I accepted an old friend's invitation to sail on the return leg of the Marion-Bermuda race. I looked forward to the opportunity to get away, learn whatever I might and have, perhaps, a bit of an adventure.

It was hot and humid the morning of Sunday, June 28th, 2015, when five of us set sail on *Restive*, a lovely 49' wooden sloop, a rarity in an age of fiberglass. With a forecast of clear skies and a favorable wind, we were bound for Newport, RI, 635 nautical miles away. (A nautical mile, I learned, is not a precise distance, but a fraction of Earth's 360-degree circumference. Each degree is divided into 60 minutes, and a nautical mile is equal to one minute of Earth's arc – approximately 1.1508 miles.)

As we pulled away from the dock, I inexplicably tripped over the cockpit rail and found myself fully airborne and heading straight for the back of our unsuspecting captain, who was intently maneuvering us into Hamilton Harbor. It was a clean hit. The full force of my body drove the startled skipper into the wheel and firmly wedged his Adam's apple against one of its spokes, rendering him momentarily unable either to steer or to breathe. We were off

“I thought I would sail about a little and see the watery part of the world.”

—ISHMAEL

AT SEA

Restive, with the captain recovered but still bewildered, made for the open sea, destined for Newport with nothing between us but salt water. If the southwest wind held, we could sail straight to Newport on what we salts call a port tack. It also meant high seas, which made stomachs dyspeptic and turned simple tasks into physical challenges. Instead of simply walking to the “head”, it was necessary to grab onto whatever was handy and haul yourself painfully forward. Once there, you faced a whole new set of challenges.



LEAP OF FAITH

A few days earlier, with a different crew, *Restive* had completed the actual race. It had been quite a trip. The jib's roller furler had broken during a storm, forcing the crew to spend several perilous hours wrestling the huge sail onto the deck. But *Restive* sailed on undaunted, navigating only by the stars. Although she had twice won the celestial navigation class, this time she veered inexplicably to the northeast and missed Bermuda entirely. This is not an insignificant miscalculation, as the island is a lonely collection of rocks in an otherwise empty ocean – Cape Hatteras, the nearest dry land, is 580 miles away.

EVENING STAR

We watched the water change from the aquamarine of Bermuda's coastline to the Atlantic's deep, rich blue; and in two days we had covered 352.5 of our 635-nautical-mile trip, a record pace for *Restive*. Ocean sailing seems to consist of long periods of boredom, accompanied by discomfort, interspersed with moments of terror, all taking place in a tiny capsule on an endless sea. There are those who love it – the hoisting and lowering of sails, charting a course in an ocean without markers, scanning the skies for approaching storms and, my favorite, hanging out with friends, swapping stories.

For me, night was a special time. The sky was filled with millions of distant lights as we sailed beneath the Big Dipper, the North Star directly above our mast. It was the time of the Jupiter-Venus conjunction, and the tiny evening star seemed to pull the fiery torch of Jupiter across the night sky.

After the first night we never saw another boat. There was nothing in any direction but water, all the way to the horizon – which, the prayer

reminds us, is “nothing save the limit of our sight.” It is amazing to be at once so cut off from the world and so connected to the universe, “alone, on a wide, wide sea.”

CAST & CREW

We were five, four old friends, the fifth picked up from an Internet site – sort of a seafarers' match.com where captains look for crew and sailors look for boats.

George: The Captain. A veteran sailor with many Bermuda races in his topsiders. He had lovingly overseen every aspect of *Restive's* design, construction and launching in 2006. Calm, focused, and confident... a skipper's traits.

David: A former Marine combat engineer with a keen mechanical aptitude and a fascination with deciphering how things work. An unruffled sailor, he innately grasped *Restive's* nuts and bolts. An unenthusiastic swimmer.

Fred: A man of remarkable physical strength and unflagging good humor. A tough and fearless seaman, he was also the cook.

Dave: An MIT-trained engineer, who built his first boat from a kit at the age of nine; a genius at determining what is wrong and fixing it.

Your scribe: a rookie.

As we set off, we little knew how critical these attributes would soon prove – especially the personal ones.



Restive on the mooring in Maine

About the Author James G. Blaine is an award winning journalist, writer, teacher and consultant, and author “Perspectives,” (www.jamesgblaine.com) a blog seeking to connect the personal and public worlds, where this article first appeared as a series. A former journalist, he founded and published *The Kennett Paper*, three times named Pennsylvania's Newspaper of the Year. He's had many adventures in his life, but none quite like this."



LEAP OF FAITH

“When everything goes wrong — that’s when adventure starts.”

—YVON CHOUINARD

THE ADVENTURE

It was a little past noon on the fourth day when the steering went. We had navigated through the Gulf Stream’s heavy weather and come out into sunny skies and, finally, quiet seas – and after getting through a distant line of squalls ahead, we expected clear sailing to Newport.

I had just gone below to get some sleep, leaving the others on deck to discuss lunch, when without warning the wheel, which was on autopilot and holding steadily to our north-by-northwest course, began rotating wildly. All efforts to steer manually failed, and we found ourselves adrift 142 nautical miles from dry land and several thousand feet above the ocean’s floor. We hadn’t seen another boat in 72 hours.

Restive neatly hove to, while the collective brainpower tried to figure out what to do. Clearly, the problem was the rudder, and so Dave descended into the bowels of the boat to have a look.

As he scrambled back on deck, the once distant squalls were closing in, the waves had swelled to over eight feet, and the wind was now blowing 20-30 knots. “We have,” he announced, “a major structural failure!”

It’s not for nothing they call the rudder “the most important part of the ship.” No matter how seaworthy its design, a boat without a working rudder is little more than debris bobbing among the waves. *Restive* no longer had a working rudder.

Dry rot in the rudderpost had caused the upper bearing to fail, which made steering impossible because the rudder was being driven solely by the force of the waves. It was only a matter of time before the lower bearing also failed, particularly in rough seas, and even I had figured out that when that happened, *Restive* would sink. But no one could predict when that would happen. An hour? A day? A month?

The seas were growing rougher. The squalls, now directly above us, seemed in no hurry to move on. Heavy rains fell, waves surged to 12

feet, and winds gusted to 40 knots. George was on the radio trying to notify the Coast Guard and locate any nearby boats. David and Dave devised ever-more-ingenious engineering solutions to stabilize the rudder, all of which failed. Amid all the activity, Fred went below. He reappeared 15 minutes later with a plate of sandwiches. “We might as well eat,” he said.

IF ONLY

In hindsight, the sandwiches Fred brought on deck seem more than lunch. Amid the growing external chaos, they reveal the task-oriented calm that pervaded *Restive*. We all knew we were in pretty deep stuff, and yet there was not a hint of panic. As with all things on a boat, the captain set the tone.

We initially had to radio the Coast Guard through a boat closer to shore; and after satisfying the stultifying bureaucratic requirements, we were presented two alternatives: a boat, which could get to us in 10-12 hours, or a helicopter rescue, whose dangers the voice on the phone persistently emphasized. Moreover, the voice continued, the rescuers would come to save the crew, not the boat. George then put out a VHF call to all boats in the area. Three responded immediately. The closest was *Sparky*, a 42-foot sloop eight miles ahead. Her captain immediately reversed course, radioing they would be there in about an hour.

Meanwhile, David and Dave had the wheel off and were trying to stabilize the rudder directly, first using the emergency tiller, and when that failed, trying ropes, makeshift wedges – anything to keep the thing from swinging wildly. The waves snapped every effort like a dry twig.

We put our faith in *Sparky*. Of the two choices the Coast Guard had offered, the first (waiting for the rescue boat) required us to stay afloat, of which there was no guarantee; the second involved jumping into the water, where a rescue swimmer who had dropped from a helicopter would put us one-by-one into a sling, which would be hoisted to the hovering craft. There was a small downside: because we were five people 140 miles from shore in bad weather, the helicopter would likely not be able to haul us all up before having to return to base to refuel.

This was unwelcome news. I figured that both alphabetically and by seniority I should be first in line. I also figured the others were probably devising their own metrics: Baldest? Youngest? Richest? Smartest? In truth, we drew our strength from knowing we were in this together. We weren’t leaving anyone behind. David, “the unenthusiastic swimmer,” told me later that if he had gone into the water, he was pretty sure he wasn’t coming out.



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LEAP OF FAITH

While he and Dave continued their increasingly Sisyphean efforts to stabilize the rudder, we knew we had come to decision time. By now we had deployed a drogue to steer *Restive* downwind in an attempt to move the rudder fore and aft to a neutral position. It was late afternoon. The weather wasn't clearing, the Coast Guard wasn't coming, but evening was. By turning back to help us, *Sparky's* captain was putting his own crew at risk, and we had to be ready when they appeared. The longer they had to wait for us, the more dangerous it would be for everybody.

We didn't have a lot of good options. *Sparky's* captain radioed that it was too dangerous to try a rescue from the water, and the safest alternative was to get us from the life raft (which was attached to the stern, enclosed in an alarmingly small yellow case). As *Sparky* appeared out of the mist we gathered in the cockpit, where George asked us what we thought we should do. Each of the four of us said the time had come to leave the boat. As I watched George wrestling with his thoughts, I suddenly understood how traumatic it is for a captain to abandon his ship. "OK," he said, "let's deploy the life raft."

LEAP OF FAITH

It was hard at first to see *Sparky* through the rain, a ghostly mirage whose mast kept disappearing in the trough of a wave. As she hove to 200 yards off our port side, her five-person crew readied themselves and waited. Dave climbed to the stern, opened the yellow casing, tossed us the ribbon-like red line which we cleated amidships, and flung out the life raft. It's designed to inflate automatically on contact with water, but since none of us had ever done this before, we watched with some apprehension.

As soon as it hit the water, the amorphous blob of material began to inflate with a reassuring whoosh, gradually assuming the form of a circular raft about eight feet in diameter and two feet deep. We struggled to haul it to the middle of the boat for easy entry, but we were unable to get it around *Restive's* heaving stern. Our only option was to bring the raft as close as possible to the stern, keeping it always free of the boat and then, when a wave had brought the raft to its nearest point, hurl ourselves one by one into it – a high dive, backwards and blind, into a small pool. Fred went first.

He not only hit the target; he didn't go through its bottom. Reassured, the rest of us prepared to take our own leaps of faith. I'd like to report that we executed a series of graceful half-gainers, swan dives and cannonballs, but we too leaned as far off the stern as possible, waited for a wave to bring the raft to its closest point and leaped blindly and awkwardly backwards. George went last. As we watched from below, he stepped over the railing, readied himself . . . and then hesitated, as

if still uncertain about leaving the boat he loved. The wave passed on, and as we yelled encouragement, he timed the next wave and jumped.

With no points for style, but a perfect five for accuracy, we were all safely in the raft – although, we soon realized, still attached to *Restive*, whose stern rocked unnervingly above us. Dave handed David a knife recently honed by his Boy Scout son, and the latter cut the line. We drifted free . . . only to become immediately entangled in the drogue line. David, the unenthusiastic swimmer, legs held tightly by the rest of us, leaned far over the edge of the raft, and sliced through the line. We were adrift!

FIVE MEN IN A TUB

What, you may be wondering, do men of a certain age and standing in life carry with them when they abandon ship?

Not much. In light of the Coast Guard's bureaucracy fixation, I didn't want to wash up on shore without my passport. I also brought my wallet, car keys, medications and in a nod to modernity, iPhone. We had a knife, water and other provisions in the "everything bag," we had tossed into the raft. I thought wistfully of the mixed case of good wines, left behind untouched.

We were amazed by the raft's sturdiness. With a cover for bad weather and a pump for high water, we felt secure against the elements, becoming practically giddy with relief. David brought us back to reality. "All we have to do now," he said, pointing to *Sparky* 200 yards away, "is get from here to there and then figure out how to get on board. Before dark."

Sparky, whose crew had practiced the rescue procedure in anticipation, circled to get downwind of us and as close as possible. "Too fast," George thought, but the helmsman held his course, and the captain threw us a line, which Fred reached over and hauled in. As we struggled to hold on in the heavy seas, we felt it pulling relentlessly from our hands. We had to let it go. *Sparky* circled again.



Threat and Sanctuary, Neil Jenny 1969



Wishing the 2017 Marion-Bermuda Race participants fair winds and calm seas.

