

# 2024 Newport Bermuda Race Environmental Stewardship Report



Environmental Stewardship, Bermuda Race Organizing Committee  
Report submitted December 17, 2024

## Preface

The Newport Bermuda Race has a storied history of embracing innovation and excellence both on the water and within the broader sailing community. The [Bermuda Race Foundation](#), a not-for-profit 501(c)(3) public charity, has made environmental stewardship and implementing environmentally responsible programs one of the six major activities.

As the organizing authority of the 53rd Newport Bermuda Race, the Bermuda Race Foundation, through its [Bermuda Race Organizing Committee \(BROC\)](#), is dedicated to embedding sustainability in this biennial event. This commitment is realized through active participation in the **Sailors for the Sea Powered by Oceana Clean Regatta** program, which offers regatta organizers a framework of best practices designed to protect ocean health, minimize waste and foster eco-friendly boating.

165 vessels of varying sizes and designs undertook the iconic 636-mile journey to Bermuda this year. The sustainability effort presented both unique challenges and significant opportunities. While recognizing the diverse approaches among participants, we strive to highlight and promote some of the best green boating practices and related activities. The report outlines the race's collective efforts to meet Clean Regatta certification, and highlights the strategies employed during the planning, provisioning, and execution of the race.

We acknowledge and celebrate the quiet yet meaningful efforts of sailors who prioritize environmental responsibility. By showcasing and promoting their practices, we hope to inspire broader adoption of sustainable approaches across the sailing community.

Channing Reis  
Environmental Stewardship  
Bermuda Race Organizing Committee (BROC)

## Acknowledgements

The Green Team gratefully acknowledges the Bermuda Race Foundation for its mission-critical leadership and vision, as well as the steadfast support of BROCC Chair Andrew Kallfelz and CCA Commodore Jay Gowell. We also wish to highlight the valuable contributions of Karen Waterman, Fort Adams Event Coordinator, who collaborated early in this race cycle with Sailors for the Sea; Dexter Hoag, for his assistance in tracking e-steward participation; Janet Garnier, for her oversight of Newport operations; and Media Director Kate Somers, who has raised awareness and provided practical tools for our Clean Regatta effort. Special thanks go to volunteer Diane Chase for compiling a comprehensive database of eco-resources and to Green Team stalwarts Marcus Greco, Anne Longo, and E-Steward Elizabeth (Tori) Gimple of S/V *Banter*.

Finally, we extend our heartfelt gratitude to the Royal Bermuda Yacht Club including Stephen and Somers Kempe, Christian Chin-Gurret, Kathleen Thompson, past General Manager David Furtado, new General Manager Paul Adams and Commodore Rebecca Roberts, for their support and partnership.

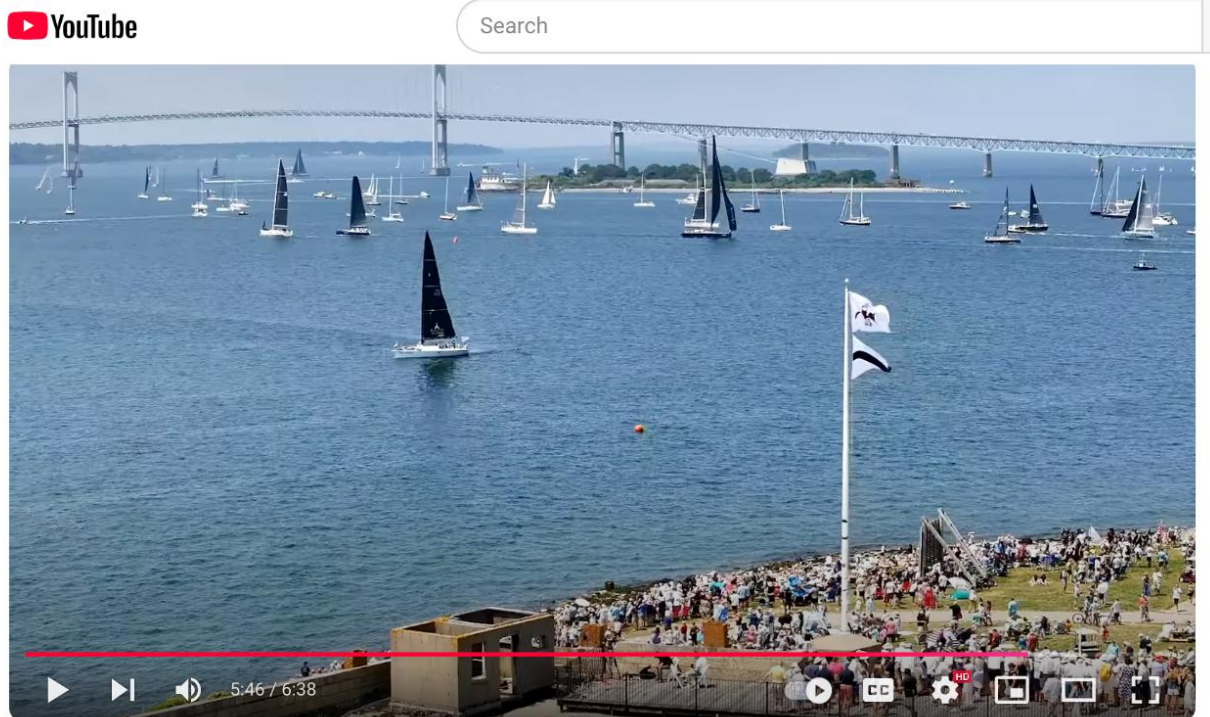
## ELIMINATION OF SINGLE-USE ITEMS

### 1. [Eliminate Single-Use Water Bottles and Provide Water Refill Stations](#)

The elimination of single-use water bottles is an onshore and offshore best practice. Onshore, this is the first year in the race's history the Bermuda Race Organizing Committee, using a mix of volunteer and professional planners, executed a free, open-to-the public starting line event at Fort Adams. The spectator crowd numbered some 4,000+, and our Green Team and event planners provided for the placement of water refill stations see below.)

Representatives of our Green Team walked the Fort Adams grounds on race day, and we are pleased to report there were surprisingly few single use water bottles visible. Surveys indicate strong public support for reducing single-use plastics, suggesting a favorable outlook for the continued adoption of reusable bottles and refill stations at future Bermuda Race events. Overall, the trend in the U.S. reflects a significant move towards sustainability in outdoor sporting events, with reusable water bottles and refill stations becoming increasingly prevalent.

