

Dateline: Hamilton Bermuda  
June 16, 2007

Contact:  
Talbot Wilson  
[talbot@talbotwilson.com](mailto:talbot@talbotwilson.com)

### **Enroute to Bermuda, June 17, 2007:**

From DEB GALE crew aboard **Bremer Speck** a Nauticat 40 owned by Ron Heimann. At her June 17<sup>th</sup> 12:37 EDT iBoattrack report Bremer Speck was at 39.26N by 69.51W 477.5 nm from Bermuda sailing at 5kts and 12<sup>th</sup> in class C and 72<sup>nd</sup> in fleet.

### **Greetings from Bremer Speck, Day 1**

And, we're off, like a herd of turtles! A downwind start allowed us to finish the last minute wiring of a 17", flat screen DVD player in the pilot house. Bremer Speck is a very substantial yacht that I'll have the most confidence in at 35kns and big seas. A far cry from the yachts of prior years that I have arrived in BDA totally bruised!

But a boat is a boat and with it is issues such as the auto not synching, oven not working and the radar is kaput. Everything was in fine working order when we brought her down from Maine last weekend. Moral of the story, when a boat yard comes by the boat to tweak a small item such as wind instruments, don't let them touch anything else! By the way, the dvd player is working just fine!

Since we passed Gay Head last night, it has been fluky and calm so the boat is untested in a blow. Presently, its a beautiful day, a bit chilly, but not in the pilot house! The other thing about being on this boat are the four gentlemen that are my fellow crew. All nice guys and that makes a great difference.

Cap't Ron has a great attitude, despite all the boat complexities. Cranking along at 4.5 kts.... yacht racing, such an oxymoron....

### **Well another day at sea! Day 2 report**

Aside from yesterday's "issues", we had a tremendous amount of water emanating from the bilge. We drew straws to taste it and I lost--fortunately a quick taste test resulted in water. The good news is it was just water. We lost one full tank, about 40 gallons. The bad news is that we don't have any water so I can't brush my teeth and get the taste of bilge and diesel out of my mouth...(kidding). The guys are terrific, are all great sailors and we have been having lots of laughs and discussion about the course give the present wind conditions.

Yesterday was a painful, slow voyage. Our morale was slightly dampened when we pulled up iBoattrak and saw we were last in "C" class and in fleet. Fortunately our assigned rating was incorrect and we are envisioning us being more with our fleel on corrected time. However, there are many miles to go and the stream is 12 hrs. off. Our cook really wants the Cook's trophy and has insisted that he stand watch to make it happen!

This morning's air increased to 21 kts. Bremer Speck at this speed is amazing! I've never raced on a boat with 54,000 lbs displacement, and never thought I'd like it. However, with a slight spray across the deck, I'm sitting in the pilot house writing this. Technology never ceases to amaze me.

I'll update later.

Oh, last night's dinner was Shepards' Pie and the movie was Monty Python and the Meaning of Life. We really should have put on Jaws as we saw a few charts. Tonight's dinner is chicken marbella served with Cakebread Chardonnay, cocktails for the boys in the pilot house at sunset. Tonight's feature film is about Coast Guard recovery at sea: The Guardian (Costner has the right formula: chick flick and guy movie all in one).

Go BREMER SPECK!!

Regards, Deb

=====

### **Captain's Blogs on Marion to Bermuda's iBoattrack Web site**

Five skippers in the 2007 Marion to Bermuda Race have agreed to post "Captain's Blogs" on the Discussion Board. Yachts asked by the committee to write and post reports include Cetaca, Checkmate, Galileo, Kathleen and Seaflower.

The Captain's Blogs are posted at <http://www.iboattrack.com/forum/index.php> and here is the first report on the first blog. Cetacea is a Hinkley 59.3 racing in class B.

Spectators can follow the race on iBoatTrack <http://www.iboattrack.com/>

The Bermuda Department of Tourism, Globalstar, Gosling's and Kingman Yacht Center have supported the 2007 race as presenting sponsors for this year's event. As in 2005 be sure your friends and family track your progress on-line through iBoattrack from Horizon Marine.

Contact:

Talbot Wilson

Talbot Wilson & Associates, Inc.

Tel: +1 (850)432-8170 Fax: +1 (850)432-8050 Cel: +1 (850)217-7138

email: [talbot@talbotwilson.com](mailto:talbot@talbotwilson.com)

### **About Marion to Bermuda 2007**

The Notice of race for the 30th Anniversary Marion to Bermuda Cruising Yacht Race is online at [www.marionbermuda.com](http://www.marionbermuda.com).

