

October 2005



# BERMUDA ONE-TWO NEWSLETTER

Hello again,

This is the first newsletter since the 2005 Bermuda One-Two Event.

## 2005 SKIPPERS' FORUM

The next Skippers' Forum and Shore Party is scheduled for 5 November at the Newport Yacht Club. The Skippers' Forum starts at 1600 and food starts after the meeting about 1800. Don't forget to contact Muffin if you will be eating with us; she needs a count to make sure we have enough food.

### AGENDA

- Suggestions for changes based on this year's Bermuda One-Two
- Voting for Skippers' Representative
- Derek Hatfield talk and video

Anyone who might have items to add to the agenda please either contact me or John Drozdal [jdrozdal@cga.uscg.mil](mailto:jdrozdal@cga.uscg.mil).

## SKIPPER'S REPRESENTATIVE

It is that time of the year again to vote for a Skippers' Representative to the Bermuda One-Two Race Committee. This person should be someone that will be willing to attend the Race Committee meetings as a member of the committee and will preside at the Skipper's Forums and certain occasions during the event. Please think it over and forward suggestions for nominations to me ahead of the meeting.

## DEREK HATFIELD TALK AND VIDEO

Derek is an old veteran of the Bermuda One-Two and participated in the 2002/2003 "Around Alone" Single-handed Yacht Race. We tried to set something up with Derek for before the 2005 Bermuda One-Two but couldn't fit it in so Derek agreed to come to the 5 November Skippers' Forum to give us about a 40 minute talk/video on his experiences and where he is going.

## 2005 BERMUDA ONE-TWO RACE RECAP

We had five classes again this year with basically the same breakout as in 2003. Class 1 was the faster lighter boats, Class 2 was the heavier fast boats, Class 3 was the light weight 30 foot class again, Class 4 was the slower, but with a lot of character, boats and Class 5 was the sort of open class boats. I say sort of because we stuck a modified Farr 40 that had a negative handicap into that class. This year saw the return of JP Mouligne to the Bermuda One-Two in an Aerodyne 38, two Open 50s and one Open 40 (Mike Millard bought Alan Paris' boat).

- The first leg ended up with the fast boats finishing in wind while the slow boats got stuck in no wind. The Gulf Stream crossing was spectacularly calm for most boats; of course that meant there was no wind. Several boats turned on their motors and didn't finish. The return trip had more wind. There was concern about a front going through during the crossing of the stream. About half

of Class 4 decided to heave to over night south of the stream but when they started back, the wind died and it took them a long time getting back.

- Victor Pinheiro had a bit of scary bad luck again (his auto pilot broke in the 2003 Bermuda One-Two) with a fire in his boat in a slip at the Newport Yacht Club. No one was hurt although some ingested some ugly smoke. A battery was fried as well as the wiring harness. Victor could not participate unfortunately. Victor was able to motor home a couple of days later.

- The big news about the race this year was the use of a tracking device on the boats which reported their position every 2 hours to a website called iBoatTrack. The website showed not only the boats but also the Gulf Stream, and the predicted Isobaric lines and wind patterns. This was well received by the skippers, friends and relatives and especially by the Race Committee and the Coast Guard! By the way this device was also used by 3 other races around the same time; Marion to Bermuda, Annapolis to Newport and Marblehead to Halifax. The designers did not anticipate the traffic that their website received during these races and had to have more server power added during the racing. We are expecting to require something like this in future Bermuda One-Two races.

- I was awoken at 0330 the first morning of the single handed leg to the emergency that Nimros was taking on water. Not pleasant for me but especially for Douglas Shearer. Brain Guck on Curlew changed course to potentially help out and the Coast Guard flew out a helicopter. Douglas replied to the CG that he had fixed the problem and was OK. Actually, the problem was due to a forward water tank being full that he didn't realize (according to Douglas it was his son's fault but of course Douglas didn't tell him not to fill that tank). The tank had a little leak and it was in a compartment that didn't let the water out until it got to a certain height on Port tack! It actually happened again later in the race but with no emergency calls.

- Another exciting event for the single handed leg was on Gore-Tex Fabrics. Rich Ellis was taking his spinnaker down. He was expecting the halyard to have some resistance so he gave it a big tug expecting to go into his companion way but the halyard ended up not having any resistance and he ended up hitting a winch with his mouth. We had the impression that he had broken many teeth (he broke 4 teeth). He reduced sail and slept through the night. The next morning he felt better and decided to continue with the race. There was concern for a while that he didn't have food that he could make into mush to be able to eat. He finished 2<sup>nd</sup> by the way. It took 3 visits to a dentist in Bermuda and probably more when he got back home. He also did the return leg with Jan Brandt.

- And still another event for the single handed leg was the wandering of Passages, Dick Baldwin. We could follow him but had no idea what was going on. About half way to Bermuda he decided to go back home (Belfast, ME!) due to a bad engine rather than try to fix it in Bermuda. Eventually we could tell he was headed back but once in a while he would drift with the Gulf Stream which worried us that something was wrong. The Coast Guard eventually decided to fly over him to make sure he was OK. Dick got back home fine but he got in an awful lot of solo time! It was great to see Dick at the awards in Newport and with his wife, Rosemary, who I traded emails and phone calls with during this period.