Strong voices like Sailors for the Sea's "Clean Regatta" program remind organizers of the imperative to plan accordingly.





## Onshore Newport



Photos  
by  
NBR  
Green  
Team



Two portable refillable water bottle stations and one fixed unit at Fort Adams.

## Offshore

The Newport Bermuda Race is predominantly an offshore adventure, with 165 boats of various sizes participating in this year's iconic "Thrash to the Onion Patch." Our Green Team is pleased to report that keeping crews hydrated is achieved almost exclusively through the use of refillable, reusable water bottles. Space on racing yachts is extremely limited, making the storage of disposable plastic bottles impractical. Reusable bottles, often crafted from stainless steel or durable, BPA-free plastics, are specifically designed to endure the challenges of an offshore environment. They are more reliable in cramped conditions where movement is restricted, and items must be securely stowed.

A notable example comes from Todd Berget's J/120 Skadi, sailing out of Galesville, MD. The team recruited trimmer and cook Jeff LoSapio as their e-steward for the journey to Bermuda. Their participation in the 2021 Annapolis to Newport Race served as an opportunity to prepare, provision, and test techniques for minimizing onboard waste. [Screenshots from their 2024 Newport Bermuda Race video](#) prominently feature reusable water bottles in action, a testament to their commitment. Jeff's checklist of additional best practices can be found on page 10.



SKADI's Rob Marino (above) and Andy Herbrick (above right)



Skadi's  
skipper Todd Berget





Refilling reusable bottles offshore and emergency water supplies are typically accomplished with either potable water tanks built into the boat, or 5-gallon water bottles. Elizabeth (Tori) Gimple, the e-steward aboard S/V Banter, provided this photo of their potable water supply configuration secured with strapping to the bulkhead.

Banter also gave each crew member an assigned cup for use at sea and ashore. Watch Captain Megan Gimple, who has been active in eco-practices during several race cycles, supplied this photo.



See a summary of Banter's race provisioning and green boating practices on page 42.

### In Bermuda

The last two race cycles, Bermuda Race sponsor [Goslings](#) generously supplied reusable drink cups for celebratory Bermuda Race sailors. This year your Dark 'n Stormy was served in an aluminium cup. Aluminium is one of three commodities on the island that is currently recyclable. Photos supplied by Christian Chin-Gurret, NBR Green Team.





## 2. Eliminate Plastic Straws

The mix of informal and formal social gatherings in connection with the race have eliminated plastic straws in favor of alternatives including stainless steel or paper straws. Wooden swizzle sticks were visible. Rhode Island law prohibits food service establishments from providing a single-use plastic straw to a consumer unless the consumer requests one.



Del's Lemonade Truck at Fort Adams on race day June 21, 2024. Photos provided by Green Team volunteer Diane Chase.

### 3. Serve Food with Plastic-Free Dinnerware

Each vessel represents a unique carbon footprint, and the preparation and provisioning process is decentralized, managed individually by skippers and their crews. During the last two race cycles, our Green Team has focused on messaging and showcasing best practices in the lead-up to, execution, and aftermath of the race. Skippers and crew leaders are acutely aware of the challenges posed by confined spaces and waste generation during an overnight offshore race. Their efforts to minimize waste onboard are reinforced by US Sailing regs and MARPOL Annex V guidance regarding discarding trash and garbage overboard. (See *Jennifer Brett's guidance on page 23 and Green Boating, Best Practice #19, Prevent Toxins from Entering the Water, page 35.*)

Building on lessons from previous race cycles, reducing waste remains a top priority. Single-use plastics, such as disposable utensils, bowls, and plates, have largely become a thing of the past.

Ample evidence shows that yachts participating in the 2024 Newport Bermuda Race are utilizing reusable dinnerware to reduce waste and eliminate plastic use. This commitment is evident at both onshore and offshore events. Vessels and social gatherings avoided single-use plates or bowls, instead opting for durable, reusable alternatives.



Aboard Gary Hooper' RAVEN a crewmember holds a reusable cup and bowl, typical of mealtime galleyware at sea. Photo provided by e-steward David B. Bice.

For crew member and e-steward David Bice aboard Gary Hooper's *Raven (J42 SD)* it was his first Newport Bermuda Race. He was one of the first to share some of his Clean Regatta plans.

He offered this post-race summary of the practices aboard *Raven*:

“The plans we had for sustainability proved to be largely successful. All foods were either consumed or suitable to go overboard (tangerine peels, etc). While I found the race unforgettable, challenging and a true life changer, many from the fleet reported this year as being one of the roughest passages in memory. Our plans to conserve plastic use, to limit waste, while serving healthy meals proved successful. The skipper’s last-minute decision to add ten plus large water containers (reusable) was prescient. One of the crew accidentally had left a spigot on, resulting in a serious drain of our water reserves.”

Jeff LoSapio, trimmer, cook and e-steward on the *J/120 Skadi* helped implement best practices around reducing waste on earlier races including the Annapolis Newport Race. In this screenshot below, Jeff holds a reusable bowl and combination fork/spoon (aka "spork").



Jeff's summary of best practices around provisioning is shown below:

- Don't allow single use water bottles - we purchase water in bulk containers and refill crew bottles; looking for better options, so we don't have to buy water but haven't found the perfect option that minimizes weight & storage area — as well as ability to handle in rough conditions; practically, this has other benefits — individual bottles hold more water, are easier to secure on the boat, and are insulated so no one is drinking hot water.



- Plastic straws, utensils, plates — we went through an extensive (and funny) analysis to pick the perfect "Sporks" to use on the boat; we also have plastic bowls and insulated mugs with lids for eating/drinking. This helps us stay very organized, and reduces a ton of trash that we need to collect and store.
- Storage — we're re-packaging all food items when possible; this eliminates a lot of trash, and practically makes it easier to organize the galley as well as easy access for the crew — all protein bars, candy, nuts, etc. are put in reusable storage containers.
- Garbage — as a practical matter, we tend to dump biodegradable waste overboard (aka leftover food) to limit trash storage & weight on the boat — and for longer trips, potential stink.
- Recycling — we always keep 1 recycling bag going on long trips to collect large plastic water bottles, and any other miscellaneous recyclables

#### More on Meal Preparation and Galleyware Practices

[Oakcliff Sailing](#) located in Oyster Bay, NY is a youth and adult training center for sailor-athletes. Six entries again joined this year's Newport Bermuda Race. Executive director Dawn Riley is a thought leader in all aspects of competitive sailing including eco best practices. She skippered the largest Oakcliff entry, **Oakcliff OC 86** (*Reichel/Pugh, formerly Windquest*).