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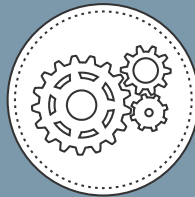
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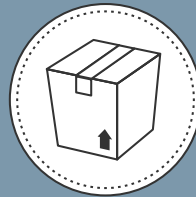
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LEAP OF FAITH

In the raft, our mysterious calmness held steady. I had become aware of two parallel tracks in my mind: on one, I knew there was a not insignificant chance I wouldn't survive; on the other, I was convinced that, whatever odds Vegas might be laying, I was going to make it. Somehow, that combination – neither denying the reality nor succumbing to the inevitable – kept me peaceful and focused. That was true for all of us. Otherwise, things might have turned out differently.

As *Sparky* approached a second time, we vowed to hang on at all costs. Her skipper again threw the line. Fred reached over and snared it, and each of us grabbed onto either the line or someone holding it, as *Sparky's* crew hauled us slowly, both vessels rocking vigorously in the sea. We came up amidships, and Fred, the closest, scrambled up the hull until he could be hauled aboard to safety. One by one we followed, waiting till a wave brought us close, then clambering up till we felt the grip of men who had come eight miles to rescue us. George again went last, hurling himself over the lifeline and landing safely on deck, instantly bursting into tears – the release from hours of unrelenting tension that come with the captain's responsibility.

THE RESCUE

Excerpts from report to Race Committee, submitted by Eric Wassermann, a member of *Sparky's* crew.

"At approximately noon, with about 140 nautical miles to go on the rhumb line, we overheard VHF communications that Restive had developed a problem with her rudder, lost effective steerage, and was concerned about the structural integrity of the system and the risk of hull damage.

"Restive's crew, we learned, had discovered disintegration and apparent rot in the wooden deck surrounding her upper rudder bearing. This allowed the stock of her deep spade rudder to pivot around the lower bearing, set in her hull, threatening to cause catastrophic damage. With the rudder also stuck athwartship, Restive's crew were unable to steer her, and the imminent possibility of a large rupture below the waterline remained.

"Restive was at the outer limit of U.S. Coast Guard rescue helicopter range, and the risks of taking men off a sailboat or from the sea were great. While stepping down from a floating vessel to a life raft seems a prima facie violation of our survival training, there seemed no rational alternative. So we decided to approach the raft from windward and bring it to our midships lifeline gate, where the freeboard was relatively.

"The plan was simple: yank the men on board as rapidly as possible by any accessible appendage or suitable piece of gear. We stationed two crew at the lifeline gate, while another stood aft

*and assisted, and a fourth was set to hustle the evacuees below and out of the way. We considered, but soon rejected, the use of a tackle as unnecessarily complex for lifting minimally clad and able-bodied personnel. In preparation for intercepting the raft, we went from hove to sailing under small pieces of *Sparky's* roller furling #3 jib and main. We deployed the centerboard to slow our rate of sideways drift, by which direction we hoped to approach the raft. The helmsman took advantage of the wait by practicing the approach. Simple as it was, we rehearsed the plan verbally several times and had ample time to discuss it in relative calm.*

*"The crew of Restive looked oddly comfortable and unaccountably dry as the raft skidded around on the steep waves. *Sparky's* approach was complicated by the need to stay clear of Restive, which was drifting in the same direction. We ultimately had a clear lane and made the attempt, but our highly reduced sail area proved too fast once we were slightly off the wind. Despite our reluctance to use the engine in the potential presence of trailing lines and people in the water, we rolled up the remaining sail and maneuvered under engine into a position to windward with the wind on our beam, shifted to neutral, and drifted down with the raft in our lee.*

*"We made fast at two points and held the raft snugly to *Sparky's* side. The first man stood, extended his arms for our lifelines, and was instantly grabbed by both men at the gate and tumbled onto the deck. He sustained an ugly laceration and bruise to his shin in the process, the only notable injury suffered by anyone. Repeated four times, the entire boarding process could not have taken much over two minutes, and we then jettisoned the raft and set off for Marion."*



The Crews: David Lawrence, Fred Dabney, Jack Duggan, Rob McAlpine, George Denny, Nancy Skawinski, Bob Kostyla, Dave Warburton (missing: Eric Wassermann, Jamie Blaine)

FRIDAY, JUNE 15, 2018

51ST Newport Bermuda Race

Compete for the Bermuda Ocean Cruising Yacht Trophy awarded to the yacht with the best combined performance in the 2017 Marion Bermuda Race and the 2018 Newport Bermuda Race.



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LEAP OF FAITH

SAFELY ABOARD

Sparky's welcoming crew described watching, with a combination of wonder and horror, the pantomime of five old men leaping one by one into a circular yellow raft. Providentially (like so much else about this rescue), a woman, who introduced herself as "Nurse Nancy," appeared with bandages and disinfectant to bind Fred's leg wound – after which she offered us all rum and cranberry juice.

It's hard to describe the intimacy you feel for people who have just saved your life, but this overcrowded boat – a floating allegory of generosity – abandoned all formalities and became an instant community of shared lives. Rob, the captain, set the tone, responding to our expressions of gratitude by invoking the camaraderie of those who sail offshore: "Out here, the cavalry isn't always coming. So, when you get the chance, you try to be the cavalry."

As we headed for the Massachusetts coast 140 miles away, we watched *Restive* rock forlornly in the waves before disappearing into the evening gloom.

GROWN MEN CRY

It turns out that captains aren't the only grown men who cry. After calling his wife and daughters, who were still under the impression he was out for a leisurely sail with old friends, Fred said, "I don't know what it is. I can talk about what happened with everyone here, but when I try to describe it to my family, I start crying." Before we were home, each of us would find a time to cry.



Restive being hauled for repairs



Captains George Denny & Rob McAlpine

THE BAVIER AWARD

On September 18th the crews of *Restive* and *Sparky* gathered at the Beverly Yacht Club in Marion for the presentation of the Bavier Trophy to *Sparky's* crew for their courage and seamanship during a rescue at sea one late afternoon in early July.

Excerpts from two letters capture the crews' deep affection for each other.

July 8th

Dear Rob,

It's been a week since you took us aboard Sparky from our life raft. . .So

Thank you, Eric – for being strong and helping us aboard, thank you for understanding some of our emotions as you took us in.

Thank you, Jack – for being so strong, for hugging me from the raft over the lifeline, and, later, for your sense of the ridiculous, helping re-attach me to reality and the present.

Thank you, Nancy – for your warmth, generosity, nursing, and selflessness.

Thank you, Bob – for applying your seamanship skills perfectly at the right time for Restive's crew – and for cooking, cleaning, and loving each of us.

And Rob, thank you. You exemplify the essence of being a skipper, of helping others in need, under all circumstances – from the mundane to the extreme.

George

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LEAP OF FAITH

August 21st

Dear Jamie,


Hearing the account from your perspective and the thoughts and conversations of the Restive crew prior to and during the rescue was fascinating! I assume that your experience that day will stay with you for the rest of your lives, and as strong as your lifelong friendships with these extraordinary men have been in the past, this experience will create a bond that few people ever enjoy.

Know this is from our heart – we will never forget the calm, courageous, caring, thoughtful, gentlemanly men that we had the honor of meeting on July 1, 2015. You all have affected our lives in a most wonderful way. The crew of Restive showed us how to handle adversity with the utmost of grace and courage, and we will never forget any of you.

Warmest regards,
Nurse Nancy and Bob

And finally, Restive . . .

*“I’ve given this a lot of thought,” Rob wrote George, “and am convinced that the only thing that kept Restive from sinking is the tremendous strength of her hull skin. Any lesser build would almost certainly have suffered hull failure at the lower bearing block. There are very, very few boats that would have survived.”**

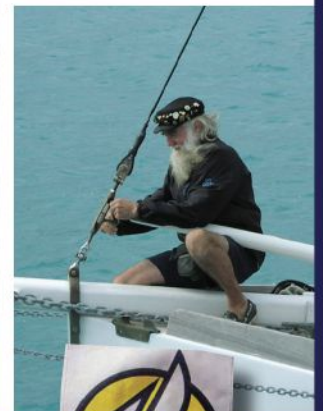
* At 02:30AM, Thursday, July 2nd, a salvage crew set off from Hyannis, Massachusetts. Twelve hours later, they found Restive taking on water about 127 miles south of Nantucket. They also found a “severely damaged rudder [which] would have resulted in massive flooding in the next 6-12 hours.” They managed to lower the water level in the hull and get the engine started. They then pumped water continuously until they arrived at Fairhaven the next afternoon. Later efforts to take Restive under motor to Brooklin, Maine, where she was built, failed. She was hauled at Jamestown Boat Yard, where a flange on top of the lower rudder bearing was discovered to have been sheared off, suggesting that failure of the bearing was imminent. Restive was back in the water by the end of August. 

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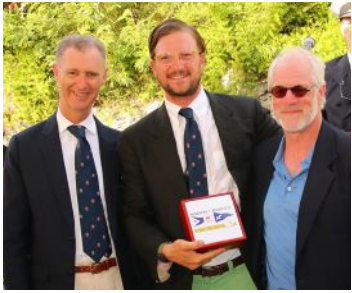



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AMERICA'S CUP 35

Sharing the Limelight

BY THE HON. MICHAEL WINFIELD

Bermuda has been selected as host venue in 2017 for the 35th America's Cup as Team Oracle looks to defend its electrifying come from behind victory four years earlier. The Finals are scheduled to begin as participants of the 21st Marion Bermuda Race are reaching the finish line off St David's Head.

The journey to Bermuda's successful bid was the result of countless hours of dedication and hard work of those who shared a vision of what this could mean for our beautiful island nation. Involvement and commitment from the entire Bermuda community holds the key to future opportunity for long term benefit from this partnership. Needless to say, Bermuda offers the stunning landscape of Great Sound for stadium racing, excellent year-round sailing conditions, as well as being located in a sweet-spot time zone where races can be televised live to 155 countries and one billion viewers.

Much has been achieved since the announcement in December 2014. Bermuda has grown a little larger with a nine-acre land reclamation project built to house the America's Cup Village. This project



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A large photograph of a marina filled with sailboats. In the foreground, there are several masts and rigging. A large American flag flies from a pole. In the background, a blue banner with the NEB logo and text is visible. The text on the banner reads: 'Race prep ♦ Refit ♦ Repairs ♦ Paint ♦ Maintenance ♦ Joinery Mechanical/Electrical ♦ Hydraulics ♦ Dockage ♦ Storage'. In the bottom right corner of the photograph, there is a white sailboat with the number '09' and the NEB logo on its hull.

NEB Race prep ♦ Refit ♦ Repairs ♦ Paint ♦ Maintenance ♦ Joinery
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NEB wishes all competitors best of luck and a fun, safe passage to Bermuda!

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AMERICA'S CUP 35



Photo by Sam Greenfield / © ORACLE TEAM USA



Photo by Ricardo Pinto / © ACEA 2015

alone brought jobs to Bermuda at a time when the economy was in an otherwise slow recovery. Eventually that new land mass in Dockyard, known as Cross Island, will be used for the long term community benefit. Extensive restoration of several old Dockyard buildings that previously stood empty and decaying has been accelerated due to this America's Cup partnership.

The positive economic and social legacy born from our America's Cup partnership is experienced on many levels. Hosting this world-class sporting spectacle has been a catalyst for business development, drawing attention to Bermuda's blue chip reputation as a premium global financial and reinsurance centre as well as the development of a maritime tourism industry. As a result, Bermuda is now better positioned as a destination in international yachting.

We have already experienced this in real terms when Bermuda hosted the Amlin Moth Regatta in December 2015 and again in December 2016, the RC44 Regatta in March 2016 for the first time, and the Viper 640 International Championships in November

2016. The Antigua to Bermuda race in association with the Royal Bermuda Yacht Club will bring an additional 30 to 50 yachts to Bermuda in May 2017 to enjoy the America's Cup racing, another first for Bermuda's waters. Also in June 2017 the classic Corinthian Marion Bermuda Race will share the limelight with AC35 adding to the excitement and electricity around the entire Island.

Business development and tourism exposure at each of the Louis Vuitton America's Cup World Series and at international boat shows has introduced Bermuda to highly sought after markets and opened the door to developing lasting commercial relationships giving rise to a healthy maritime industry as another economic pillar.

