

Subject: DIYC- Newport to Bermuda TGIF Recap

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A big thank you to all of our 2018 Newport to Bermuda participants for putting together fantastic slide shows and entertaining us with your race stories. A great time was had by all!

For those of you that were unable to attend, below are a couple of recaps as told by Mark Salerno and Mark Kondracky, as well as a link to a nice article about *Orca's* fantastic race.

Congratulations to all of the racers! Thank you *Orca* for bringing your trophy for us to see!!!



Here is a Link to the ORCA Story on the Bermuda Race Web Site:

<http://bermudarace.com/finisterre-division-winner-orca-sweet-surprise/>

Recap by Mark Salerno:

Hi Folks.

The 2018 edition was an interesting, and challenging race.

The start saw reasonable breeze, but had a significant current pushing over the start line.

Many announcements were made over the radio, to "Be Conservative" on the starting line due to current.

Unfortunately 2 boats in different classes did Not heed that warning, and "Hit" the Committee Boat !

I'm not a genius, but I would not want to be the one to try to explain to my insurance company "How" I hit the Bruce King 105' Custom Ketch "White Hawk" that is listed in the "Yachting Hall of Fame" and was recently back from a complete refit, and overhaul !

http://www.nshof.org/index.php?option=com_content&view=article&id=762:whitehawk-105-bruce-king-custom-ketch&catid=173:visiting-boats&Itemid=2

OOPS !!!

I would imagine there was a bit of "Heightened Discussion" taking place on the deck of these boats, at that moment ?

The breeze held "reasonable" for the first day or so, and then we got to the Gulf Stream. The call is usually to try to hit the Gulf Stream at the narrowest part, to try to minimize any negative effects. We managed to get through the stream in good shape, but a high pressure zone swept over the area just past the stream, and we became "Becalmed". The weather reports we were getting said that these conditions may last for approximately 36 hours ! We had virtually no boat speed, and were more or less "drifting" a couple of hundred miles off shore ! Seems most of the fleet were in similar conditions. In preparation for potentially adding a day or two to the trip we had begun to implement a food & water rationing system ! The good news was, it "only" lasted for about 13 hours or so, and we did not have to go with rationing very long.

Once past the zone of high pressure, the breeze began to slowly build. Unfortunately, we were also starting to have to deal with some significant foul current. We saw current run between 1.2 and 3.6 knots, against us! The breeze continued to build, (thank goodness) and we were slowly able to begin picking off our competition one at a time. The breeze held in the 16 - 20 knot range, and was a bit shifty. As the breeze built throughout the next day or so, we had to do numerous sail changes. I think the final count was about 14 - 15 head sail changes, plus a reefed Main at one point. The "Flying Lady" (Swan 46) was modified over the winter, to have a short stout Fixed Bow Sprit. The Symetric chutes, and the Spinn Pole were all left home, and we used A-Symetric spinnakers. This was certainly a bit less work for the crew, as manhandling a Big Symetric Chute, and the massive pole for it, requires all hand on deck, where as the A-Sym can be usually managed by the watch crew of 4 or 5 people.

The final 24 hours or so, we were on the #3 Jib, and the Full or Single Reefed Main. The boat was staying with boat speed of 8.5 to 9.2 consistently, as we slowly passed various boats in our class, eventually moving from 13 th (last) up to a final position of 7th.

So.....

At the Finish there were many of our "Ducky" Friends.

Dick Marsh on Gadzooks took a 10th place
Mark Konracky on Shearwater took a 4th place
Larry Hennessy on Dire Wolf took a 4th place (many Duckies on this boat)
Doug Carlisle on Cecilie Viking took a 10th place
Mark Salerno on Flying Lady took a 7th place

AND.....

The Big Deal for the entire regatta was ORCA !
Hal & Mary Guidotti, with help from Past Commodore Dave Gilmore, took a 1st Place in Class 11
They also managed to take the Overall 1st Place for the entire Finisterre Division !
Probably the Best overall finish, buy a Duck Island Boat in the 100+ years of the Regatta !

For those of you who are not familiar with this Regatta, there are 4 Divisions.

1) St Davids Light Division.

These are the "Regular" Spinnaker boats, like Dire Wolf, Flying Lady, Shearwater, Cecilie Viking etc...

2) Gibbs Light division.

These are the " High Performance" boats such as the J-121, Volvo 70's, Farr-40's etc....

3) Open Division.

These are the very large "Super Yachts" all are custom builds.

4) Finisterre Division is the Non-Spinn Class

Hal, Mary, and Dave only beat out 40 other boats in their Division, to win this award, that was presented to them by the Governor of Bermuda !