- The return leg had its own excitement. We received a satellite phone call from a boat in the Marion to Bermuda Race, Flashpoint. They had just missed witnessing the dismasting of Topaz, a Hobie 33 crewed by Ted Robinson and Drew Wood. All were well and Topaz was to try to make the east coast with a jury rig. They couldn't make Newport due to the NE winds but was able to pull into Atlantic City. Ted borrowed Mark Morwood's truck and trailer, picked up the boat and was back in time for the awards in Newport. By the way, he has a new rig on the boat now!

- Loose Fish, a J/120, with first timer John Niewenhous and French Magic with JP Mouligne had a very tight return race; neck and neck the whole way. It was fun to watch.

- One very impressive statistic this year is that we had 8 family boats do the return leg:

Flying Turtle – Murray Danforth and his daughter Sophie

Walkabout – Doug Pope and his son Collin

Shearwater – Stu Heywood and his son Todd

Windswept – Rick McCally and his wife Diane (and they are still together!)

Nimros – Douglas Shearer and his son Robert

Panacea – Peter McCrea and his son Collin

Tomkat – Tom Gaffey and his daughter Kellee

Strummer – Louis Meyer and his daughter Emily

- According to our official time keeper (Jeff Spranger), Kip Stone on Artforms beat Erik Segal's single handed leg record of 67:48 with single handed leg time of 66:57.
- For the first time we had two women do the single handed leg; Kristen Wenzel and Moe Roddy; both first timers doing the single handed leg however Kristen had done the return trip with Ray Renaud several times.
- Eric LeCoq brought pastries from his bakery to the Awards Party. Thanks a lot Eric. They were wonderful.
- Moe Roddy, The Red Dress, has stories galore from this race and enjoyed her first Bermuda One-Two immensely. You will have to ask her about the unknown strobe light story. I wouldn't do it justice here.
- During the single handed leg, Stu Heywood found himself with lack of steering. Something was jammed in the rudder but it took several dives to even find it let alone clear it. A result was that Stu lost his autopilot however he finished and won his class on corrected time.
- First timer Eric Johnson broke his boom on the leg to Bermuda. He withdrew from the leg, took a right and went to Annapolis to get the boom welded. He started back up again for Bermuda and arrived at the St George's Dinghy and Sports Club the day before the start of the return leg. He and his crew competed in the return leg. Now that is determination.
- We had a wonderful awards ceremony in Bermuda at the St. George's Dinghy and Sports Club. The town Mayor E. Michael Jones (he was the town crier two years ago) gave out the awards and entertained us.
- This was Juan Perez's fifteenth Bermuda One-Two. He still looks great; so does Stu Heywood.
- We were written up several times this year. Blue Water Sailing magazine did before and after articles with pictures and Maine's Points East magazine did several articles with pictures also.
- This race is made up of a bunch of amazing and wonderful people and the most wonderful part of the race is the people.
- The following people in Bermuda at the St. George's Dinghy and Sports Club were very helpful:
  - Verna Oatley - Bermuda 1-2 Event Coordinator at St George's Dinghy & Sports Club
  - Brian Oatley - Rear Commodore – MC'd the awards in Bermuda
  - Gary Brangman - Dock Master – who everyone got to interface with a lot – handled leaving ST George's nice and orderly.
  - Sheila Gringley - Commodore
  - Bobby Oatley - Verna's husband – race committee
  - Jimmy Anthony - Vice Commodore – handled the food at the social events

### **Single Handed Results:**

**Class 1:** 1. Flying Turtle, Murray Danforth; 2. French Magic, JP Mouligne; 3. Loose Fish, John Niewenhaus; 4. Gryphon, Walid Abuhaider (this was previously Joe Harris' boat).

**Class 2:** 1. Walkabout, Doug Pope; 2. Tiamat, Ted Lepich; 3. Aggressive, Kristen Wenzel; 4. Palangi, David Sherman; 5. Ariana, John Drozdal; 6. Indigo, Mike Hennessy; 7. The Red Dress, Moe Roddy.

**Class 3:** 1. Wazimo, Barrett Holby Jr.; 2. Gore-Tex Fabrics, Rich Ellis; 3. Sharkbait, Christian Reimer; 4. Trpxprs, Jan Steyn; 5. Por Favor, Mark Morwood; 6. Topaz, Ted Robinson.

**Class 4:** 1. Shearwater, Stu Heywood; 2. Panacea, Peter McCrea; 3. Windswept, Rick McCally; 4. Curlew; 5. Brian Guck; Nimros; Douglas Shearer; 6. Tomkat, Tom Gaffey; 7. Seascape, Bart Janney.

**Class 5:** 1. Artforms, Kip Stone; 2. Gryphon Solo, Joe Harris; 3. Swordflounder, John Ryan; 4. Velocity, Mike Millard.

