



October 2013

BERMUDA ONE-TWO NEWSLETTER

Hello again,
This is the second newsletter in 2013.

2013 FALL SKIPPERS' SHORE PARTY

The Fall Skippers' Shore Party is scheduled for 2 November 2013 at the Newport Yacht Club, 110 Long Wharf, Newport, RI 02840. There will be NO Skippers' Forum but just a Shore Party to renew friendships started during this year's race. The Shore Party starts at 1600 and runs to about 1800-1830. Hors d'oeuvres will be served. The next Forum/Shore Party will be March 2014.

SUBJECTS THE RACE COMMITTEE IS LOOKING AT

- Before this year's race we were already looking at requiring some form of long distance communications for the boats for 2015. During this year's race the Coast Guard requested that we require some form of long distance communications. The ones we know about now are Satellite phone, Single Side Band, Email via SSB or Sat Phone, tracker messaging capability, and SPOT Connect and DeLORME inReach (Doug Shearer used this during this race) both with a smart phone. We suspect that we will probably not specify a particular form leaving that up to the skipper however we will require some form of long distance communication.
- Michael Millard has proposed a "Mini One-Two" trophy for the even years as a means to build up at least the Offshore 160 and Solo/Twin races and feed into the Bermuda One-Two. This trophy would be for the best combined corrected time for the Offshore 160 which is single handed and the double handed in the Solo/Twin race (thus Mini One-Two). We are planning on trying for 2014.
- We will be changing the life raft inspection time periods to match the manufacturer's specifications so this should be a help for those that have life rafts in a valise. We are also dropping the requirement for a bell and will change the requirement for a can opener to a multi tool.
- A number of skippers in this year's race as well as new Skipper's Rep Tristan Mouligne are working on trying to promote the Bermuda One-Two in an attempt to develop more participants. This year was down as you can see below in participants for a number of reasons but it would be nice to develop a bigger pool of skippers that would do the race; most skippers can't do the race every time. Suggestions should be brought up with Tristan at SkippersRep@bermuda1-2.org. I would suggest that skippers talk it up with potential new skippers to get them to come to the Skippers' Shore Party on 2 November.

2015 BERMUDA ONE-TWO DATES

We have scheduled the next Bermuda One-Two in 2015. The start to Bermuda is on Friday 5 June and the return to Newport is on Thursday 18 June. Make your plans!

NEW SKIPPERS' REPRESENTATIVE

In Bermuda we conducted the vote for a Skippers' Representative and the vote was to bring in Tristan Mouligne to that role. Kristen Wenzel, in her second tour, has been a wonderful representative for the skippers and has been heavily involved with the Offshore Committee. I thank her immensely for her help. Tristan will be added to our Race Committee meetings to participate in the preparations leading up to the 2015 Bermuda One-Two.

2013 BERMUDA ONE-TWO RECAP

Our numbers were down again this year as compared to the previous three races. We had 23 boats start in the single handed leg, 16 finished. In the double handed leg 15 boats started however all of them finished. Only 4 of the skippers were first timers but it is wonderful to see the enthusiasm of the new skippers and the desire of the past skippers to keep on participating. One boat didn't do the return leg due to a wedding schedule problem. Speaking about weddings Tristan Mouligne didn't do the race this year due to a wedding also!

- To start off the race a tropical storm blew by us just before we started leaving behind very lumpy seas. Then there was a calm period (the calm before the storm) and then the wind and sea state picked up for a tough ride to Bermuda. The boats on the single handed leg were decimated. 23 boats started however only 16 finished. Of the 7 boats that didn't finish 6 returned home for various reasons and the 7th one was lost at sea however the skipper was safely taken off his boat by first

timer Dan Alonso on Halcyon a Halberg-Rassy 49 in an awful sea state. Dan Stadtlander on Mirari had to turn back due to the beating the boat had taken and his return path was very erratic due to the jury rigs Dan had to come up with. Dan was physically fine and was able to pull into Martha's Vineyard for an overnight rest before continuing his trip home in Connecticut.