Dawn says meal time while racing offshore is made all the easier by preparation and provisioning around efficiency and reducing waste as with the typical reusable dinnerware.



Gigi Fischer and her reusable bowl and metal "spork" during mealtime on OC 86 during the 2024 Newport Bermuda Race. Photo provided by Dawn Riley, Oakcliff Sailing

OC86's techniques for meal prep have become important for Oakcliff crews and have helped develop and test other offshore best practices for corinthian and professional crews. For instance, instead of creating extra waste by decanting canned foods, Oakcliff crews prepare meals directly in the cans. As Dawn explained, "Why create more waste? Just mix hot water straight in the can, put the lid on, let it sit, and eat. Once done, we cut the bottom off and collapse the can for compact disposal." Freeze-dried meals like *Mountain House* are popular among her crew for their convenience and minimal waste. Favorites include Beef Stroganoff and spaghetti with meat sauce. Training director Ethan Johnson likes a dash of *Old Bay* seasoning. For smaller teams or those with dietary restrictions, *OMeals* is their go-to option despite their individually packaged servings. Riley says these meals are reserved for special circumstances and the brand offers vegetarian alternatives (*reference Environmental Stewardship, Best Practice #17, Offer Vegetarian or Vegan Alternatives, page 35*).

These practical, waste-conscious approaches aren't for every boat and every crew, but they demonstrate one approach, and highlight Oakcliff's commitment to minimizing waste, food provisioning and preparation:

*Dawn says "It's the little things - like assigning a bowl, cup and spork to each sailor, so no single use there. We even added a tiny bit of extra weight in getting metal sporks instead of plastic. Also, we minimized snacks with individual wrapping, used #10 cans of freeze dried, and brought washcloths instead of baby wipes. It is the small things but on OC86 - which sailed with 24 people on board, we finished with only two bags of garbage in total."*



*Dawn Riley, Bermuda Race skipper, Executive Director Oakcliff Sailing*

Five other Oakcliff entries including *Oakcliff Farr 40 Black*, crewed by the HoldFast Ocean Racing (HFOR) team from Canada (pictured below) helped lead the way on best practices around seamanship and environmental sustainability.



*Photo from  
Bermuda Race  
Archives*

Oakcliff Sailing made a significant impact in the 2024 Newport Bermuda Race with six boats and 88 crew members, including 31 youth sailors who stepped into key roles such as skipper, watch captain, navigator, and **environmental steward**. The emphasis on youth leadership and environmental responsibility reflects a broader trend within the sailing community to empower the next generation and prioritize sustainability.

Five days before the race start Mark LeBeau of the NBR Media Team spotlighted the achievements of other young sailors like Savannah Taylor, skipper of the Canadian boat *Hard Eight* out of Halifax, Nova Scotia including, notably, a sustainability message:

"Another Canadian boat—*Hard Eight* based in Halifax, Nova Scotia—is skippered by 21-year-old Savannah Taylor, who is excited to see increasing opportunities for women and youth in the sailing world. 'I hope to play a role in empowering the next generation,' says Taylor. She is also encouraged by the sport's pivot towards sustainability. 'It's really great to see big events focusing on sustainability, such as NBR with initiatives [like] the onboard environmental stewards.'"



Taylor's sentiments resonate strongly with the efforts of Oakcliff's crew, where environmental stewardship and leadership development are central to their mission. The inclusion of young sailors in meaningful roles underscores the sport's growing dedication to fostering both the leaders and the sustainability advocates of tomorrow.



2024 entrant *Hard Eight* based in Halifax, Nova Scotia  
Photo courtesy of NBR Media Team

#### 4. Skip Bags or Go Reusable

The Bermuda Race media team commissioned the production of a [1:44 video](#) that aired during the live-streamed starting line event June 21, 2024. It offered tips that included compostable, reusable garbage and trash bags. Jill Moore, sailor and sustainability advocate, gave sailors examples of simple eco-friendly practices:

"We want to use products that are compostable, not one time plastic—things that basically won't end-up back in the environment. Any of our food that is loose, we can pack into our compostable bags; no one-time use plastic. We try to pack things into containers. Compostable kitchen bags for the garbage can, and our toilet paper is environmentally friendly, because it is recyclable fibers. We ask that everyone bring onboard a water bottle that can be used over and over again in order to keep things out of the environment and out of the ocean."



Green Team member Diane Chase created a [spreadsheet of eco-resources for e-stewards](#), providing quick access to products that support waste reduction, such as compostable and reusable bag alternatives. The Green Team hopes to build on this spreadsheet resource in future race cycles.

The concept of skipping bags focuses on techniques to reduce reliance on disposable or unnecessary bags. In offshore sailing, the idea takes on additional significance as **sail bags** are the largest contributors to a vessel's carbon footprint (as bags go). 2024 Newport Bermuda Race sponsor **North Sails**, in collaboration with Sea Bags Maine, recently launched an initiative to divert retired sails from incinerators and landfills. This partnership reduces waste and transforms old sails into new, reusable products, embodying the spirit of "skipping bags" in a meaningful and impactful way. [Read more here.](#)



Image above from [North Sails website](#)

North also championed sustainability through the promotion of eco-conscious sail options, focusing on low-impact manufacturing processes, the use of alternative fibers, and other circularity initiatives. Circularity is a sustainable approach in which materials are recycled and reintegrated into the production cycle, reducing reliance on virgin materials and yielding environmental benefits.

North highlighted the launch of their innovative RENEW sailcloth. This sustainable sailcloth is crafted 90+% raw materials sourced from sustainable origins. One product, the North "Panel Laminate" is a high-performance sailcloth designed for cruising. [Read more here.](#)

Starting line event commentator Ken Read, President of North Sails, stated that recycled fabrics are going to start to take hold in the sport of sailing, more and more. "We're proud as our sails to be on the forefront of that," he said. Read more on the [North Sails Sustainability program](#) here.