In 1851 John Cox Stevens accepted an invitation to race around the Isle of Wight. The schooner *America* won the race beginning a 132 year winning streak - the longest in the history of sport – and eventually giving her name to the 134 ounces of silver affectionately known as the Auld Mug. To put this in perspective, the America's Cup was defended nine times before the modern Olympic era be-

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About the Author

The Honorable Michael Winfield has served as Minister and Senator in the Bermuda Government. He is a member of the Board of Tourism, Chairman of the Governance Committee for the Bermuda Hospital Board and has been involved in Bermuda's tourism and hospitality industry for well over three decades. He is CEO of Americas Cup Bermuda.

gan in 1896. The list of participants is a veritable Who's Who in the world of sailing including names like Lipton, Vanderbilt, Turner, Cayard, Conner, Bertrand, Coutts, Ellison, Koch, Ainslie, Spithill, Barker, and Cammas


The Marion Bermuda race celebrates youth sailing on a big stage in a small way with the Offshore Youth Challenge Trophy. The AC Endeavour Program is a far reaching educational initiative, with a focus on Science, Technology, Engineering, Arts and Math (STEAM). It also has a strong environmental component facilitated with students looking through the lens of environmental responsibility via America's Cup imagery and the latest technology. It is the brainchild of America's Cup CEO Sir Russell Coutts providing more than 1000 of Bermuda's youth aged nine to 12 to benefit each year from an learning core subjects in a way that is both fun and exciting. In addition to a week-long Oracle Team USA experience, an eight-week after school program is available to students with a deeper interest in sailing. The less tangible yet more powerful lessons here are those of leadership, self-confidence, developing a life passion, and the value of teamwork essential to sailing. Promoting education and life skills through sailing is as important for the growth of Bermuda's young people as it is to the health of the sport.

While the focus for AC Endeavour is education, 2017 will see junior regattas in the boats with well-recognized pink-sails during the two weekends of the America's Cup Finals. Young sailors will come

from around the world to experience the incredible atmosphere of an America's Cup Final and compete in their own right on the same race course. Evidence of Sir Russell Coutts' firm belief that sailing is a platform through which to inspire and educate young people and encourage them to think about things differently.

Then there is Bermuda's own Red Bull Youth America's Cup (RBY-AC) team. An intensive training and selection process saw Bermuda's best athletes, many of them non-sailors, give it their all, holding strong to the vision of success. For these young Bermudians the opportunity is limitless; aside from experience competing against the best youth sailors in the world, their professional potential knows no bounds. A case in point is Cooper Dressler, a crew member of ORACLE TEAM USA and former Red Bull Youth America's Cup sailor.

Aside from the many tangible benefits Bermuda enjoys being on the world stage as AC35 host, there is the unspoken measure that we as a community hold true to ourselves - that we show Bermuda to be the best host the America's Cup has ever experienced. As a tight-knit community we share a collective passion and island pride that will lead us to truly excel in delivering upon the reputation we have long held as the most hospitable people you'll ever meet.

It is with this 'can do' attitude and the spirit of industry and partnership within our island community that we welcome participants from the Marion Bermuda Race to share the stage with the world's most prestigious and longest running sporting event in history. 

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Daniel J. Cooney, Commodore
Beverly Yacht Club

Since 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 and to the Town of Marion and we shall do our best to make the 2017

Marion Bermuda Race a fun and memorable experience for you and your crew. The Beverly Yacht Club was created in 1872 by an enthusiastic group of yachtsmen with the sole purpose of promoting racing and good fellowship among its members. Throughout the 145 year history of the Club, we have maintained that focus and it is just as strong today as it was 145 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.

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 regattas 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 World Championships, the Olympic Games 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 was an in-harbor "official messenger" as a kid in my thirteen foot Boston Whaler in Marion for the first race in 1977 and it's been a huge privilege to have participated as crew in eight races since 1987.

The 2017 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 the rounding of the Sow and Pigs buoy as you head out to sea, you will be off on a great adventure. A few days hence, as you pass abeam the red and white Kitchen Shoals tower on your way to the finish, a wave of satisfaction will flood your senses, whether it's your first Bermuda Race or your 16th; and you will have well deserved it!

Fair Winds and Sail Fast,

DANIEL J. COONEY, COMMODORE
Beverly Yacht Club

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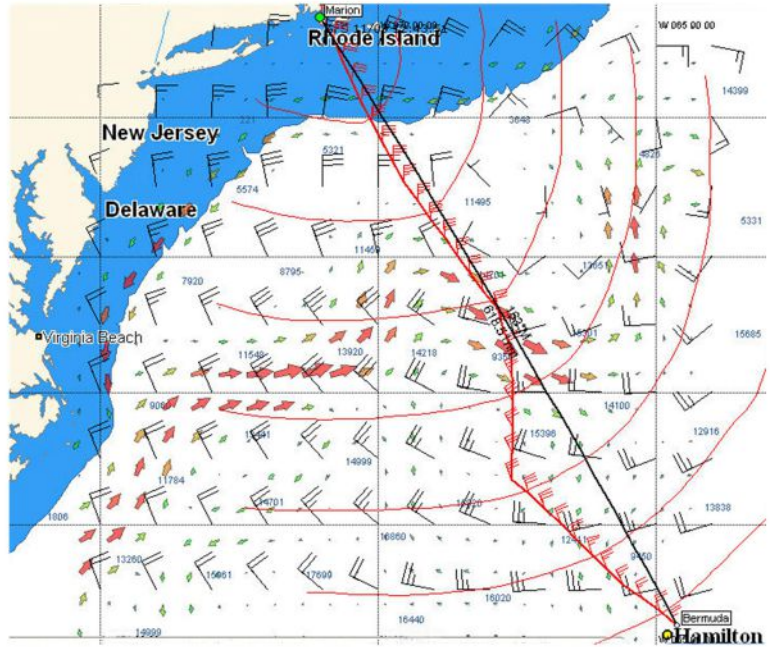
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Aedan Gleeson, Commodore
Blue Water Sailing Club

HAPPY BIRTHDAY

It's an honor to be Commodore of the Blue Water Sailing Club in a year when so much is happening. This will be the 21st Marion-Bermuda Race – it's a coming of age year. It has been 40 years since the first Marion-Bermuda Race in 1977 and this year is especially exciting as Bermuda is hosting the America's Cup. This is a great time for Blue Water Sailing Club members to participate in the 21st Marion-Bermuda Race in their own boats or as crew.

The starting date has been brought forward to Friday, June 9th. This will allow participating boats and crew the opportunity to experience the start of the America's Cup Finals, and have front row seats, if they so wish. What a great 21st birthday present!

Since 1959 Blue Water Sailing Club has been organizing summer cruises in coastal New England waters and beyond, winter seminars covering a wide range of topics from rigging to diesel engine and electronic systems maintenance to cruises overseas.

One of the Blue Water Sailing Club's most prominent organizational contributions to the Marion Bermuda Race is the "Safety-At-Sea" Symposium, held every two years, which coincides with the race year. The Symposium is a must and very well attended with 350+ people participating.

The Marion-Bermuda Cruising Yacht Race Organizing Committee and volunteers from the three host clubs: Beverly Yacht Club, Royal Hamilton Amateur Dinghy Club and the Blue Water Sailing Club make this event one of the true premier blue water races in international waters.

On behalf of Board of Governors and members of the Blue Waters Sailing Club, a very big thank you to all the organizers and volunteers for all the work they do in keeping this event to the fore of world class races.

I wish you all a safe and enjoyable crossing in the Marion-Bermuda Race.

Good Luck and have fun.

AEDAN GLEESON, COMMODORE
Blue Water Sailing Club



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Neil Redburn, Commodore
Royal Hamilton Amateur Dinghy Club

On behalf of the members and Flag Officers of The Royal Hamilton Amateur Dinghy Club, I'd like to welcome you to the 21st edition of The Marion-Bermuda Race. We are proud to be one of the three sponsoring Clubs and proud of our long association with Beverly Yacht Club and the Blue Water Sailing Club of Massachusetts.

This great adventure and relationship began in 1977 when Past Commodore Geoffrey "Dickie" Bird from Bermuda and his good friend David Kingery from Massachusetts were just chatting together about sailing. Ever since then, the members, sailors, families and friends from all three Club's eagerly look forward to this exciting international racing fixture held every other year. It is always a pleasure welcoming old friends back into our homes as well as meeting many new friends who will experience Bermuda and the hospitality of RHADC's members and staff alike.

Of course, 2017 is somewhat special and different than other MBR years. Bermuda is currently enjoying a huge amount of focus as a sailing destination and for regattas as a result of the 35th America's Cup. The timing of the Marion Bermuda Race could not be better as you will finish the week before the opening weekend of the finals. RHADC has become a home from home for many AC sailors and their families over the last year or two, most notably Oracle Team USA. The sailing "buzz" in Bermuda is at unprecedented levels and we're looking forward to MBR competitors being a part of this special year.

Good luck to everyone, be safe and, of course, be sure you make it fun. We look forward to welcoming you either at the finish line or the Royal Hamilton Amateur Dinghy Club in June.

NEIL REDBURN, COMMODORE
Royal Hamilton Amateur Dinghy Club



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—BENJAMIN FRANKLIN



Photo by Ricardo Pinto / © ACEA 2015



Marion-Bermuda Mentor Program

BY DAVID RISCH & GEORGE “TWICE” TOUGAS

The start of the 2011 Marion to Bermuda Race, is one I will never forget. I was onboard “Pescatore” with nine close friends and Cam, my 16-year-old son. The weather was beautiful; a SW breeze, 10-15 knots. About an hour before our start, I heard someone on the radio say they were off Cuttyhunk in 40 knots of wind. I ignored this report assuming that individual had a very bad sense of wind speed. Within 20 minutes the entire fleet was dealing with strong SE winds gusting to 40 knots. It was, “Game on!” and we had not even crossed the starting line.

As Participation Chair (aka “Chief Sales Officer”) of the Marion Bermuda Race I use to travel the Northeast conducting seminars on boat and crew preparation for passage to Bermuda and the MBR. It became increasingly clear that there were many who wanted to participate in the race but found fulfillment of the requirements somewhat daunting. Since I and others had already worked through the challenges of

preparing our own boats for the race, we had plenty of resources and knowledge to spare. The role of Participation Chair is to bring more boats to the line and easing preparation of boat and crew should ultimately assist in accomplishing that goal. Thus, it seemed a natural response to create The Mentorship Program.

Crossing the starting line in the 2011 race was not really when this race started for us. A year earlier I bumped into Joe Ciffolillo, an old friend, who told me he had purchased Pescatore, a Hinckley SW59, and wanted to enter the Marion-Bermuda race. All it took was a 15-minute conversation and before we knew the decision was made. Joe would provide the boat and I would handle the organization and planning. Having sailed to Bermuda several times and with many offshore miles under my belt, I felt confident this would be a manageable task. I quickly realized it was much more daunting than I had thought. There are many details that go into racing to Bermuda. Not only do you need to navigate to Bermuda,

SPECTRUM PHOTO

by Fran Grenon

Start to Finish photography of the Marion to Bermuda Race

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“...the spectacle of the heavens as you stand watch at night, the recognition of prominent stars and the planets as they move through their stately arcs, are all part of a greater heritage that comes with the ability to navigate by the celestial sphere.”



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—WINSTON CHURCHILL

but you need to navigate through the registration process, boat prep, and crew dynamics. I quickly realized I was a bit over my head and needed some guidance. The Marion Bermuda Race Committee does a great job to make the entry process as simple as possible but sometimes one needs a little more help.

I reached out to David Risch for some guidance. I respect David as a sailor and knew he was involved in the Mentor Program...not to mention I have always loved his C&C 40, *Corsair!*

Every situation is different. Many only require a phone call and a brief discussion around a few specific questions. Others require a more hands-on approach which may include a visit to the boat

*and walk-through. When fellow Beverly Yacht Club member Twice Tougas approached me to request assistance in preparing *Pescatore*, for a first-time entry in the Marion Bermuda Race, it was the very circumstance for which our Mentor Program was intended. Although Twice had many offshore miles, including passages to Bermuda, many of the crew and the boat did not. Twice and I had a few impromptu meetings, a couple of phone conversations and I suggested it would be useful to visit *Pescatore* at the local boatyard and go through the boat with Twice, Joe and the crew.*

David was more than happy to take us on as his “project”. He was extremely helpful and a wealth of knowledge. I am not sure how many times we met over the winter to discuss the race but he always made himself available. Perhaps it was the promise of a beer! As the race approached and *Pescatore* was in the water, we had several meetings onboard. David had a few suggestions to make her better prepared for the race. We discussed crew dynamics in great detail as well as suggestions for crew gear. David also shared his real-life experiences with our crew. It was an eye opener for many of them. We went through the boat and crew in great detail which proved be very helpful.