ORCA participated in the 2016 edition of this race, but with 50 miles to go, the breeze died, they were low on supplies, and the forecast was for no breeze to come for several days.

In Hal's own words. "I had to withdraw from the race, or I would have had a 'Mutiny' on my hands ! "

To come back in the 2018 edition of the race and place as "Top Dog" makes the Victory that much Sweeter !

Well Done, Hal, Mary, Dave and Crew !

Recap by Mark Kondracky:

Shearwater is a Mason 43 full keel sailboat. She is a traditional full keel sailboat that has raced in numerous Newport/ Marion to Bermuda races, Halifax races, and the 2015 transatlantic race. She is owned by Dan and Gretchen Biemesderfer of Guilford. In the 2018 race, Shearwater sailed with a crew of eight with two watches of four each. Prior to the race, my role was to study the Gulf Stream. I started this process in December under the guidance of fellow DIYC member Richard Marsh. We looked at satellite images of the stream, and tracked it's meanders along with following warm and cold water eddies. This information would be crucial as the crew of Shearwater made tactical decisions on the 634 nm course. I was studying the computer program called expedition to help make tactical decisions.

Our start was on Friday June 15 at 1:30 pm. The wind was light from the south freshened, just before the first warning. With a outgoing tide, we had to be careful not to be OCS. One boat was not so lucky, and would up pinned on the race committee boat which resulted in a DSQ in a protest 5 days and 634 miles later.

We started on Starboard, with our number one head sail and threw in a couple tacks to clear Breton reef. Once clear we, tacked onto Starboard and headed toward the Gulf stream and Bermuda. Our Navigator had picked the spot we wanted to cross the GS, which was West of the Rhumb line. There was only one problem, with the current winds we couldn't make it without tacking....usually not the quickest way to Kitchen Shoals (Bermuda). Later in the night the wind clocked, so we put up the jib top and aimed for the gulf stream and our alpha way-point. The evening watch was a cold one. I dressed as if I was frostbiting on the Ct. river in March, wearing four layers of clothing. As the wind continued to clock, we threw up the chute and chugged along. Little did we know it, but we were at the back of our class... Shearwater is a heavy air boat.

We crossed the Gulf stream on late Sunday....or early Monday. The stream is about 60 nm miles wide and usually is a rough ride. Not this time. It was one of my easiest crossings. However once thru, we encountered a high pressure system off of N. Carolina. Shearwater came to a stop and we baked. A combination of a chute and stay sail along with occasionally the chute were tried to keep us moving. We settled on the spinnaker and a hot angle. We were parked or hardly moving for a few hours. Bad, but not as bad as some of the boats that went East of the rhumb line. Eventually the wind picked up and backed so we went with the Jib top and stay sail.

Later that night the wind picked up to 17 knots and backed. After crossing the gulf stream we were headed to our beta point North of Bermuda. This was an eddy with a counter clockwise flow. we wanted to hit the Western edge to get a kick South toward Bermuda. With the continued backing, Shearwater was heading East which was great if you want to get to the Azors not so good for heading South. Since it was close to a Watch change, the Skipper got both watches together to hash out our choices. We decided to tack which put us on a closer tack to Bermuda. We were in a mix of our competition and could see a dozen boats on the AIS system. A couple of hours later the wind changed and we got headed so we tacked

back. Shearwater was in her element and we were cooking right along. Later that night the wind came up and we were over powered. I got a 2 am call to help bring down the Jib top. After it was down the boat had better control. As the dawn broke, and back on watch we went with the number three. The wind continued to build so we put in a reef and then a second reef. On a beam reach, Shearwater was trucking. We averaged eight to nine knots, and occasionally hit 10. The wind was 22 to 25 knots We were thru the eddy and closing on Bermuda. During the night there were a couple of problems with some of the other boats. One lost their rudder and had to jury rig a steering oar. Unfortunately their drogue didn't work correctly so this was the next step. Another lost their electronics and main radio, so a third boat was relying her messages since the handheld lacked range. Shearwater was in her element trucking along. First it was 144nm then we broke 100. At 77nm I equated it with the distance from DIYC to Newport.....then it was the distance to Block. There was another Mason 43 ahead of us, so the whole team was motivated to close the gap. At one point she was 6nm ahead then four. She was a bit East of us, so when we both hardened up, we closed the gap. As we rounded Kitchen shoals we dropped the stay sail for the final beat. The other Mason owed us some time and we both tacked to the finish line. She crossed ahead of us, but we corrected to fourth.

Thanks to Dan and Gretchen, and all of the team for a great run.