## 5. Award Practical Items or Use a Perpetual or Upcycled Trophy

The Newport Bermuda Race and its legacy sponsoring organizations including the Cruising Club of America [CCA] and the Royal Bermuda Yacht Club [RBYC] have wrung just about every cost efficiency out of Newport Bermuda Race in the prize portfolio, a practice that continued during the 2024 race cycle owing to the work of award chair Robert S. Darbee.

Darbee pointed to efficiencies in planning, ordering and re-using of extras (including selling accumulated surplus participant plaques) emblematic of sustainable practice and policy. It also helps defray expenses. "Sustainability and efficiency come through as a product of such," he said.



Darbee said  
"We don't waste  
either materials  
or effort or  
movement in the  
case of  
producing,  
sending and  
returning awards  
to Bermuda."

Photo courtesy  
of NBR Media  
Team



## COMMUNITY INVOLVEMENT

### [6. Publicize Your Sustainability Efforts](#)

The Newport Bermuda Race Media Team generated publicity around our 2024 Clean Regatta efforts. This outreach via social media channels started months before the June 21, 2024 start date beginning with highlighting the newly-formed [Bermuda Race Foundation](#) which has as one of six major activities educating participants about environmental stewardship and implementing programs to make the Bermuda Race environmentally responsible.

This was followed by the April 2024 release of the [2024 Newport Bermuda Race Official Program](#) edited by John Burnham which profiled four e-stewards on Bermuda Race boats (reference pages 34-35);



## E-STEWARDS SAIL TOWARDS SUSTAINABILITY

BY CHAN REIS

**RACE CAPTAINS IN THE 2022 BERMUDA RACE WERE ADVISED** by the Notice of Race to organize their race effort not only in terms of physical and safety preparedness, but also to integrate ocean-health considerations into race planning and provisioning. Organizers subsequently brought focus to this by asking skippers to designate a crew member as “Environmental Steward.”

The E-Steward program evoked a range of reactions from enthusiastic to curious to skeptical as some questioned the necessity or perceived it as an intrusion into established race preparations and procedures. One skipper bluntly questioned the program's value, underscoring the challenge of integrating environmental stewardship into a sport where traditional practices are deeply ingrained.

Despite these headwinds, 2022 Race Chair Somers Kempe remained steadfast, and approximately 50 E-Stewards were named for 2022. This was a significant step for the Race, raising awareness of best practices before, during and after racing, in keeping with the Sailors for the Sea Clean Regattas program. (The 2022 Race went on to achieve Platinum Clean Regattas certification for the first time.)

Andrew's Arcona 46 *Safir* and was among the first to step forward and help answer the question: what does an e-steward do? His Guidance for E-Stewards (see the race website sustainability page) helped get the ball rolling.

“Our crew had not considered me as the type of person who necessarily focused on ‘green’ causes or sustainability,” says Dave, whose initial challenges were to demonstrate passion for the topic and then make sure the entire crew supported the strategy.

“I convinced them there were real actions we could all take to make a difference. By race time, everyone was onboard with the plan (literally),” Dave says.

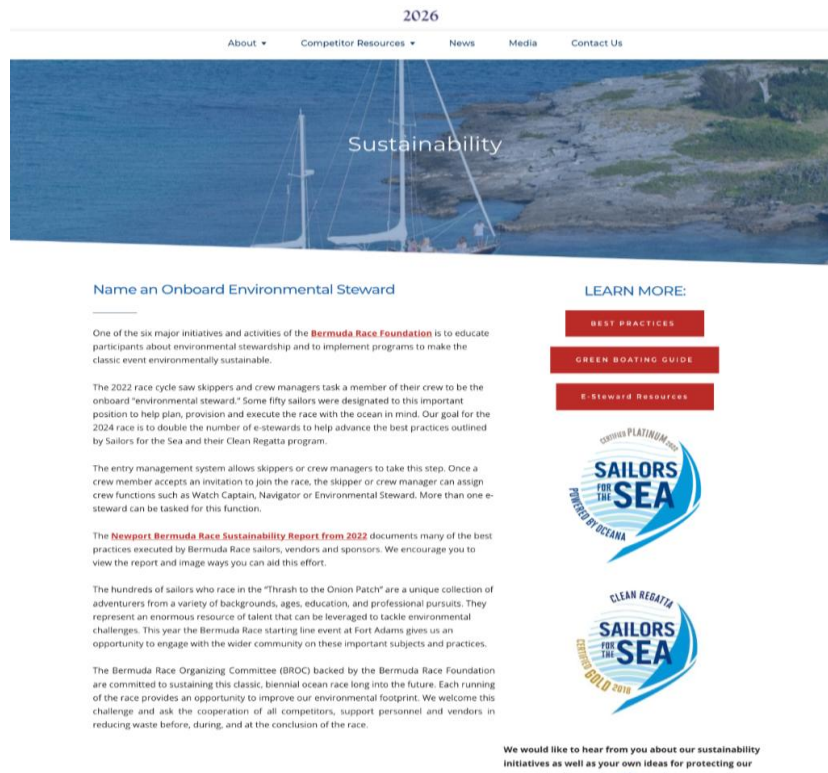
When captains execute the critical task of assembling crew, the NBR entry management system gives them an option to assign a sailor to be the E-Steward, a process that mirrors the way other roles like navigator, watch captain, safety officer and cook are designated.

Karen Harris is sailing in her first Bermuda Race in 2024 aboard Stephen Brownlie's *I/133, Assarain IV* out of Atlantic Highlands (NJ) Yacht Club. She has taken on the roles of both cook and E-Steward for the 10-person crew.

Sailing has taken her to the turquoise waters of Tahiti,




[Read the complete article "E-Stewards Sail Towards Sustainability"](#)



An enhanced dedicated [sustainability web page](#) (see above and below) was prototyped during the 2022 race cycle and improved and relaunched in 2024 thanks to the efforts of Media Director Kate Somers. It included an ["E-Steward Resources" button](#) which allows for greater collaboration with participants, posting Clean Regatta ideas, plans, tips, and Green Team advisories. It included a search bar and filter for date and other filtering.