As much as the Mentor Program is about preparing the boat for the race, it is equally about preparing the crew. Having access to the entire crew is a great opportunity. We discussed common questions such as securing the mast step, washboards and lockers, emergency lighting and steering and a few items





“One of the greatest value of mentors is the ability to see ahead what others cannot see and to help them navigate a course to their destination.”

—JOHN C. MAXWELL

unique to Pescatore. Importantly, the crew had questions that prompted more in-depth discussions on topics that may not have otherwise come up. As experience has shown, problems offshore are often the result of “software failure” (the people) and not “hardware failure” (the boat). Consequently, a good part of our discussion revolved around key elements of crew choice including temperament, synergies, health, diet, training and logistics. These are often underrated topics with owners who often focus on just crew skills avoiding these less easily measured attributes of a successful race.

David turned out to be the perfect mentor. He guided us in the right direction and shared his knowledge. The Mentor Program, is not about egos. Our experience had nothing to do with who was the better sailor. It was very simply about sharing knowledge and helping fellow sailors in the true Corinthian spirit. As I mentioned, my son was onboard for his first Bermuda race. The mentor program proved to be a great example of sportsmanship and gentleman sailing for my young son. I am very grateful for this aspect of the race.

As it happened, the 2011 MBR started with an unexpected squall which rattled many boats including Corsair. Pescatore and Corsair managed that early challenge and proceeded to head Southeast to Bermuda. During the race competitors may not check positions available on the MBR website. Between this rule imposed news blackout and ratings adjustments, most competitors do not know how they have placed until they are safely tied up at the Royal Hamilton Amateur Dingy Club. So it was with great surprise and a small matter of pride (perhaps some consternation as well?) when we learned Pescatore came in second in class beating Corsair’s respectable fourth place finish!

We trusted David on every detail except one...the first night dinner! He strongly suggested a light, easy-to-digest dinner for the first night. For some reason, we ignored his advice. Team *Pescatore* decided that a heavy cheese laden lasagna would be a good first night dinner. It was a giant mistake! Seven of our crew ended up losing that lasagna overboard. Lesson learned, trust your mentor!

After getting the results we all gathered in Pescatore’s cockpit to celebrate and debrief while enjoying the requisite Dark’n’Stormy. As you can well imagine it was a very proud moment for this mentor when the Governor of Bermuda presented Pescatore with their well-earned trophy and warmly congratulated Twice, Joe and the entire crew.

Hmmm...maybe I should have served lasagna that first night out too. 🇧🇲 🇧🇲

About the Author

David F. Risch has been sailing since 1969. Acquiring a 75-ton Ocean Operators license at the age of 23, he has delivered yachts up and down the East Coast. He has competed in several MB Races and serves on the Organizing Committee. He and his family cruise New England waters.

George "Twice" Tougas has spent most of his life on or near the water. He is avid sailor and fisherman, and can be frequently spotted on the waters of Buzzard's Bay in his family's center console "Buzzard's Boy" or Peterson 34 "Kanga".





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CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

June 2017

Dear Friends:

On behalf of the Commonwealth of Massachusetts, Karyn and I welcome you to the 21st biennial Marion-Bermuda Cruising Yacht Race.

Participants in the first-ever Marion-Bermuda Cruising Yacht Race set sail in 1977 and 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.



A handwritten signature in blue ink that reads "Charles Baker".

CHARLES D. BAKER
GOVERNOR

Sincerely,

A handwritten signature in blue ink that reads "Karyn E. Polito".

KARYN E. POLITO
LIEUTENANT GOVERNOR



MARION

IT ALL STARTS HERE



Many a person is drawn to the mystery of the sea. Some seek fortune and fame while others are in search of accomplishment. Marion, over the centuries has been a harbor benefitting both goals. Whalers have voyaged from her harbor to further seas returning with whale oil and bones and the riches they bring. Yachtsmen have raced to Bermuda returning with trophies and tales of adventure. The song of the sea, the thrum of wind in rigging, the pulse of ocean: all are sirens to many souls. Those who venture off can never forget the melody.

The Sippican Indians who originally settled the harbor benefitted from the bounty of the sea and shared their name with the town and harbor. In 1855 Sippican became Marion, eponymous for a Revolutionary War general from S. Carolina, however, Sippican Harbor remains.

Sippican is unique among the many harbors on the south shore of Massachusetts. It is small and relatively shallow but well protected. It is in a proportion to allow seafaring vessels anchorage, but not so large as to overwhelm the small town. Small whaling vessels and coastal schooners and many a sea captain came from Marion. At one time as many as 87 sea captains called Marion home. In the early 1800's, when the Atlantic teemed with whales, smaller vessels could navigate Marion's harbor and go whaling in the Atlantic. Marion was also a major supplier of salt produced from the evaporation of sea water - an industry developed because of the duty England placed on salt prior to the revolutionary war.

Two intriguing stories ensure Marion will not slip into obscurity. At the beginning of the Civil War the whaling brig Altamaha, built in 1832 in nearby Mattapoisett, departed on a whaling voyage south. It was seized on September 13, 1862 by the Confederate raider CSS Alabama and burned. It was a fate to befall many commercial vessels

meeting a Confederate Navy hell bent on harassing commercial vessels from the North.

Better known is the mystery of the Mary Celeste, captained by Benjamin Spooner Briggs of Marion, MA. The vessel was bound for Italy with a cargo of commercial alcohol, allegedly to fortify the wines of Italy. Aboard the Mary Celeste were Captain Briggs, his wife, their daughter, and a crew of seven. On December 4, 1872, the Mary Celeste was found adrift in the Atlantic with no sign of damage, six months of food and water, a cargo virtually untouched, and no sign of struggle or crew. One life boat was missing, but the crew was never to be found nor the cause understood.

Many a person is drawn to the mystery of the sea. Some seek fortune and fame while others are in search of accomplishment. Marion, over the centuries has been a harbor benefitting both goals.

With the discovery of oil in Pennsylvania, a decline in the nearby whale population requiring larger ships with deeper harbors, as well as new methods of preserving foods led to a decline in Marion's whaling economy. Fortunately, by 1852 improved rail service enabled many to escape the summer heat of cities like Boston and New York and enjoy the sea breezes. The beautiful harbor and wonderful sea breezes remain making Marion the perfect place to begin a yacht race. Welcome to our peaceful seaside community and the start of the Marion Bermuda Race.

The following information will help you find our way around the area and make your stay more comfortable and fun.

YOUR HOST:

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, the BYC is where you will register by 1400 on Thursday before the start. Pre-race festivities will be held at the BYC's cozy clubhouse on the water. 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.

- **Beverly Yacht Club** <http://www.beverlyyachtclub.org>
508.748.0540 e-mail office@beverlyyachtclub.org
- **Marion-Bermuda Website** <http://www.marionbermuda.com>

GETTING ASHORE:

During the run-up to Marion-Bermuda launch service will be provided by the Beverly Yacht Club, local boatyards and Tabor Academy. Allow ample time to get ashore as launches will be very busy. Once ashore, most things are within walking distance. Marion has no taxi service. If you need a ride, the duty desk at BYC will help you get where you need to go.

- Launch Service Hail on VHF CH68
- Bourne Bridge Taxi 508.564.7500
<http://bournebridge24hrtaxi.vpweb.com>
- Enterprise Car Rental 508.759.2299 Buzzards Bay, MA

MOORINGS & LAUNCH:

Sippican Harbor is exceptionally well sheltered and navigable. It is not possible to anchor in the inner harbor. Rafting is permitted, but only two boats may raft 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** for mooring assignment or launch service.

DOCKSIDE SERVICES:

The Island Wharf Town Dock has fresh water. Holding tank pump-out services are available free of charge at your mooring and at dockside. Call the Marion Harbormaster's office for an appointment. At low tide, there is about eight feet of water alongside the float attached to the Town Dock, but beware 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, ship store, haul-out, and the full range of services you might need.

- **Marion Harbormaster** VHF CH9 or CH16 or 508.748.3535
- **Barden's Boat Yard** <http://bardensboatyard.com/> VHF CH68 or 508.748.0250 800.748.0250 or e-mail bardensboatyard@comcast.net near Island Wharf Town Dock.

- **Burr Brothers Boat Yard** <http://www.burrbros.com/moorings-slips-storage/transient-rentals/> VHF CH68 or 508.748-0541 or e-mail bburr@burrbros.com near the head of Sippican Harbor.
- **Kingman Yacht Center** <http://www.kingmanyachtcenter.com/16/Marina/SlipsMoorings> VHF CH71 508.563.7136 or 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** <http://www.fairhavenshipyard.com> 508.999.1600 is located further south on the west side of Buzzards Bay.
- Macdougall's Boat Yard <http://www.macdougalls.com> 508.548.3146 is located on Cape Cod in Falmouth, MA east of Woods Hole. If you need a complete refit and repair, further to the west in Portsmouth, RI, you'll find
- **Hinckley Yacht Services** <http://www.hinckleyyachts.com> 401.683.7100 Portsmouth, RI Hinckley Yacht Services is a full service boatyard that can meet any service need.
- **New England Boatworks** <http://www.NEBoatworks.com/> 401.683.4000 Portsmouth, RI
- Saltworks Marine Services <http://saltworksmarine.com> 508.317.2599, Marion Dan Crete is an excellent diesel mechanic and can provide a long list of marine services.

SHIPS CHANDLERY AND MARINE SERVICES:

Marion and surrounding area offers easy access to a wealth of marine products and services offered by a list of reputable businesses of long standing in the area. Find them in the advertiser index.

- West Marine <http://www.westmarinew.com> 502.742.0490
114 Huttleston Ave, Fairhaven A medium size store about 20 minutes by car.
- **Harding Sails** <http://www.hardingsails.com/> 508.748.0334
732 Mill Street, Marion Route 6, a mile and a half west of Route 105.
- Sperry Sails 508.748.2581 11 Marconi Lane, Marion
- **QuantumSail Desigh Group** <http://www.quantumsails.com>
401.254.0970 Bristol, RI
- **Landfall Navigation** <http://www.landfallnavigation.com/>
800.941.2219 Stamford, CT for navigation, safety equipment.
- **Life Raft & Survival Equipment** <http://lrse.com/> 800.451.2127
Tiverton, RI for life rafts and offshore survival gear and equipment.
- **North East Rigging** <http://www.nerigging.com>
978.287.0060 Concord, MA for your rigging needs.
- HeadSync <http://www.headsync.com> 401.619.3800
Newport, RI specializes in marine plumbing systems.
- **Cay Electronics** <http://www.cayelectronics.com>
401.683.3520 Portsmouth, RI for marine electronics needs.



PROVISIONING AND SUPPLIES:

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

- **Spirits** <http://spiritsmarion.com/> 508.748.0004
- Marion General Store 508.748.0340
- How on Earth Store 508.758.1341 62 Marion Road, Mattapoissett
- Shaws Market 508.295.7813 Wareham Plaza Route 6 east
- Market Basket 508.992.3049 122 Sawyer St. New Bedford
- Hardware Store 508.295.2123 Wareham Plaza Route 6 east
- Convenience Store intersection Front and Mill Streets (Rte. 105 & Rte. 6)

SHOPPING AND OTHER SERVICES:

A walk on Front Street from Town center toward Route 6 finds a gift shop, book store, sporting goods, clothing store, and a bank with 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** <http://www.annetconverse.com/> 508.728.6210 Marion, MA
- **Spectrum Photo** <http://spectrumphotofg.ifp3.com/#/page/home/> 508.717.7997 Mattapoissett, MA.

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

- **Brewer Banner Designs** <http://www.brewerbanner.com/> 508.996.6006 New Bedford, MA

Once you've fallen in love with this quaint New England town and region, perhaps investing in some local real estate is on your horizon!

- **Robert Paul Properties** <http://www.robertpaul.com/marion-ma-real-estate> 508.648.6821

ACCOMMODATIONS:

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

- Briarwood Beach Motel 508.295.2766 Wareham, MA
- Mattapoissett Inn 508.758.9733 on Mattapoissett Harbor
- Inn on Shipyard Park 508.758.4922 Mattapoissett, MA
- Silvershell Inn <http://www.silvershellinn.com> 224.214.7637, Marion

DINING:

Whether you are looking for a morning eye-opener, a mid-day pick-me-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...