In 2005, sixty-eight monohulls and seven multi-hulls started the race. Race organizers expect more than 100 competitors in 2007. All yachts will be scored under the ORR (Offshore Racing Rule) system, formerly AMERICAP II, and a class or classes will be scored with the IRC system that has become popular for many east coast events.

Yachts choosing to sail with celestial navigation only will receive a favorable 2% rating credit to their corrected time. They will then compete alongside yachts using electronic navigation for overall prizes. The 2% rating credit reflects the statistical difference between celestial and electronic performance in the past three Marion to Bermuda Races.

For the first time in this event, Sail Magazine will present the second annual **Bermuda Ocean Cruising Yacht Trophy**. This new prize is presented to the performing captain in successive Newport Bermuda and Marion to Bermuda Races. The first pair of these trophies was presented to two deserving captains. Jeff White of Radnor Pennsylvania sailed his Hylas 49 Makai in both the 2005 Marion and 2006 Newport ocean races and was the top boat among boats that had sailed in both events. Laura Sudarsky of New York sailed Cassiopeia to the lowest combined score considering all Cruiser Division boats racing in both races.

### **About the Marion to Bermuda Cruising Yacht Race**

The Marion to Bermuda Cruising Yacht Race is open to amateur cruising yachts, families and friends. Participants will have the opportunity to compete in an open ocean passage with a group of friendly competitors. Sailing in this race is a life experience that can bridge the gap between generations, solidify friendships and foster teamwork, all while promoting seamanship and the love of sailing.

While the spirit of competition flows as freely in the veins of Marion-Bermuda racers as it does in sailboat racers everywhere, Marion Bermuda is a cruising yacht race. It is as much about companionship and the joy of coaxing the best performance possible out of a sailboat as it is about being first to cover the 645 nautical miles from the start in Buzzard's Bay to the finish off St. David's Lighthouse in Bermuda.

Characteristically, a Friends and Family day race is scheduled for Bermuda a week after the start; prizes in that race go to, among others, the yacht with the largest crew and the crew with the best attitude.

This prestigious race began in 1977 with its roots deep in the Corinthian spirit. The Beverly Yacht Club, the Blue Water Sailing Club, and the Royal Hamilton Amateur Dinghy Club host the event.

The Marion to Bermuda Race is open to single-hulled and multi-hulled sailing vessels with a minimum hull length of 32 feet, exclusive of sprits, and a maximum length of 80 feet. In 2005, the race was open for the first time to two new categories, Multi-hull yachts and Double Handed yachts. Also for the first time, a trophy was awarded for the best finish of a yacht with an all-female crew. In 2007, scoring for IRC classes will be added to the mix. This addition opens the race to a broader spectrum of competitors.

Although Marion-Bermuda is a race for amateur sailors rather than pros, safety is a prime consideration and Marion-Bermuda's safety regulations are as stringent as any other race of its type.

All yachts are required to demonstrate to the Selection Committee that they are seaworthy and appropriate for sailing well offshore. This is a Category 1 Race as defined by the ISAF. All yachts must be inspected and meet these offshore safety requirements. Visit the race website – [www.marionbermuda.com](http://www.marionbermuda.com) – for a complete listing of all pertinent details.

The Marion to Bermuda Race includes both a Celestial and an Electronic division with equal distribution of prizes to both groups, with the exception of the Navigator Trophy, which is awarded to the Celestial winner. The fleet will be scored under the ORR and the IRC Rating Systems.

For complete information on the 16th biennial Marion to Bermuda Cruising Yacht Race including all the dates and deadlines, entry list and much more go to [www.marionbermuda.com](http://www.marionbermuda.com)

### **iBoattrack**

Spectators on shore can track the action of the entire Marion Bermuda Cruising Yacht Race from start to finish. When the race starts June 15th in Buzzard's Bay, every boat entered in the 2007 Marion Bermuda Cruising Yacht Race will be provided with a GPS transponder linked by iBoattrack and the internet to every computer round the world. This is the second time the Marion to Bermuda Race has had a complete GPS tracking of racers. A demonstration site is available to preview iboat at <http://www.marionbermuda.com/>

### **Contact:**

Talbot Wilson

Talbot Wilson & Associates, Inc.

Tel: +1 (850)432-8170 Fax: +1 (850)432-8050 Cel: +1 (850)217-7138

email: [talbot@talbotwilson.com](mailto:talbot@talbotwilson.com)