

October 2003



BERMUDA ONE-TWO

NEWSLETTER

Hello again,

This is the first newsletter after the 2003 Bermuda 1-2 race.

Due to the Bermuda 1-2 being run in 2003, there is no Skippers' Forum and Shore Party planned for March 2004. However we have the Offshore race that we run on the off year. It will be changing next year because we lost the outer mark that we were using. The Coast Guard saw fit to remove it (how dare they do that with out contacting us first!) as we found out last year. So the result is a shorter course and thus we will call it the Offshore 130; same everything else though.

Well, I survived my first year with the Bermuda 1-2. I thank you all for putting up with my 1st year at the helm.

MERCHANDISE

I am looking into having some smaller versions of the Bermuda 1-2 flag that the St. George's Dinghy and Sports Club had flying while we were in Bermuda. That was the first time I had seen it. We think we have one hear somewhere and trying to find it to use as the template for a smaller version of it. I'll let you know via the website when they become available.

I have purchased a few more hats, I think there are 3 more. I have also purchased 4 more medium polo shirts so I have polo shirts in all sizes. I'll have them at the Skippers' Party in case anyone cares to purchase them. During my stay in Bermuda several participants mentioned that polo shirts use to be given out to the participants vice the T-shirts and I verified that when I got back home. I will look into giving out the polo shirts for the next Bermuda 1-2 and maybe providing the T-shirts for sale if it is a desirable item.

REMEMBERING THE 2003 BERMUDA 1-2

The following are some stories I would like to share.

- The joke during the whole event was Newport weather. Folks were very happy to break into warm sunshine on the way down to Bermuda. Newport was cold and wet all spring.
- Tim Kent's Open 50 Everest Horizontal lost it's keel bulb about 110 nmiles north of Bermuda on the return race to Newport. Tim and his crew, Rick McKenna, were recovered by the cruise liner that caused us to move the start, in Bermuda, earlier by two hours. Tim, with the help of friends, was able to recover the boat and brought it back to Bermuda.
- Drew Wood's father, Dean, shipped a new rudder to Drew that he had made for Drew. Drew was running out of time but was going to install it the day before the start to Bermuda. Tim Kent talked Drew out of it and volunteered to take it to Bermuda for him. Well, in Bermuda, Drew and Dean

got to it the day before the race back to Newport. The old rudder went in Tim Kent's boat and, well, hasn't been seen since for obvious reasons.

- Threshold owners Karen and Steve James, took Peter McCrea, Dave Sherman, Tom Whayman, Commodore and dock master at the St. George's Dingy & Sports Club, and myself to the west side of the island to watch the Bermuda Dinghy races. This boat has everything including washer/dryer, no hot tub though, nice boat. Thumbs get a workout, electric winches!

- Getting out to the starting line in Bermuda was hectic. Of course, all waited to the last minute to try to leave the St. George's Dinghy and Sports Club docks. Wazimo grounded getting out of his "slip". Everyone leaving at the last minute caused chaos with the boats on the West side of the dock having to motor forward to pick up the anchor (Mediterranean style docking). Boats were crossing over each other's anchors; what a mess. Some of the Race Committee were helping the boats try to leave so we got setup on the starting line with 5 minutes to spare. Boy, was that hectic. The folks that were on the race committee were tremendous and pulled through and we had a great starting sequence.

- Speaking about the start, being my first time witnessing the start down there, the start is at the West end of the harbor and the boats have to race to the East end of the harbor and squeeze out the Town Cut which is a narrow, essentially the width of a cruise liner, opening. They had a tight reach to the cut; some were able to use their spinnakers and some were not. It looked like a tight squeeze. Tim Kent repeated his starting abilities and was late to the start but this time made it before the next class started; just barley.

- Ted Robinson solo'd both trips (his crewmember didn't make it to Bermuda), and this is his first time doing the 1-2. His gooseneck broke on the way down to Bermuda and had to get it fixed in Bermuda. The story has it that he was very talkative during chat hours. Ted seemed to thoroughly enjoy the experience.

- On the way out to Bermuda, Dave Sherman, Palangi, reported via the Coast Guard to us that he had auto pilot problems but would continue albeit slowly. We hadn't heard from Palangi since the night of the start. His wife called but wasn't in a panic (not a new experience I guess). Fortunately he finally connected with Topaz and Lolligag (came up from behind the two) after we had put out a call to all to keep a look out for him.

- John Drozdal, Ariana, got hung up on some fishing line and had to extricate himself from it on the way down to Bermuda. His reports to us included almost the whole fleet. He has quite the rig. When he returned to Newport, he invited a bunch of us below to have some Dark & Stormys that morning. Quite nice.