- Brew Fish Bar & Eatery <http://www.brewfish.net/> 508.748.2986 Marion, MA a local institution
- Harriett's Catering <http://www.harrietscatering.com/> 508.748.2053 Marion, MA a welcome break from whatever is in the galley fridge.
- Kates Simple Eats <http://www.katessimpleeats.com> Marion, 508 748 0042 offers light breakfast and lunch. In village next to General Store.
- Uncle Jon's Coffee <http://www.unclejonscoffees.com/> 508.748.0063 Marion, MA coffee, pastries, and a lot of other really good stuff.

By car...

- **Chart Room** <http://www.chartroomcataumet.com/> 508.563.5350 on Red Brook Harbor at Kingman Yacht Center. Offers the best lobster rolls and sunsets on the Cape. Call ahead or plan to have a drink at harbor side while you wait.
- Inn on Shipyard Park <http://www.theinnonthepark.com/> 508.758.4922 Mattapoissett, MA
- Mattapoissett Inn <http://www.themattapoissettinn.com/> 508.758.9733 Mattapoissett, MA
- Oxford Creamery <http://oxfordcreamery.com/> 508.758.3847 Mattapoissett, MA
- Rose & Vicki's <http://www.roseandvicki.com/Marion.htm> 508.748.1333 Wareham, MA
- Santoro's <http://www.santorosmarion.com/> 508.748.9599 Wareham, MA
- Shipyard Galley <http://www.shipyardgalley.com/> 508.758.9408 Mattapoissett, MA
- Turk's Restaurant & Fish Market <http://www.turksseafood.com/> 508.758.3117 Mattapoissett, MA

SIGHTSEEING:

We hope you will be too busy enjoying pre-race festivities to be sightseeing, but if you just have to take a break...

- **Marion Historical Society** <http://www.sippicanhistoricalsociety.org/> 508.748.1116 on Front Street. Learn all about the Marie Celeste, quite possibly the most famous ghost ship ever found in the Atlantic. Call for hours of operation.
- **Cape Cod**, <http://www.capecodchamber.org/> gateway to a kinder gentler Massachusetts
- **New Bedford National Whaling Historical Park**, <http://www.nps.gov/nebe/index.htm> 508.996.4095
- **New Bedford Whaling Museum**, <http://www.whalingmuseum.org/> 508.997.0046 without peer in the world.
- Connoisseurs of naval vessels will want to push farther west, to **Battleship Cove** <http://www.battleshipcove.org/> 508.678.1100 Fall River, MA.

Oh, yes—Boston is somewhere up north! 

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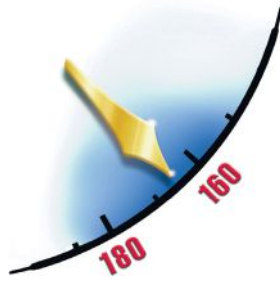


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2017 MARION BERMUDA RACE

NOTICE OF RACE - SUMMARY

START: FRIDAY, JUNE 9, 2017

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.

RACE DESCRIPTION

The Race starts in Buzzards Bay off Marion, Massachusetts and finishes off St. David's Head, Bermuda. The Marion-Bermuda Race is a US Sailing 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.

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 is an opportunity for cruising yachts and amateur crews to participate in an ocean race and encourage the development of blue water sailing skills on seaworthy yachts.

RULES & INSTRUCTIONS

The Race is governed by the Racing Rules of Sailing (RRS), the Notice of Race (NOR), the 2017 MBR Sailing Instructions, the MBR Safety Requirements, and the Offshore Racing Association Rating Rule (ORR).

Visit <http://www.marionbermuda.com/links> for links to these rules and instructions.

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. 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. In order 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

HANDICAPPING

Race participants are handicapped using the Offshore Rating Rule (ORR) administered by US Sailing. 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.

PRIZES & TROPHIES

Prizes will be awarded based on ORR 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 May 27, 2017. 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

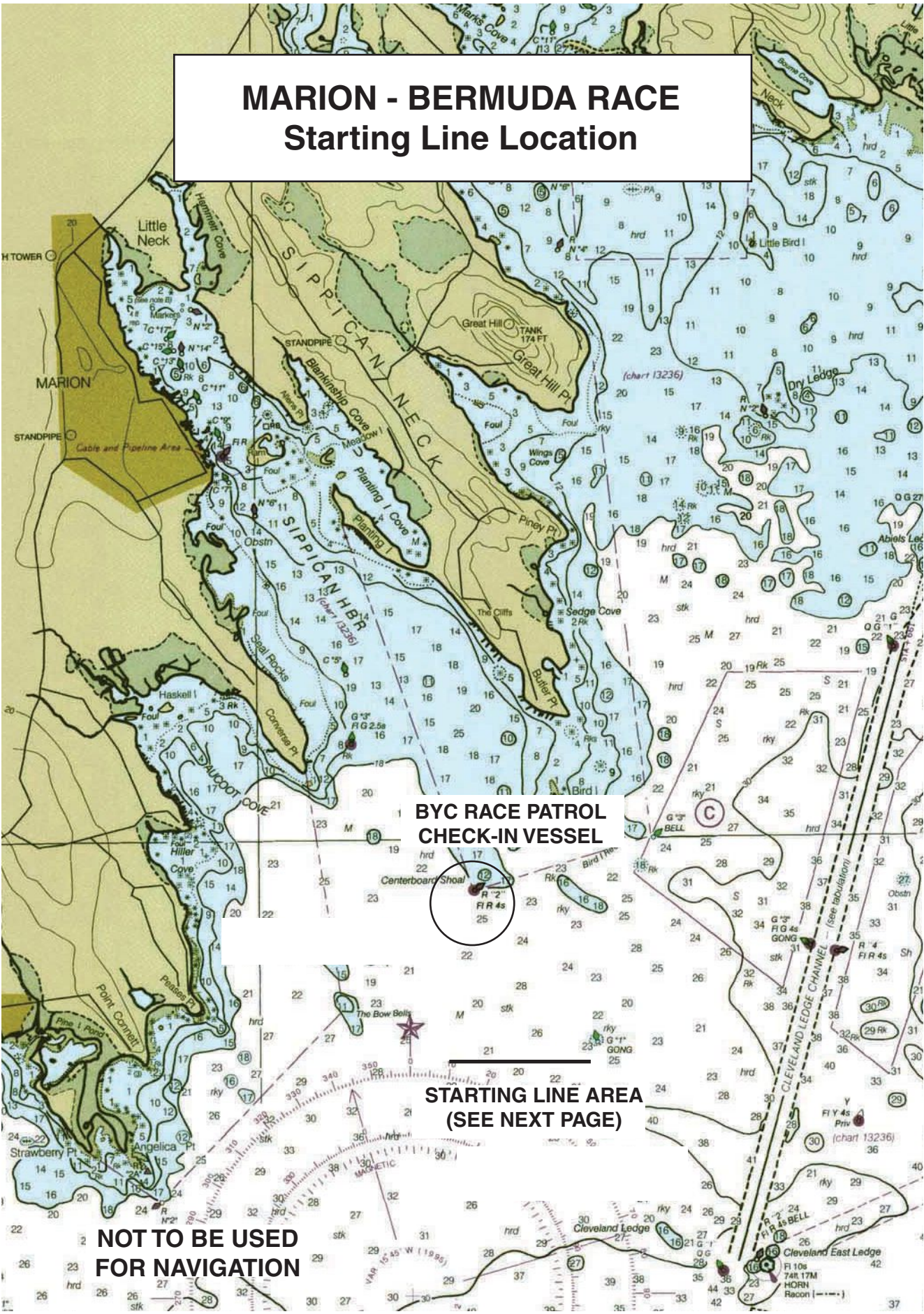


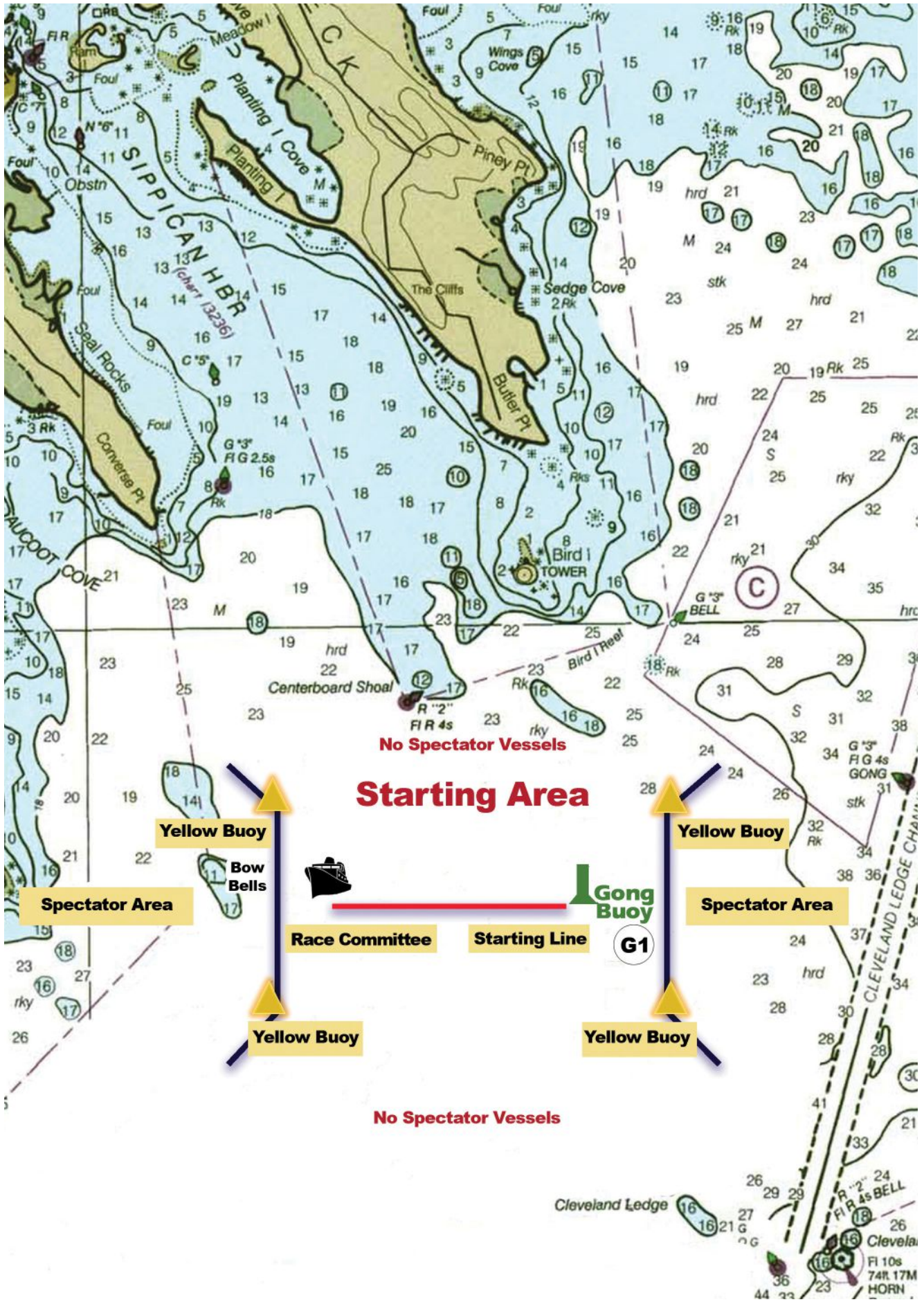



“In 1851 John Cox Stevens accepted an invitation to race around the Isle of Wight. The schooner America won the race beginning a 132 year winning streak...”