Screenshot of E-steward Resources page with post:

		Next Race: JUNE 19, 2026		SAILOR PORTAL	
Environmental Stewardship	Bermuda Race Organizing Committee (BROC)		<a href="https://sailorsforthesea.org">sailorsforthesea.org</a>	2024 Newport Bermuda Race e-stewards and other crew will find this article "WHAT TO DO WITH TRASH ABOARD?" by Jennifer Brett from Sailors of Sea helpful regarding trash handling. We call your attention to the last couple of paragraphs which gives guidance on the handling bio-degradable food waste per the MARPOL regs and while sailing in International waters. (See also our June 5, 2024 post below regarding composting (not currently available at RBYC, but being planned for future events.) Included in that post is a link to general info about garbage and recycling on the island of Bermuda.	June 12, 2024
Drew Plominiski	Artemisia	<a href="#">Artemisia-Projects-Environmental.pdf</a>		The risk analysis (see uploaded document) is a	June 12, 2024

Below is a summary of [posts on the E-steward resources page](#) from 2024. We have also included summaries of Green Team advisories sent directly to NBR's e-stewards via email:


- **January 5 & 8, 2024 - Raven, Rappahannock River Yacht Club, David Bice (E-Steward)** Raven's crew demonstrates strong environmental commitment through a water purification system, reusable dinnerware, and minimal waste. Fuel usage is low, relying on lithium batteries and efficient diesel. No plastics are used onboard, and biodegradable materials are prioritized.
- **April 22, 2024 - Pete Carrico, CCA (CHE Station)** Highlighting the environmental risk of fuel and oil discharge, Carrico, in retirement from the US Naval Academy, started an [environmental products company](#). He advocates having De-Oil-It handy which he says is a non-toxic solution that breaks down hydrocarbons into biodegradable components. This method helps prevent bilge contamination and eliminates the risk of discharging oil sheens into the water.



- **April 22, 2022** - On Earth Day 2024 the Bermuda Race Media Team promoted our Clean Regatta initiatives and previewed the work of E-Stewards:

**Sailing Towards Sustainability: Earth Day Reflections from the Bermuda Race**

April 22, 2024  
By Race Communications  
Press Releases, Race News



On this Earth Day, we want to highlight our environmental stewardship program that aims to instill a culture of eco-responsibility within our Bermuda Race and larger sailing community and check in with those e-stewards already preparing their boats for the 2024 race just 60 days away.

Starting with the 2022 edition, the Bermuda Race Organizing Committee (BROC) urged captains to designate an "environmental steward" aboard each participating boat. The response was heartening, with 50 e-stewards stepping up to the challenge, steering their crews towards conscientious planning and provisioning, mindful of ocean health. They have shared some of their best practices and ideas on bermudarace.com.

Chan Reis, the Environmental Stewardship chair for the BROC, underscores the significance of this initiative (see an article he has written for our 2024 Bermuda Race Program), emphasizing the vital connection between sailors and the ocean playground they traverse. "Adding an e-steward to your crew is one way we can focus attention on that imperative," Reis affirms. (Designate your crew today in the Entry System)

So far in 2024, 30 boats that had already appointed an e-steward. We asked them to let us know what they are doing to bring sustainability practices into their preparations:

- **Dave Johnson, *Safir***, highlights the transformative power of collective action. "The crew had not considered me as the type of person who necessarily focused on 'green' causes or sustainability, but I convinced them there were real actions we could all take to make a difference," he shares.
- **Karen Harris, *Assarain IV***, echoes the sentiment, emphasizing the significance of every choice made onboard. "Every item on board is a choice," she asserts, emphasizing the importance of selecting eco-friendly alternatives, from compostable garbage bags to reusable utensils.
- **Tori Gimple, *Banter***, champions innovative solutions, noting the game-changing impact of initiatives like stackable water containers.

**BERMUDA**  
GoToBermuda.com

[Read the entire article by the NBR Media Team here](#)




- **May 31, 2024 - Anne DiMonti, Audubon Society of Rhode Island and Jennifer Kelly, Education Program Chair, Whale & Dolphin Conservation, Plymouth, MA**

Collisions with whales, a significant threat to marine life and vessels, are of concern along the Newport Bermuda Racecourse. Resources and videos provide guidance for safe navigation to minimize interactions with endangered species like the North Atlantic right whale. [Read Ann's 3-page 2024 New Bermuda Race Whale Resources guidance](#) provided to e-stewards and NBR crews.

Also, Jennifer Kelly's pre-race [Whale Briefing video](#) Runs 4 minutes, 22 sec.


**Safe Boating for Sailors and Whales**  
**2024 Newport Bermuda Race-Whale Resources**



**Did you know that collisions with boats is one of the leading causes of whale mortality? In addition, these collisions can cost thousands of dollars in damages to vessels and injure crew.**

The Newport Bermuda Race course transits the spring migratory path of many species of whales, such as the endangered North Atlantic right whale. These animals travel from their winter calving grounds in the south along the East Coast of the US to their northern summer feeding grounds in New England and Canada. Whales can be extremely difficult to see from the deck of a vessel, as seen in this video provided by Whale and Dolphin Conservation:

<https://www.youtube.com/watch?v=1hK0BPHpdu8>



The following information and links, listed below, will assist you in tracking where whales may be spotted or may intersect the 2024 Newport Bermuda Race course.


**Report whale sightings, interactions or vessel strikes to:**

**National Oceanic and Atmospheric Administration (NOAA) Hotline:**  
**1-866-755-6622**  
**or Coast Guard/VHF 16**

Screenshot of  
Whale Briefing  
for NBR  
Sailors by  
Anne DiMonti,  
Director of the  
Audubon  
Society of  
Rhode Island  
(1 of 3 pages  
shown.)

● **June 5, 2024 - Environmental Stewardship - BROC**

Due to limited facilities, Bermuda does not compost food waste; spoiled food is processed at Tynes Bay Waste-to-Energy facility. Recyclable materials, including glass, tin, and aluminum, are collected at RBYC. The Green Team provided e-stewards [this link to the Government of Bermuda website](#) providing guidance on trash and recycling on the island:



GOVERNMENT OF BERMUDA

What are you looking for?

Contact Us

HOME
RESIDENTS
BUSINESS
GOVERNMENT
COMING TO BERMUDA
ONLINE SERVICES
NEWS

## Garbage and recycling

Once a week Garbage Collection Routes:

- Monday: All of Sandys Parish, [Southampton](#) Parish west up to and including Lighthouse Road from Middle Road to South Road.
- Tuesday: Southampton Parish east of Lighthouse Road. All of Warwick Parish, Paget west up to and including Chapel Road, S Hill and Southcote Road.
- Wednesday: Paget Parish east of Chapel Road, from, but not including S Hill and Southcote Road, and up to and including T-Street and Kent Avenue, Devonshire Parish. East Broadway. Cavendish Road. Pembroke Parish west of Blackwatch Pass.
- Thursday: Pembroke Parish east of Blackwatch Pass. Devonshire Parish east of T-Street. All of Smith's Parish except the area east of Devil's Hole Hill.
- Friday: Smith's Parish east of Devil's Hole Hill. All of Hamilton and St. George's parishes except the old town.
- Garbage and recycling collection days may change due to public holidays. Changes are published in the annual [Garbage and Recycling Calendar](#).