- We took Pat Clayton's Floating Point to greet Margret Anna at the finish in Newport. We met them, motored around them, took pictures, then headed back to Newport. The motor overheated due to an unknown leak. We hailed Tim for a tow. As we were coming into the harbor, Tim goes below and comes up with a camera. He took a picture of us being towed by him. Talk about embarrassing.

- Many tiller autopilots broke either down or back. Wildeyes broke both of his and his wind vane blades broke. He ended up fashioning a piece of fiberglass he had to replace the wind blades and it worked for the rest of the way back to Newport. Trpxprs, Windswept and Fun had inboard engine problems after finishing here in Newport and they wouldn't start. No outboard engines were a problem, interestingly.

- Speaking about Wildeyes, Mike Milard missed the channel by a little and ran aground telling all that he was in the middle of the channel. Where did that coral come from?

- Ned Caswell, Lolligag, developed an infection on one foot two days before the return trip. He visited a doctor in Bermuda who gave him antibiotics and left it up to Ned whether or not he would be in good enough shape for the return trip. Well, running into the Gulf Stream meander and not enough drugs to make it back to Newport, he went back to Bermuda. There he relaxed in the sun

for a while until recovered and headed back to Newport single handed since his crew flew back when they arrived back in Bermuda. He finally arrived safely back in the states in early July.

- The Gulf Stream was interesting this year I understand. There was quite a meander that all wanted to make use of going down to Bermuda and wanted to avoid coming back. Well, to the surprise of a lot of boats, the meander was farther east than expected and a lot of boats were fighting the current for a long time; especially the slowest class.

BERMUDA & FABIAN

For those that have been holed up, Bermuda had the unlucky situation of having a hurricane called Fabian, devastate it. Verna Oatley provided a link to pictures taken by her soon to be and maybe now son in law. Here is that link: http://philwells.typepad.com/photos/hurricane_fabian/. Tim Kent's Everest Horizontal, having been recovered from loosing its keel bulb, unfortunately, ended up on the rubble of a beach that used to be a sea retaining wall. The last picture Verna provided is a picture of Everest Horizontal leaning on its side. I understand the boat has been put in the water after some repairs and back on a mooring. He hopes to take it to Charlestown in the November time frame for repairs.

SOLO/TWIN

This year's Solo/Twin race went very well again. There were 53 entrants; most by far were double-handed.

BOAT NOTICES

- Joe Harris's Gryphon is For Sale: The following is from Joe. "Gryphon is a 2000 Aerodyne 38, comprehensively fit out for offshore racing and cruising. The boat is the only one of her class to have a water ballast system, which greatly improves the boat's stability going to windward. Other features include a fully integrated electronics and communication system with satellite telephone and SSB radio. The boat is a blast to sail and would be a great move up for some of the Quest owners. Very motivated seller! Email me for details, jharris@newbostonfund.com." For those that don't know, Joe has purchased Brad Van Liew's Open 50 Tommy Hilfiger.

- The last I heard, the Favres were still trying to sell their Pogo 28. They have moved from Bermuda (it was a nice house right on the water) and they gave me their new address in Switzerland: 4 chemin des Sarments, 1222 Vesenz, Geneva, Switzerland.

EMAIL

If you would like to receive the newsletters, Notice of Race, etc. via email, let me know so I can add your email address to my database. I am emailing these newsletters to those that I know.

Roy Guay
Offshore Chairman
Roy@RoyGuay.net

BERMUDA ONE-TWO 2003 FALL SKIPPERS' FORUM AND SHORE PARTY
SATURDAY, 1 NOVEMBER 2003 – 4PM TO 9PM
NEWPORT YACHT CLUB – 110 LONG WHARF, NEWPORT, RHODE ISLAND

Shore Party Program of Events:

1600 – 1730: Informal Skippers' Forum

1730 – 1830: Shrimp cocktail, cheeses and crackers for pre dinner munchies and Cash Bar

1800 – 1930: Buffet Menu: garden salad, Stuffed chicken, champagne sauce, Baked schrod , newburg sauce, Beef Burgandy, red wine sauce, Rice Pilaf, Green beans almodine, Roll, butter, Coffee and dessert

1930 – 2100: Gab Session

Make your dinner reservations by contacting MUFFIN DUBUC by Saturday, October 25th. When making your reservations, please include the number of guests.

NOTE – Should your plans change PLEASE contact Muffin to cancel or adjust your reservations. Thank you!

\$20.00 Per Person (Payable at the door)

Make your dinner reservations today by contacting
ONE-TWO Social Chairman MUFFIN DUBUC
Phone: 401-683-1847; FAX: 401-683-4858; E-mail: muffin@aqis.com
Dinner Reservations Deadline: SATURDAY, OCTOBER 25, 2003