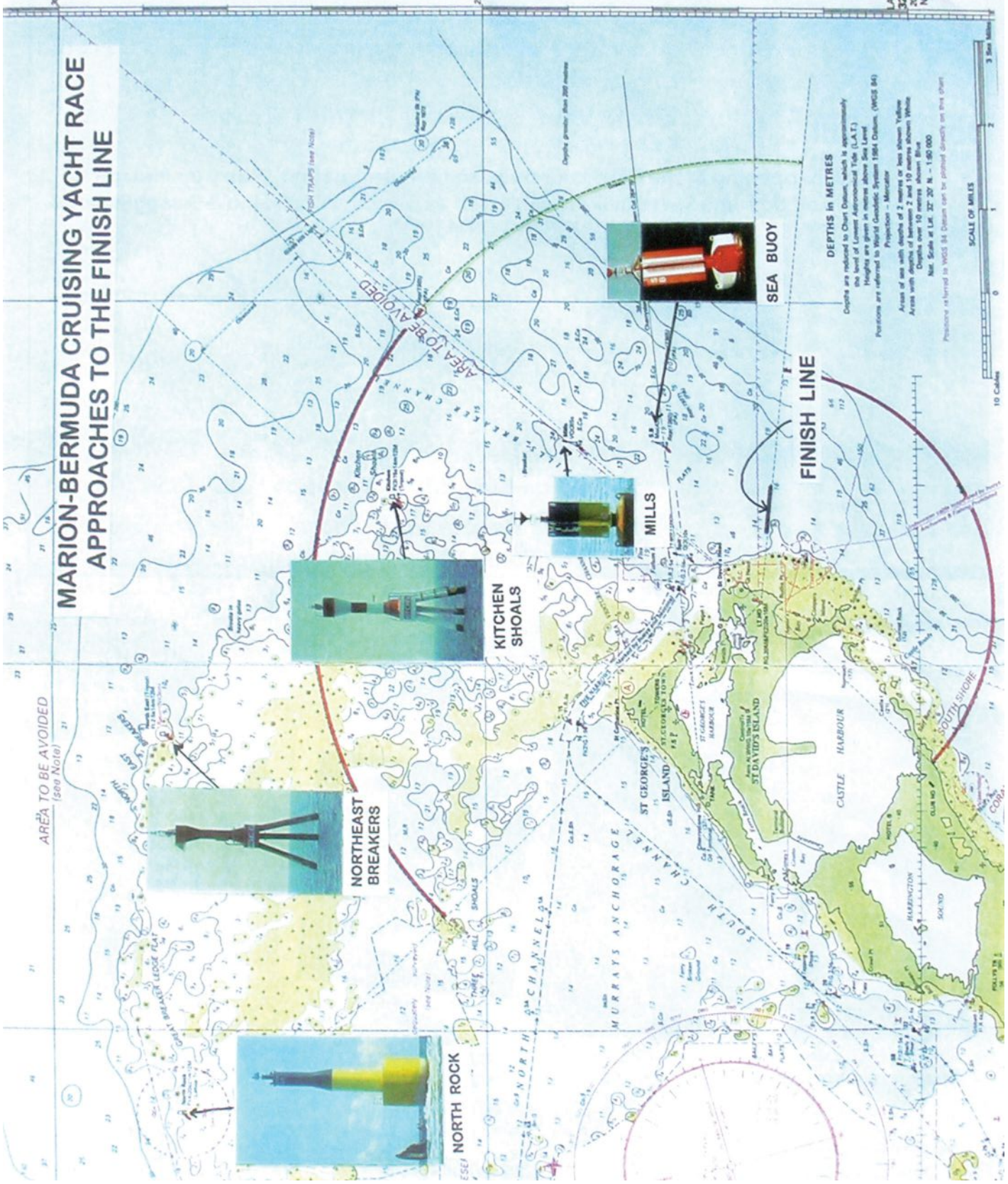


MARION - BERMUDA RACE Starting Line Location





MARION-BERMUDA CRUISING YACHT RACE APPROACHES TO THE FINISH LINE



AREA TO BE AVOIDED
(see Note)

NORTHEAST BREAKERS

NORTH ROCK

KITCHEN SHOALS

MILLS

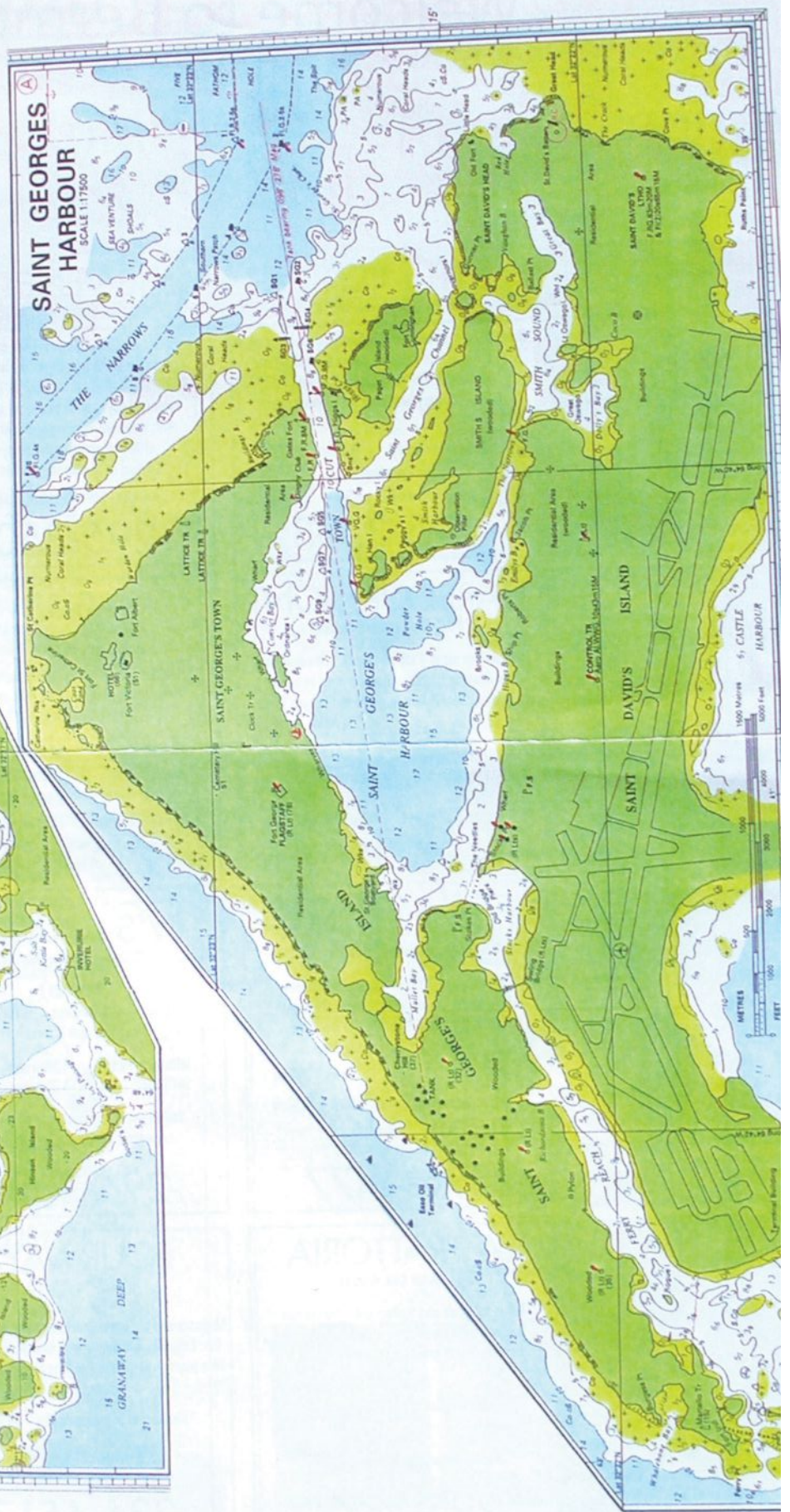
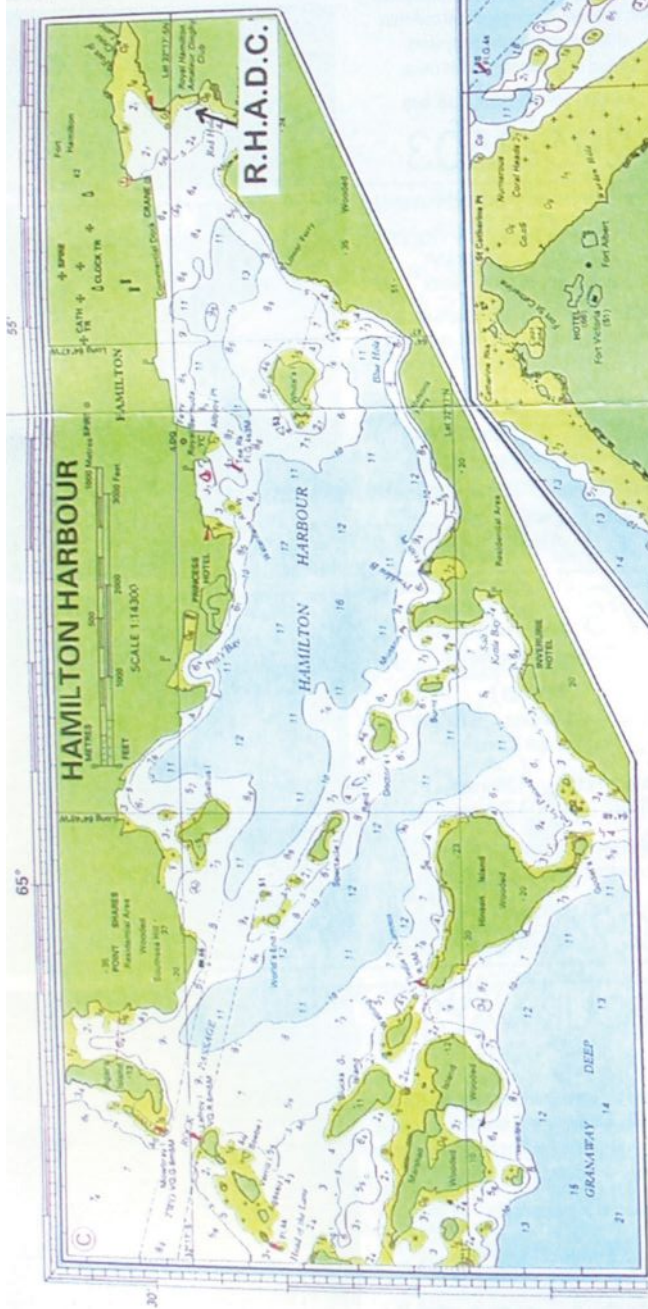
SEA BUOY

FINISH LINE

DEPTHS IN METRES
 Depths are reduced to Chart Datum, which is approximately Mean Low Water Springs.
 Heights are given in metres above Sea Level.
 Positions are referred to World Geodetic System 1984 Datum, (WGS 84).
 Projection - Mercator.
 Areas of sea with depths of 2 metres or less shown Yellow
 Areas with depths of between 2 and 10 metres shown White
 Depths over 10 metres shown Blue
 Nat. Scale at Lat. 32° 20' N. - 1:50 000
 Positions referred to WGS 84 Datum can be plotted directly on this chart.



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The Waterfront (441) 296-5722
Bermuda's full service marina located in Hamilton harbour.



“As a newly commissioned ensign and...skipper of Swift in the 2015 Marion Bermuda Race, I was provided with two very key lessons to take with me in my career as a naval officer.”









Government of Bermuda
Ministry of Tourism Transport & Municipalities

June 9, 2017

The Ministry of Tourism, Development and Municipalities welcome participants and visitors to the 21st Marion to Bermuda Yacht Race.

We are thrilled to host this prestigious Atlantic Ocean crossing event, marking 40 years of Marion to Bermuda Yacht Race history.

The 2017 Marion Bermuda Race is a tradition of goodwill, comradeship and great competition. We applaud the dedication, sportsmanship and tremendous support from the sailors and crew, not to mention the hard work and dedication of the Race Committee to support this event bi-annually.

Bermuda's sailing pedigree is undeniable, making it the perfect destination and host. From our renowned friendliness to the exquisite beauty of our island, your stay is sure to be a memorable one.

Once on land, set your course east to explore the distinctive architecture and tiny lanes of our 17th century Town of St George, a UNESCO World Heritage Site; or centrally to the tree lined streets of the vibrant and cosmopolitan City of Hamilton; or west to the nautically inspired Royal Navy Dockyard. We encourage you to immerse yourself in this uniquely Bermudian twist of British charm and island soul.

So drop anchor, flake your sails, coils those sheets and let the island's culture and charm unfurl as you navigate your way through this idyllic Atlantic port called Bermuda

Sincerely,

The Hon. Michael M. Fahy, JP
Minister of Tourism, Transport & Municipalities

61-63 Victoria Street Hamilton HM 12, Bermuda
Tel: 441294 0426 Fax: 441 295 4043 www.gov.bm

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BERMUDA

AFTER YOU FINISH



After 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 yet 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.

2017 is a special year. It is likely you will arrive during lots of additional marine activity – The Americas Cup, The Bermuda J Boats Regatta and The Bermuda Super Yacht Regatta. At the very least, we expect much more marine traffic than is normal in mid-June, Please take care to be extra vigilant when approaching Bermuda and traversing from the finish to The Royal Hamilton Amateur Dinghy Club.