- Initially it looked like we were going to have a Class 40 class (class 5) however due to having just finished the Atlantic Cup and one new boat not arriving on time only one boat started (in Class 1).
- We had a request for a 63 foot Farr designed offshore boat to participate in the race. Since the boat was larger than our limit we welcomed Stanley Paris to participate as an experimental boat. Kiwi Spirit was the lone boat in Class 6. Stanley wanted to use this race as a workup to his sailing around the world starting in November in an attempt to break Dodge Morgan's around the world record. Stanley was a wonderful addition to the race and all appreciated his participation. Stanley finished first on elapsed time on both legs but didn't do well based on handicap. He did do better on the double handed leg but we might have to attribute that to his son Alan Paris sailing with him. Alan is a past Bermuda One-Two participant and also did the Around Alone on his Open 40 that Michael Millard had bought and sailed in the Bermuda One-Two.
- New skipper Charles Serif had his share of problems on the way down to Bermuda. He had an electrical short which burnt up some wires and thus was unable to start his motor the rest of the way to Bermuda so he was conserving batteries. Then with the main triple reefed he got hit with a gust that tore out the sail from the main slot breaking the slugs. Charles sailed with the storm jib only for the last two days but made it to Bermuda and finished the race however last. Brian Oatley towed Charles into Customs. Charles was able to fix the wiring, start the motor and successfully did the return leg.
- Speaking about Brian Oatley, Brian did his usual helping all the boats out, helping me out with the race. Brian had recently been diagnosed with a version of ALS which was affecting his speech. We wish him the best.
- Several skippers used AIS; both transmitting (some) and receiving. All seemed to like the receive function about AIS. There may be more about AIS in the future.
- Doug Shearer on Nimros arrived in Bermuda in the wee hours of the night so he anchored in St. George's Harbour which ended up not quite out of the channel. In the morning, he had a late morning, after hailing me he hailed back to say he just saw the Rhode Island Fast Ferry go by his boat and started to question where he was. Bermuda was having ferry problems and had chartered a RI Fast Ferry which we saw go by quite often.
- Due to the late arrivals in Bermuda we delayed the social at the Swizzle Inn from its normal Thursday night to the following Monday night. 28 people showed up and we took over the whole deck upstairs again. It is a great way to start building relationships.
- The skippers chipped in and helped the following skippers dock at customs and then docking at the St. George's Dinghy & Sports Club.
- "B" and "Q" cooked breakfast and lunch for us while the boats were at the St. George's Dinghy & Sports Club which was truly appreciated by the skippers and myself.
- Patrick Paley, a member of the St. George's Dinghy & Sports Club, conducted a snorkeling tour of Tobacco Bay.
- A tour of the Bermuda Radio facilities was taken by several people. This is a very interesting look into the facility that the skippers deal with before they even make it to Bermuda.
- At the awards in Bermuda the Mayor of St. George the Honorable Garth Rothwell and Commodore Lacey Jennings helped hand out the awards.
- Sunday night a group grill was held on the charcoal fire pit and ate up on the deck washing it down with Gosling's Dark'n Stormys. After the meal we had cake to celebrate those skippers amongst us that are 70 and above years of age: Ray Renaud, Peter McCrea, Doug Shearer and the oldest Stanley Paris.
- Many pictures were provided by Patrick Paley of the boats going through the Town Cut for the return leg and at the Swizzle Inn, Vicky Hurt provided pictures of the start in Bermuda as well as various other times while in Bermuda and John Andersen (crew for first timer Bert Barrett) provided pictures of the start in Newport. These pictures can be seen and downloaded from the Photo Gallery on the Bermuda One-Two website.
- 15 boats started back to Newport on Thursday 20 June. "The Admiral", Irvin Hayward's power boat, was again provided for race committee. John Lubimir, Flight Risk, had to fly home for a wedding and couldn't make the start.
- The return leg was quite the opposite from the single handed leg. The wind and sea state were much calmer on the race back. The slower boats, especially Class 4, were caught in the doldrums longer than the faster boats which made it a slow race for them.
- Class 4 skipper Doug Shearer on Nimros said that he actually flew his spinnaker since the wind was so light for so long and he saved a picture of it to prove to me that he did fly it. Doug doesn't normally fly his spinnaker since "you just have to take it down" if you put one up.
- Michael Schum and Doug Shearer did the return leg solo, again.
- Most of the corrected results in each class for both legs were the same as elapsed time finishing except for Class 3 on the return leg where Island Girl was able to beat Aggressive on corrected time for first place. This was Island Girl's 2nd race and quite a turnaround from the single handed leg.
- The following family teams sailed the return leg:

Panacea – Peter McCrea and his son Colin
 Kiwi Spirit – Stanley Paris and his son Alan

Single Handed Corrected Results:

Class 1: 1. Resolute – D. Scott Miller; 2. Dirigo – Eric Johnson; 3. Kontradiction – Michael Schum.

Class 2: 1. Flight Risk – John Lubimir; 2. Upstart – Bert Barrett (1st timer); 3. Wildeyes – Michael Millard (back after a hiatus of a couple of races with a new boat).

Class 3: 1. Aggressive – Raymond Renaud; 2. Halcyon – Dan Alonso (1st timer); 3. Bent – Michael Stevens (back after a hiatus of a couple of races); 4. Island Girl – Brian Flynn.

Class 4: 1. Windswept – Rick McCally; 2. Panacea – Peter McCrea; 3. Bluebird – Gust Stringos; 4. Nimros – Douglas Shearer; 5. Serif – Charles Schepens.

Class 6 (Experimental): 1. Kiwi Spirit – Stanley Paris

Double Handed Corrected Results:

Class 1: 1. Resolute – D. Scott Miller & George Haselton; 2. Dirigo – Eric Johnson & John Downe; 3. Kontradiction – Michael Schum (second year solo return)

Class 2: 1. Wildeyes – Michael Millard & Bjorn Johnson; 2. Upstart – Bert Barrett & John Andersen.