Questions regarding garbage collection days should be directed to the Marsh Folly Collections Department – 292-1517.

[For questions regarding recycling collection email \[recycle@gov.bm\]\(mailto:recycle@gov.bm\) or call 501- 3043.](#)

### Contact Information

Ministry of [Public Works](#)  
Department of [Works and Engineering](#)


31 Palmetto Road  
Devonshire DV 05  
Bermuda  
(441) 278-0560


### Online Services


The information you are searching for cannot be found. Please try your search again.

[View more](#)

### Resources

[2024 Garbage and Recycling Calendar](#) 

[Garbage and Recycling Schedule 2023](#) 

[Changes in garbage collection schedule](#) 

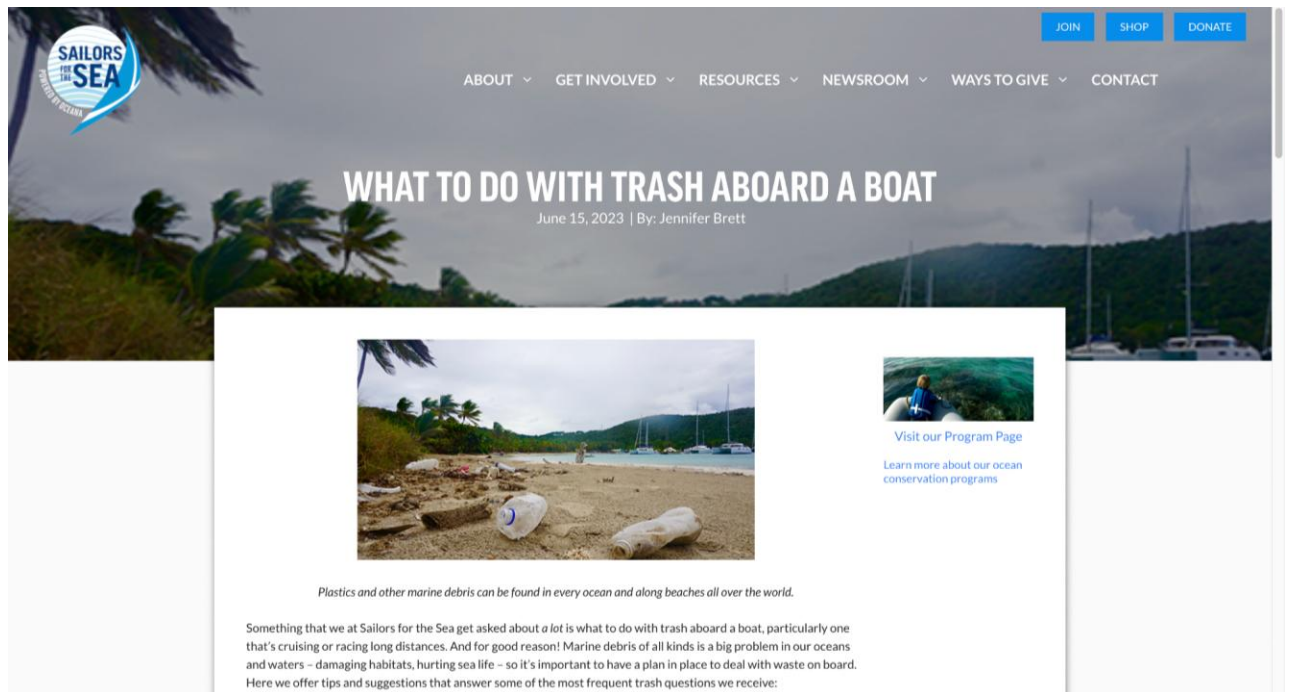
● **June 12, 2024 - Artemisia, Drew Plominski (Skipper and E-Steward)**

Drew has created and refined an “environmental risk analysis” for his J/40 highlighting potential hazards like diesel spills, assigning severity scores to prioritize mitigation strategies. He says simple, proactive measures can significantly reduce risks and prepare for emergencies. (See post on 6/12/24 tagged [Artemisia-Projects-Environmental.pdf](#))