YOUR HOST:

Some local idioms that will be helpful to know: "The Dinghy Club" is the *Royal Hamilton Amateur Dinghy Club* (RHADC) <http://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 Dockmaster on the VHF CH 74.

RHADC DUTY DESK HOURS:

Monday 1300 to 1800
 Tuesday - Friday 0800 to 2200
 Saturday – Sunday 0800 to 1800
 VHF CH 74

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
<i>RHADC</i>	441.236.2250	441.236.8561
Bermuda Radio	441.297.1010	441.297.1530
<i>Dockmaster – Jared Hollis</i>	441.538.0500	dockmaster@rhadc.bm

RHADC has committed to hosting all race boats for the duration of the MBR week. There is limited space for a number of boats who are intending to stay to experience The Americas Cup. Contact the dockmaster directly or download the berth reservation form off <http://www.rhadc.bm>

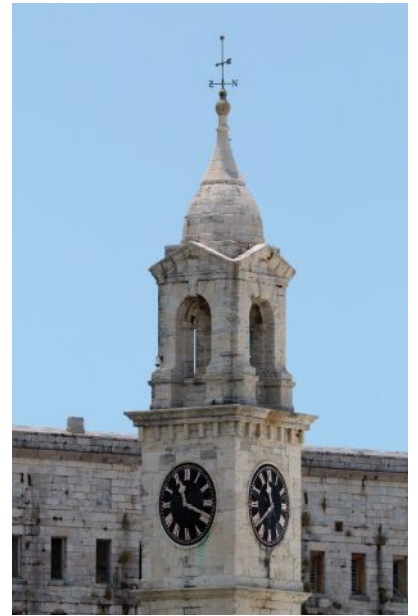
GETTING AROUND:

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* <http://www.oleandercycles.bm/> 441.234.2764.





MARINE/OTHER SERVICES:

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

- Digicel <http://www.digicelbermuda.com>
- *Offshore Yachting & Maintenance* <http://www.oymbermuda.com/> 441.236.9496
- *PW Marine* <http://pwbd.com/wp/marine/> 441.295.3232
- West End Yachts <http://www.westendyachts.com/> 441.535.1303
- *Ocean Sails/Doyle Bermuda* <http://www.oceansails.com/> 441.297.1008
- *SparYard Marine Solutions* <http://www.sparyard.bm> 441.234.2235
- Tops <http://www.tops.bm>
- Triangle Rigging <http://www.trianglerigging.com/> 441.297.2155

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.

- *MEF Limited* <http://www.diningbermuda.com> offers a stable of dining options Visit the website to find one for your crew.
- Swizzle Inn <http://www.swizzleinn.com> Bailey's Bay 441.293.1854/South Shore 441.236.7459 has something for everyone.

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.

- *Rosemont Guest House* <http://www.rosemont.bm> 441.292.1055 / 800.367.0400(USA)
- Royal Palms Hotel <http://www.royalpalms.bm/> 441.292.1854 / 800.678.0783(USA)

• *America's Cup Accommodations*

The first and only dedicated travel website for America's Cup spectators to view and book packages to attend the 35th America's Cup is now live! Each package includes hotel accommodation, on-water spectator tickets on official spectator boats to watch the racing live and up close, round trip airport transfers and Official America's Cup merchandise. If you, your crew, or your family, are interested in attending the 35th America's Cup as an add-on after the Marion Bermuda race, please visit www.americascuptravel.com for more information. If you are interested in booking hotel accommodation only, please email a dedicated team member at Travel Places Bermuda Ltd. will happily assist you.

If you are interested in Bed and Breakfast accommodations or other Bermuda properties: www.bermudarentals.com

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 Rum**
http://www.goslingsrum.com/discover_bermuda.asp
- **Gubinelli Wines** <http://www.vinedosdelplata.com/wines/>
- **The Marketplace** <http://www.marketplace.bm/>
441.295.6006 (Hamilton)
- **Quickie Lickie Laundry** http://www.bermuda-attractions.com/bermuda_000315.htm 441.295.3016

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*

Department of Tourism website at www.bermudatourism.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
<http://www.buei.org/> 441.292.7219
- Botanical Gardens <http://www.bgci.org/garden.php?id=852>
441.236.4201
- Crystal Caves <http://www.caves.bm/> 441.293.0640
- Charter Boats <http://www.bermuda.com/things-to-do/diving-watersports/boat-rentals-charters.aspx>
- Diving <http://www.bermudascuba.com/>
- Dolphin Quest <http://www.dolphinquest.com/> 441.234.4464
- Lawn tennis <http://www.blta.bm/>
- Golf <http://www.gotobermuda.com/golfing/>
- Royal Naval Dockyard <http://www.thewestend.bm/>
- Segway Tours of Dockyard <http://www.segway.bm/>
441.504.2581

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



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Congratulations to all 2017 Marion-Bermuda competitors!



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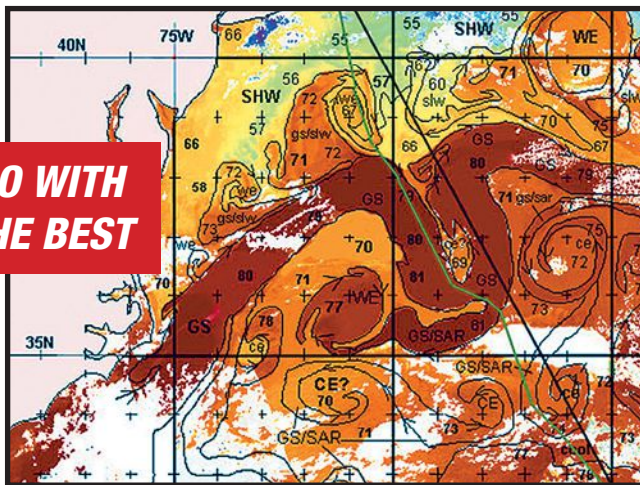
Need to take care of some repairs and maintenance to get you back up to speed? Offshore Yachting and Maintenance has been supporting the Marion to Bermuda race for years delivering quality service for our visiting and local yachtsmen.

You never know when things can go wrong. We're here **just incase** you need us.



Offshore Yachting and Maintenance
BERMUDA

This Race is All about the Gulfstream... **Jenifer Clark's Gulfstream**



“ONE OF OUR WINNING ROUTES IN GREEN”

**GO WITH
THE BEST**

Eric Crawford in the 2012 Newport to Bermuda Race said, “I have used Jenifer Clark’s Gulfstream information since I started ocean racing in 1993 and wouldn’t do a race to Bermuda without it. This includes being a navigator for an overall win (“Restless” 2000), and four class wins (“Restless” 1996, 2000; “Belle Aurore” 2010, 2012)”.

Jenifer and Dane Clark with over 30 years experience briefing Bermuda Racers will present a pre Race Seminar. Also available are large NOAA charts with forecast currents, crew briefings, pre-Race Ocean charts for planning and preparation, ocean current grib files and private spring seminars.

Call 410-286-5370 for Details
Jenifer Clark’s Gulfstream,
gulfstream@comcast.net
HOME PAGE: www.erols.com/gulfstrm



YOUTH CHALLENGE

The Inaugural Offshore Youth Challenge BY BILL KNUFF

The Marion Bermuda Race is a challenge for the most seasoned among us but imagining what it must be like if you subtract experience. Well, one need not study this photo too hard to see the reward potential accruing to a yacht having a crew seeded with young and eager, hale and hearty Midshipmen. Such was the crew of SWIFT in the 2015 Marion Bermuda Race and winner of the inaugural Youth Challenge Trophy. The Marion Bermuda Race Board of Governors created the Offshore Youth Challenge to encourage skippers to invite the participation of and support the development of young and inexperienced sailors. To be considered a “youth yacht” at least 4 crew members representing at least 66% of the crew must qualify as youth sailors. A youth sailor is one between 16 and 23 years of age on the date of the start of the race. In addition, one or more adults at least 23 years old must be onboard.

The development of the next generation of offshore sailors does not happen without the encouragement provided by old salts having both motive and opportunity. Motives may be as varied as a desire to mentor young family members or to foster respect and love of the sea, or simply to broaden the world of young people with a thirst for personal growth and adventure. The Offshore Youth Challenge is a perfect complement to the Mentoring Program available to skippers participating in their first Marion Bermuda Race.

Kyle Biggs, ENS USN and skipper of SWIFT, offers the following comments about his learning experience in the 2015 Marion Bermuda Race:

Left to Right: Tom Moynahan, Pete Carrico (OIC), Nick Tucker (AOIC), Chatwin Jackson, Kate Hughes, Ethan Doherty (Nav), Cameron Keith, Sean Rundle, Ben Weisberg (XO), Kneeling: Kyle Biggs (Skip)

“There are two lasting bequests we can give our children. One is roots. The other is wings.”

—HODDING CARTER JR

As a newly commissioned ensign and former skipper of one of the Naval Academies entries, Swift, in the 2015 Bermuda race, I was provided with two very key lessons to take with me in my career as a naval officer.

I happened to be on the mid watch discussing our course with the Nav and A-nav. The pre-race plan was to sail south/southeast, but at this point, the

Anne T. Converse
PHOTOGRAPHY



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2017 Marion Bermuda Race

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YOUTH CHALLENGE

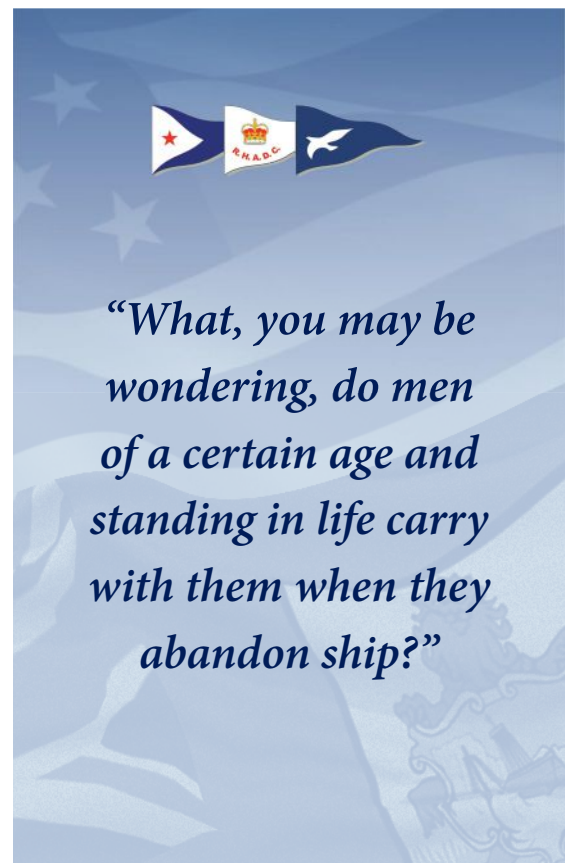
navigator had suggested a heading 10 degrees east of the intended track. I remember questioning the heading but decided not to speak up about my concerns. We continued to sail the easterly heading and through no fault of the navigator, ended up sailing much more distance resulting in even more time at the finish. The lesson gained from this situation? Know where you are going. As I move forward in the Navy, I must be able to speak up when I feel uneasy about not only navigation decision but life decisions as well. Even if my thoughts turn out to be incorrect, vocalizing the issue will at least make others reconsider the proposed option resulting in more critical thinking.

We participated in the celestial navigation division of the race. Throughout the spring semester, we practiced using sextants and performing star reductions usually in calm weather making sight reductions significantly easier. The deteriorated conditions of the race created difficulties when fixing ourselves in the large expanse between Marion and Bermuda. With very few opportunities to shoot stars at night, dead reckoning was heavily relied upon. After taking a fix, we plotted ourselves in close enough proximity of Bermuda

to turn the GPS on. While not extremely confident with the fix, I made the decision to turn the GPS on. After turning on the GPS we found ourselves to be well outside the radius, resulting in a time penalty upon finishing the race. While slowing down in a race isn't very practical, the lesson stressed to me the importance of navigation in the Navy where a difference in even a few miles or even feet can make a big difference when it comes to navigating a US Warship.

Mentoring is by no means a one-sided affair. Sharing our knowledge and passion enriches us every bit as much as it does the young sailor. The energy and enthusiasm of inexperience with a measure of good seamanship from experienced crew members can add unexpected excitement and electricity to your Marion Bermuda Race experience. It is also a way to give back to the sport which has given us so much. So, when the time comes to begin assembling and preparing a crew for your next Marion Bermuda Race, consider qualifying for the Offshore Youth Challenge competition. Rest assured, you will not regret it. 