Class 3: 1. Island Girl – Brian Flynn & Craig Olsen; 2. Aggressive – Raymond Renaud & Doug Materne; 3. Bent – Michael Stevens & Andrew Conn; 4. Halcyon – Dan Alonso & Kathy Reckling.

Class 4: 1. Bluebird – Gust Stringos & John Bell; 2. Panacea – Peter & Colin McCrea; 3. Windswept – Rick McCally & Jim Coughlin; 4. Serif – Charles Schepens & David Sigourney; 5. Nimros – Douglas Shearer.

Class 6 (Experimental): 1. Kiwi Spirit – Stanley & Alan Paris.

Combined Corrected Results:

Class 1: 1. Resolute – D. Scott Miller; 2. Dirigo – Eric Johnson; 3. Kontradiction – Michael Schum.

Class 2: 1. Upstart - Wildeyes; 2. Wildeyes – Michael Millard.

Class 3: 1. Aggressive – Raymond Renaud; 2. Island Girl – Brian Flynn; 3. Bent – Michael Stevens; 4. Halcyon – Dan Alonso.

Class 4: 1. Bluebird – Gust Stringos; 2. Panacea – Peter McCrea; 3. Windswept – Rick McCally; 4. Nimros – Douglas Shearer; 5. Serif – Charles Schepens.

Class 6 (Experimental): 1. Kiwi Spirit – Stanley Paris

For more results and pictures check out the website: www.bermuda1-2.org.

SKIPPERS AND BOATS

- Larry Pierce is selling his Aerodyne 38. L_pierce@verizon.net or 401-480-4982.

- John Lubimir is selling his Bennett II-46. jlubimir@gmail.com

- Michael Dreese bought himself a new Class 40.

- Stanley Paris is leaving St. Augustine, FL around 20 November to do his single handed trip around the world to beat Dodge Morgan's record.

MERCHANDISE

We have Bermuda One-Two burgees, shirts and hats (2011 & 2013) for \$5.

BERMUDA 1-2 WEBSITE

If anyone has past year's results and pictures that are missing from the website, especially pre 1999, please let me know. I'll post the data and get it back to you if you like.

2013 NEW ENGLAND SOLO/TWIN

This year's Solo/Twin race was held 26/27 July. 30 boats entered this year (which is about the same as in 2012). Again we had only 1 solo monohull spinnaker class but this time with 4 participants, 6 multihulls and the rest were double handed monohulls. This year, again, the weather on the Thursday before the start was crappy; rain and very windy. The morning of the start was still raining and windy but by the time we started the start sequence the rain had stopped and by the end of the start sequence the wind had calmed down. This year the solo class had three skippers that were veteran Solo/Twin single handers and Bermuda One-Two skipper with 1 new single handed skipper to the Solo/Twin (Steve Sharkey finishing 2nd in that class). The prediction was for no wind during the night however after a similar prediction in 2012, but the wind never dying, we gave them the normal course vice a shortened course as we did in 2012. We ended up with good winds again throughout the night and the boats had a wonderful sail. Speaking about courses, the Coast Guard had taken out two of the navigation buoys that we use in two of the courses one being the well used 95 mile course to Nomans Land just a couple of weeks before the race. A new course, now 100nm, was generated that seemed to work out ok. The new course still goes around Block Island but instead of Nomans Land they went to a buoy off of Gay Head, Martha's Vineyard then to Pt. Judith (vice the Narragansett Bay Racon) then finish. The 125nm course needs revamping due to one of the missing

buoys. The first boat to finish was David Lussier's multi-hull Bazinga! with co-skipper Gary Brophy. Next Wave, a Farr 395 sailed by Steve Clarke and David Calivan, was the first mono-hull to finish on elapsed time. Todd Johnston & Greg Manning on Todd's unnamed Seaquest 36 finished 1st on corrected time in Class 1. Samba, a Quest 30, sailed by the Mouligne brothers Tristan and John Jay (Bermuda One-Two veterans) finished first in Class 2 doing an amazing job finishing one hour ahead of the 2nd place boat. Mark Gervais & Carol Tobian on Dark Star a C&C 34 finished first in Class 3 beating out long time competitor Jeff Roy on Epiphany. Second time entrant Ursa a J/109 sailed by Brooke Mastrorio and Mark Franklin finished first in Class 4 the Cruising Canvas class. Second through fourth in this class finished one minute 20 seconds corrected time apart and the whole class finished less than 30 minutes corrected apart. Don Gray on Warriors Wish a Mt. Gay 30 was a first time Solo/Twin entrant however a Bermuda One-Two veteran finished first in Class 5, the solo class (Don was unable to finish the single handed leg to Bermuda this year due to equipment failure so he kept his boat in town so he could do the Solo/Twin race), and David Lussier & Gary Brophy on Bazinga! an F-31 finished first in Class 6, the multihulls. Only two boats withdrew this year but three boats didn't show up for the start. The rest of the results as well as notes during the race can be seen at www.newportyachtclub.org/racing/offshore/new_england_solotwin/.

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.

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