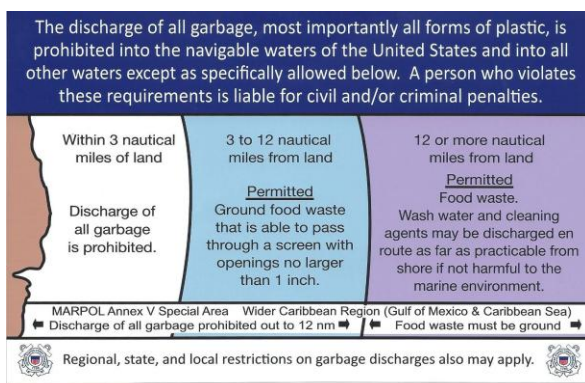
Environmental Risk Analysis and Mitigation Plan									
2024 Newprint to Bermuda DOUBLEDANDER									
BY Artemisia US44728									
Item	Pollution Risk	Risk event	Risk Event Frequency (1 low chance of occurrence-5 Certain event)	Severity (1 Minimal impact-4 Significant adverse impacts)	Risk Score (Severity x Frequency) 1 Low-20 (Moderate) 4-20 (High) 6-20 (Very High)	Mitigation 1	Mitigation 2	Mitigation 3	Mitigation Actions Achieved as of 5/24/2024
1	Oil spill	Oil Transfer from Jerry Cans	5	4	20	Spill Proof transfer pump	Oil Absorbent cloth	paper towels	Built spill kit to carry on board comprised of oil absorbent towels, oil sorbent booms, garbage bags to contain, carrying small battery operated transfer pump to alternate need for jerry cans
2	Plastic filter	Plastic waterfilter going overboard	3	4	12	Remove and dispose of plastic filters prior to loading on board	Use recyclable AL, tin in lieu of plastic wrap. AL cans in lieu of plastic bottles where possible	single use, reusable snacks in reusable containers and reusable single use containers on land	Crew briefing, pre-race prep to remove unnecessary plastic/package
3	Black Water	Black water discharge in coastal/marine protected waters.	2	3	6	Clearly label V valve positions	Lock on V valve	Crew briefing regarding discharge of waste and head use in port	Crew briefing, replaced y valve with one that is clearly labeled per 2024
4	Oil leaks into bilge	Fuel fuel leaks from engine - blown hose or component, loose fitting, etc	2	5	10	Engine inspection and proper restraint of hoses to prevent chafe	Cleanse oil-soak pad in bilge	oil soak pads stored for use	Inspected engine and replaced worn hoses, added chafe sleeves to dedicated oil hoses, oil-soak pad in bilge under engine, regular inspection schedule includes daily engine/engine check, spill kit from item 1 replenished with additional absorbent towels for engine coolant, other fluids
5	Garbage	Having too much trash and not enough room to store requiring illegal discharge overboard	4	3	12	Remove and dispose of as much packaging as possible prior to loading on board	Dedicated recycling bin for newspapers and reusable plastic apart from trash	Crew to bring reusable water bottles, insulated mug, food to provide metal utensils, reusable dishes. Also in provision of bulk drink (sports) into instead of individual plastic water bottles, generators, etc.	All 3 mitigations are enacted
6	Bottom Paint	Bottom paint vehicles in sensitive marine environments with bottom cleanings, grounding, gouging, etc.	5	2	10	Maintain bottom in good condition to minimize particles introduced to local environment from bottom.	Monitor chafe and adequate water to reduce risk of grounding/damage from grounding.	Collect bottom washing runoff/ do not clean in water in areas of increased environmental sensitivity.	mitigations 1, 2, 3 enacted
7	Other hazardous chemical	Cleaning and painting chemicals leak into bilge or water	4	3	12	Carry environmentally friendly cleaners, soap	Necessary chemicals, solvents, etc to be stored in secondary packaging to contain spill if primary container ruptures. Store these fluids on top of absorbent pads.	Use or other mechanical means to secure containers for hazardous or environmentally unfriendly liquids.	Spill engine fluids to have kits secured with tape stored in large ziplock bags, and on top of absorbent pads. Carry white sorgel spray solution in lieu of other harsh chemicals for cleaning, minimize amount of acetone, solvents carried aboard.

- **June 12, 2024 - Environmental Stewardship - BROC**

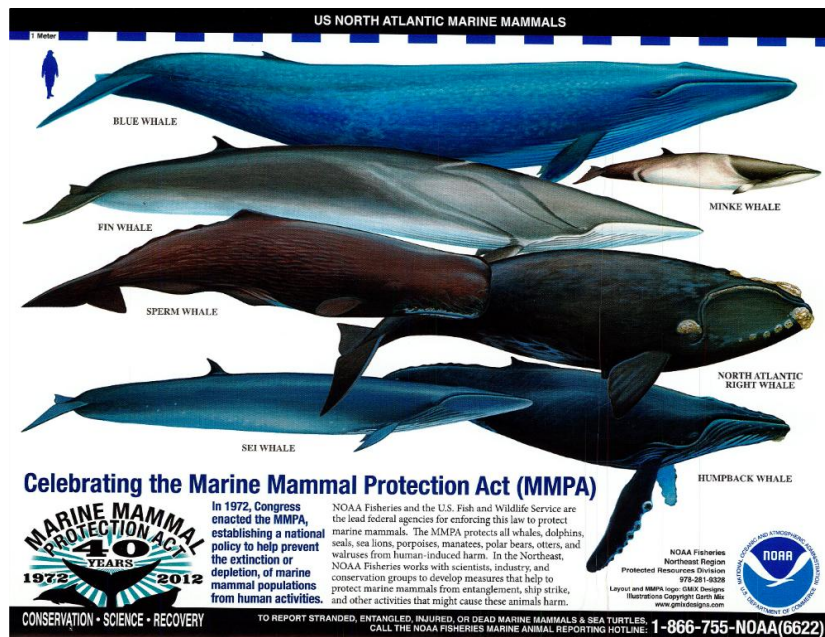
Sailors for the Sea's [Jennifer Brett on "What to Do with Trash Aboard?"](#) provides practical advice for handling waste in compliance with MARPOL V regulations for offshore sailing. The article was posted. Guidance was sent to e-stewards on Bermuda's limited composting capabilities.



MARPOL Annex V placard concerns the discharge of garbage. One e-steward supplied a photo showing this information posted on a locker door.



- June 15, 2024 - Environmental Stewardship - BROC**  
 Shelley Brown, Director, Sailors for the Sea, provided the Green Team with this 2-minute [video introducing best practices from Sailors from Clean Regatta program and their solution-oriented tools](#).
- June 18, 2024 - Banter, Archambault 40RC, Tori Gimple (E-Steward)**  
 Advisory on use of refillable 5-gallon water bottles with rechargeable pumps, reducing single-use plastics. Backup systems, including manual pumps, ensure sustainability during long voyages. See Banter's complete e-steward report on page 43 and photos elsewhere in this report.
- June 19, 2024 - Email Advisory to E-Stewards on Marine Mammal Interaction**  
 Green Team advises Newport Bermuda Race e-stewards and crews to review NOAA's two-page illustrated guide on North Atlantic marine mammal identification. Sailors are encouraged and report interactions and bring printed copies aboard. Green Team references additional e-steward resources on our sustainability page. Document supplied: NOAA Marine Mammal Guide (page 1 of 3 shown.)



**NOAA Infographic**



- **June 19, 2024 - Sustainability Practices for E-Stewards**

Green Team acknowledges e-stewards' efforts to uphold the race's environmental goals, aligned with Sailors for the Sea's Clean Regatta standards. E-stewards are encouraged to share eco-practices and photos via the NBR portal or email, for inclusion in the post-race report. Reminder to sailors that resources and guidelines are accessible via the [NBR Sustainability page](#).

- **June 21, 2024 - Facebook Reel Promoting NBR Clean Regatta** Sailors for the Sea Skippers Emma Janson and Maya Hoffman (shown below) joined the crew of Jacqueline McClaskey's J/110 Cimarron. On race day, they independently produced a [1:30 Facebook Reel](#) sharing what it means to be an environmental steward on the race and what wildlife they are excited to see onboard.