About the Author After several years of 'round the buoys racing Bill Knuff participated in the '89 and '91 Marion Bermuda Races beginning a love affair with the blue water sailing. After retiring Bill and his wife Kris left Sippican Harbor spending two years living aboard their Bristol 455, *Soleil*, exploring the Atlantic seaboard and beyond. He is Editor of the MB Race Book.





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) non-profit 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-yards 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 youth 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



..... 2015 MARION-BERMUDA RACE

TROPHY WINNERS



FOUNDERS DIVISION

RACING CLASS TROPHIES:

.....

CLASS D

1st – **TI**, an Alden Mistral, skippered by Greg Marston of New Haven, VT

2nd – **TRUST ME**, a Moody 47, skippered by Jeff Dowling of Duxbury, MA

3rd – **ROUST**, a Sea Sprite 34, skippered by Ian Gumprecht of Locust Valley, NY

COOK's – **GEMINI**, a Shannon 39, skippered by Mark Competiello of Staten Island, NY

.....

CLASS C GIBSON MEMORIAL BLUE WATER TROPHY

1st – **SILHOUETTE**, a Cherubini 44, skippered by David Caso of Duxbury, MA

2nd – **BLACK MALLARD**, a Sen Koh Cardinal, skippered by Tracy Day McRoberts of Glen Cove, NY

3rd – **ATTITUDE**, a Beneteau 423, skippered by Shawn Dahlen of Duxbury, MA

COOK's – **BACCHANAL**, a Hunter 380, skippered by Mike Crawford of Andover, MA

.....

CLASS B KAPLAN MEMORIAL MIN RON III TROPHY

1st – **SWIFT**, a Navy 44 MKI, skippered by Kyle Briggs of Annapolis, MD

2nd – **DEFIANCE**, a Navy 44 MKII, skippered by Jared Valeske & Nick Woods of Annapolis, MD

3rd – **INTEGRITY**, a Navy MK II STC, skippered by Tom Wester of Annapolis, MD

COOK's – **EAGLE**, a J-40, skippered by Dana Oviatt of Manlius, NY

.....

CLASS A

1st – **MARGALO**, a Baltic DP48, skippered by Chip Johns of Mattapoisett, MA

2nd – **ARIEL**, an J-46, skippered by Bob Anderson of Seekonk, MA

3rd – **DEFIANCE**, a Nautor Swan 56, skippered by Peter Noonan of Saratoga, CA

COOK's – **ICEBEAR**, a Morris 486, skippered by Kurt Harrington of Darnestown, MD

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:

SILHOUETTE, a Cherubini 44, skippered by David Caso of Duxbury, MA

TOWN OF MARION TROPHY

For best performance by a Buzzards Bay yacht:

ATTITUDE, a Beneteau 423, skippered by Shawn Dahlen of Duxbury, MA

DEBORAH ANNE DOMENIE MEMORIAL TROPHY

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

BLACK MALLARD, a Sen Koh Cardinal, skippered by Tracy Day McRoberts of Glen Cove, NY

NAVAL ACADEMY TROPHY

For best performance by a Chesapeake Bay yacht:

SWIFT, a Navy 44 MKI, skippered by Kyle Briggs of Annapolis, MD

CORPORATION OF HAMILTON TROPHY

For best performance by a yacht from Bermuda: Not awarded in 2015

COMMODORES CUP

For best performance by a Blue Water Sailing Club yacht:

MAHINA KAI, an Oyster 54, skippered by Arthur Wayne Haubner & Arthur Auclair of Salem, NH of Hingham, MA

BERMUDA LONGTAIL TROPHY

For best performance by a Beverly Yacht Club yacht:

MARGALO, a Baltic DP48, skippered by Chip Johns of Mattapoisett, MA

FOUNDERS DIVISION

SPECIAL TROPHIES:

L. BYRON KINGERY SHORT-HANDED TROPHY

For best performance by a short-handed yacht:

TRUST ME, a Moody 47, skippered by Jeff Dowling of Duxbury, MA

KINGMAN YACHT CENTER MARION-BERMUDA TEAM TROPHY

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

US NAVAL ACADEMY TEAM with a combined time of 11 days 1 hour 13 minutes 2 seconds.

SWIFT, a Navy 44 MKI, skippered by Kyle Briggs of Annapolis, MD

DEFIANCE, a Navy 44 MKII, skippered by Jared Valeske & Nick Woods of Annapolis, MD

INTEGRITY, a Navy MK II STC, skippered by Tom Wester of Annapolis, MD

THE BARTRAM TROPHY

For best performance by a Service Academy or an ROTC yacht

SWIFT, a Navy 44 MKI, skippered by Kyle Briggs of Annapolis, MD

DOUBLE HANDED TROPHY

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

ROUST, a Sea Sprite 34, skippered by Ian Gumprecht of Locust Valley, NY

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.

TI, an Alden Mistral, skippered by Greg Marston of New Haven, VT

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

SWIFT, a Navy 44 MKI, skippered by Kyle Briggs of 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

ATTITUDE, a Beneteau 423, skippered by Shawn Dahlen of Duxbury, MA

ANCIENT MARINER'S GOLDEN TEAPOT TROPHY

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

SCARLET, a Baltic B47, skippered by Barry Feldman of Newton Centre, MA

(Average age 67 years 9 months)

NEW ENGLAND OFFSHORE RACING TROPHY

Presented to the Captain with the best finish in consecutive Marion to Bermuda and Stonington to Boothbay Harbor Races

SILHOUETTE, a Cherubini 44, skippered by David Caso of Duxbury, MA

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.

MISCHIEVOUS, a Meriten 65, skippered by Charles Cahill of Duxbury, MA

BEVERLY "POLARIS" TROPHY

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

TI, an Alden Mistral, skippered by Greg Marston of New Haven, VT

NAVIGATOR'S TROPHY

To the Navigator of the first celestially navigated yacht:

TI, an Alden Mistral, navigators Andrew Howe of Jackson, NH & Chase Marston of Stratton Mountain, VT

FOUNDERS TROPHY

For mono-hull yacht with best overall corrected time

TI, an Alden Mistral, skippered by Greg Marston of New Haven, VT

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/manufacture.

BALTIC CLASS TROPHY

MARGALO, a Baltic DP48, skippered by Chip Johns of Mattapoisett, MA

J-BOATS CLASS TROPHY

ARIEL, an J-46, skippered by Bob Anderson of Seekonk, MA

SWAN CLASS TROPHY

ARIEL, a Nautor Swan 44MK II, skippered by Eric Eichler of Malvern, PA

CLASSIC YACHT DIVISION:

CAPTAIN EDWARD WILLIAMS TROPHY

To the Classic Yacht Division vessel with best corrected time

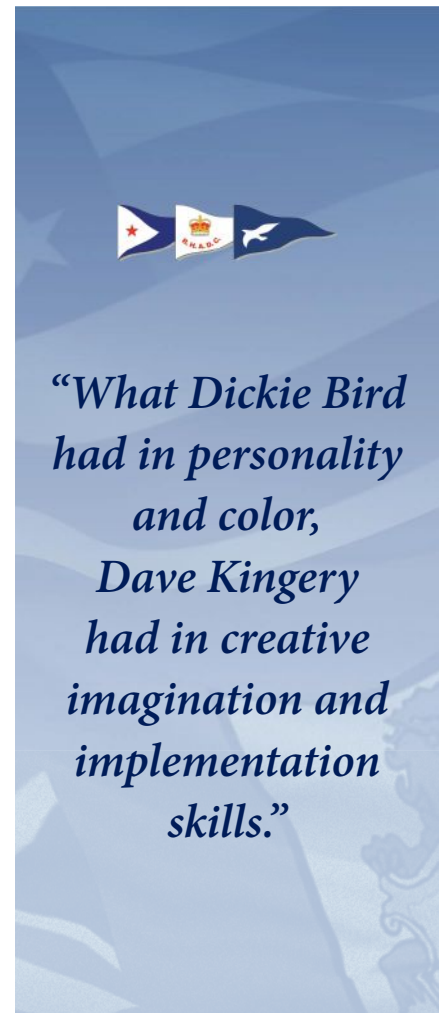
SPIRIT OF BERMUDA, a Rockport Marina Tall Ship Bermuda Rigged 3-Masted Schooner, skippered by Stuart Birnie & Spencer Butterfield of Hamilton, BDA

ROBERT N. BAVIER AWARD:

SEAMANSHIP/SPORTSMANSHIP TROPHY

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. The 2015 Bavier Trophy was awarded to Captain and crew of:

SPARKY for courage and seamanship during a rescue at sea of the crew on Restive upon their return from Bermuda to Massachusetts. Skipper: Rob McAlpine Crew: Jack Duggan, Bob Kostyla, Nancy Skawinski, Eric Wassermann





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



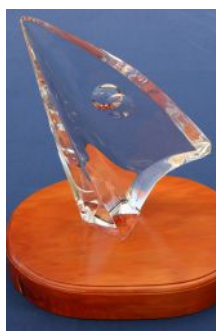
Commemorative Plaque



Founders Trophy



Navigator's Trophy



Class D Trophy



Class B Trophy



L. Byron Kingery, Jr. Memorial Trophy



Beverly Family Trophy



Commodore Faith Paulsen Trophy



Kingman Yacht Center 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 to the first celestially navigated yacht.

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 all-but-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.

KINGMAN YACHT CENTER 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 mini-class. 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 Races.

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



Adams Bowl



The Deborah Anne Domenie Memorial Trophy



Naval Academy Trophy



Corporation of Hamilton Trophy



Town of Marion Trophy



Commodore's Cup



Bermuda Longtail Trophy



Captain Ed Williams Trophy



Robert L. Bavier SeamanShip-Sportsmanship Trophy



Polaris 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.



NOMINATION FOR THE

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 16th. 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 16th to support this nomination if requested to do so by the Committee.

YES NO

CUT & SEPARATE

ADVERTISER INDEX

BOATYARDS/MARINAS

Barden's Boat Yard.....	10
Brewer Marinas & Boatyards.....	14
Burr Bros. Boats.....	8
Fairhaven Shipyard.....	48
Hinckley Yacht Services.....	40
Kingman Yacht Center.....	2
New England Boatworks.....	38
Offshore Yachting & Maintenance Ltd.....	80
PW Marine.....	68
Spar Yard Marine Solutions.....	78

CHANDLERY

Defender Industries.....	6
--------------------------	---

CLOTHING/APPAREL

Team One Newport.....	42
-----------------------	----

DINING/HOSPITALITY

MEF Limited.....	36
------------------	----

ELECTRONICS/COMMUNICATIONS

Cay Electronics.....	44
Maptech.....	18
Ocens.....	50

HOTELS/MOTELS/INNS

Rosemont Guest House.....	83
---------------------------	----

LIQUORS/BEVERAGES

Barritt's Bermuda.....	36
Goslings.....	Back Cover
Gubinelli Wines.....	36
Spirits.....	Inside Front Cover

MARINE EQUIPMENT

Edson Int.....	22
Marine Locker.....	82
Seafrost.....	44

MARKETING/PRINTING/PUBLICATIONS

Blue Water Sailing.....	30
Cranberry Print Marketing.....	28
Sail Magazine.....	32

OTHER PRODUCTS/SERVICES

Brewer Banner.....	82
Quickie Lickie Laundry.....	74

PHOTOGRAPHY/MARINE ART

Annapolis Marine Art.....	40
Anne T. Converse Photographer.....	82
Spectrum Photography.....	50

PROVISIONS

The Market Place.....	60
-----------------------	----

REAL ESTATE

Robert Paul Properties.....	26
-----------------------------	----

RIGGING

North East Rigging.....	44
-------------------------	----

SAFETY/MEDICAL EQUIPMENT

Bainbridge.....	32
Landfall Navigation.....	4
Life Raft Survival Equipment.....	Inside Back Cover

SAILS/SAILMAKERS/REPAIR

Harding Sails.....	20
North Sails.....	10
Ocean Sails/Doyle Bermuda.....	33
Quantum Sail Design Group.....	38

TOURS/BIKE RENTAL/ATTRACTIONS


Bermuda Department of Tourism.....	46
Oleander Cycles.....	74

WEATHER & GULF STREAM

Jennifer Clark's Gulfstream.....	80
Locus Weather.....	82


YACHT RACES

Newport-Bermuda.....	30
----------------------	----

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