**Double Handed Results:**

**Class 1:** 1. French Magic, JP Mouligne & Eric LeCoq; 2. Loose Fish, John Niewenhaus & Frederic Boursier; 3. Gryphon, Walid Abuhaider & Peter Madew; 4. Flying Turtle, Murray and Sophie Danforth.

**Class 2:** 1. Aggressive, Kristen Wenzel and Ray Renaud; 2. Palangi, David Sherman and Peter Maloney; 3. Ariana, John Drozdal & Barry Sroka, 4. Walkabout, Doug & Collin Pope; 5. Tiamat; Ted Lepich & Sean Reilly; 6. Dirigo, Eric Johnson & John Downes III; 7. The Red Dress, Moe Roddy & Kate Ambach; 8. Indigo, Mike Hennessy & Darren Goldman.

**Class 3:** 1. Por Favor, Mark Morwood & Bob Salitsky; 2. Wazimo, Barrett Holby Jr. & George Varga; 3. Gore-Tex Fabrics, Rich Ellis & Jan Brandt; 4. Trpxprs, Jan Steyn & Tom Reese.

**Class 4:** 1. Shearwater, Stu & Todd Heywood; 2. Windswept, Rick & Diane McCally; 3. Nimros, Douglas & Robert Shearer; 4. Curlew, Brian Guck & Richard Green; 5. Panacea, Peter & Collin McCrea; 6. Tomkat, Tom & Kellee Gaffey.

**Class 5:** 1. Artforms, Kip Stone & Merfyn Owen; 2. Swordflounder, John Ryan & Ryan Finn; 3. Velocity, Mike Millard & Bjorn Johnson; 4. Gryphon Solo, Joe Harris & Brian Harris.

**Combined Corrected Results:**

**Class 1:** 1. French Magic, JP Mouligne; 2. Loose Fish, John Niewenhaus; 3. Flying Turtle, Murray Danforth; 4. Gryphon, Walid Abuhaider.

**Class 2:** 1. Walkabout, Doug Pope; 2. Tiamat, Ted Lepich; 3. Aggressive, Kristen Wenzel; 4. Palangi, David Sherman; 5. Ariana, John Drozdal; 6. Indigo, Mike Hennessy; 7. The Red Dress, Moe Roddy.

**Class 3:** 1. Wazimo, Barrett Holby Jr.; 2. Gore-Tex Fabrics, Rich Ellis; 3. Trpxprs, Jan Steyn Sharkbait; 4. Por Favor, Mark Morwood.

**Class 4:** 1. Shearwater, Stu Heywood; 2. Windswept, Rick McCally; 3. Nimros; Douglas Shearer; 4. Curlew, Brian Guck; 5. Panacea, Peter McCrea; 6. Tomkat, Tom Gaffey.

**Class 5:** 1. Artforms, Kip Stone; 2. Gryphon Solo, Joe Harris; 3. Swordflounder, John Ryan; 4. Velocity, Mike Millard.

**MERCHANDISE**

I was able to get burgees of the Bermuda 1-2 logo this year and sold a bunch during the race. I still have more if anyone is interested. We had donated a bunch of Bermuda One-Two and Solo/Twin shirts and hats to the Hurricane Katrina relief effort but I still have some Bermuda One-Two shirts and hats available.

**SKIPPERS AND BOATS**

Bart Janney has moved to a bigger boat; Freedom 38, and has his Alberg 35 Seascape up for sale. This was the second year he has done the Bermuda One-Two on Seascape.

**BERMUDA ONE-TWO HISTORY**

George Pike instigated a meeting 30 September with a few of the old timers to try to put together history and some stories about the Bermuda One-Two with the goal of putting some kind of booklet out. George Pike, Stu Heywood, Juan Perez, and Scott Kuhner participated. Francis Stokes has given George permission to use the first two chapters of his book. A tape recorder was running while the various stories were flying. Stu will try to put the tape into transcript as well as other

stories/articles that were received. Should anyone have stories of interest, please forward them to George Pike at [marybethpk@cox.net](mailto:marybethpk@cox.net).

**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](mailto:Roy@RoyGuay.net)

**BERMUDA ONE-TWO 2005 FALL SKIPPERS' FORUM AND SHORE PARTY  
SATURDAY, 5 NOVEMBER 2005 – 4PM TO 9PM  
NEWPORT YACHT CLUB – 110 LONG WHARF, NEWPORT, RHODE ISLAND**

Shore Party Program of Events:

**1600 – 1800:** Informal Skippers' Forum  
**1800 –** : Heavy Hors and gab session

Make your reservations by contacting MUFFIN DUBUC by Tuesday, November 1<sup>st</sup>. 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!

**\$7.00 Per Person** (Payable at the door)

**Make your reservations today by contacting  
ONE-TWO Social Chairman MUFFIN DUBUC  
Phone: 401-683-1847; E-mail: [muffin7@cox.net](mailto:muffin7@cox.net)  
Fax: 401-683-0840  
Reservations Deadline: TUESDAY, November 1, 2005**

**OFFSHORE COMMITTEE  
NEWPORT YACHT CLUB  
110 LONG WHARF  
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