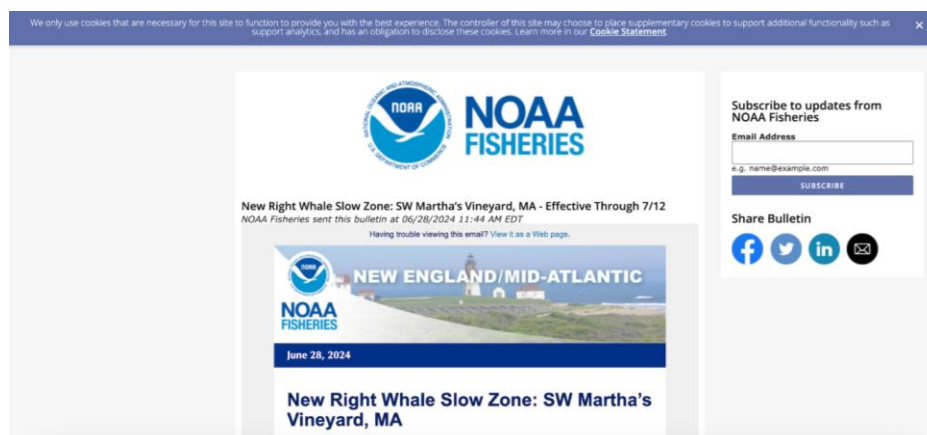
- **June 25, 2024 - Environmental Stewardship - BROC**

Principal Race Officer Somers Kempe outlines waste and recycling protocols for Bermuda-bound sailors in a [Virtual Captain's Meeting](#).



- **June 29, 2024 - Environmental Stewardship - BROC**

[NOAA Fisheries advisory alerts](#) sailors to slow zones for North Atlantic right whales near Martha's Vineyard, emphasizing caution to reduce ship strikes. Green Team posted this for the benefit of delivery crews returning to New England waters from Bermuda.



## 7. Involve Local Organizations

The 2024 Bermuda Race involved the following organizations in our Clean Regatta effort:

[Audubon Society of Rhode Island, Smithfield, RI](#) where Anne DiMonti served as a helpful resource and liaison regarding best practices around increasing awareness of wildlife and marine habitat protection. *(See more on Anne's contribution under Environmental Stewardship, Best Practice #16, Increase Awareness of Wildlife and Habitat Protection, page 34.)*

[Sailors for the Sea Powered by Oceana, Newport, RI](#) - Emily Conklin, Program Manager and Shelley Brown, Director have been helpful resources for the Green Team throughout our process and provided an important community outreach at the Starting Line Event on June 21, 2024. A table and interactive ("How Long Till It's Gone?") display that helps educate users on that highlight the lasting damage of plastic and microplastic pollutants.



Photos provided by  
Green Team



### [Whale & Dolphin Conservation, Plymouth, MA](#)

This is the second race cycle we benefited from the helpful guidance of Whale and Dolphin Conservation providing Bermuda Race sailors advisories and information on marine mammals. WDC education director Jen Kelly created a helpful video briefing. (See Environmental Stewardship, Best Practice #16, Increase Awareness of Wildlife and Habitat Protection, page 34.)



“In a changing climate, whales and dolphins are moving into emerging habitats, potentially increasing the risk of vessel collisions along race courses. Understanding where encountering marine mammals is likely and how best to avoid striking a whale is literally a win-win for conservation and human safety.”  
– Regina Asmutis-Silvia, Executive Director, Whale and Dolphin Conservation, Plymouth, MA,

### [11th Hour Racing Newport, RI](#)

11th Hour Racing has continued to be a helpful resource for our sustainability efforts. In the preparations for the 2024 race, we resumed our contact with 11th Hour's Sustainability Manager Damian Foxall\* who has been a willing source of mentoring and information as he was during the 2022 race cycle, particularly on the subject of marine mammal interaction. The Green Team also had an engagement with 11th Hour's Daniela Burton who helped facilitate a February 2024 Sustainable Events Newport workshop. While a scheduling conflict prevented a Green Team representative from attending, our hope is for future collaboration. In the meantime, 11th Hour's [sustainability toolbox](#) remains a helpful resource for the NBR.

In connection with 11th Hour's 2/1/24 workshop, the NBR Green Team provided the following contributions to the brainstorming "What if?" exercise:

- What if racing and cruising sailboats could have microplastic strainers built-in and part of their hull construction?
- Can the outboard micro-plastic strainers be developed for regular inboard marine engines?
- What if offshore racing sailboats who document their use of eco-safe bottom paint could receive a per mile credit?
- What if US Sailing could be convinced to put “clean regatta” or sustainability language in the preamble of their Notice of Race (NoR) templates used by race organizers everywhere?

\*Damian Foxall can be contacted by visiting <https://foxallmunro.com/>



## [Sail Newport Newport Rhode Island](#)

The Newport Bermuda Race headquarters was again located at Sail Newport at the entrance to the Fort Adams State Park, a facility that gets high marks for its attention to sustainability:



### **Sail Newport Marine Education and Recreation Center** **Sustainably Designed, Sourced, Built and Operated**



#### **Sustainable Design**

The team used modern design and construction technologies to create a sustainable sailing center for the community

"Above Code" construction planned to achieve exceptional strength and low environmental impact



#### **Materials**

Structural insulated panels (SIPs) are high-performance and energy-efficient

LED lighting throughout building

Flooring made with natural biodegradable materials

Hardie Plank Siding – A sustainable formula of wood pulp, sand, cement and water

Zero VOC paint



#### **Flood Safety**

Flow-through system to prevent structural damage of waterfront facility

Ground floor constructed of flood-resistant materials to minimize building debris from entering harbor and thus decrease waste in landfill.

All mechanical and electronic systems located above the flood plain



#### **Water**

Rainwater harvesting collects storm water from the roof and rain gardens to a below-ground storage tank. The water is used for irrigation, flushing plumbing fixtures and controlled wash-down of boats

Supported by the **Loebs Family Foundation**



**Rain gardens** create a natural water runoff reduction system

Restroom check valves to stop flood waters from leaking into the municipal system and the discharge of untreated wastewater into the environment



#### **Drinking Water Fountains**

Provide filling stations for reusable water bottles and decrease the need for cups.



#### **Energy Efficiency**

75 Solar Panels will generate 27,820 Kilowatt-hours/year for approximately 60% of Sail Newport's power needs

CommandScape™ system monitors lighting, heating and cooling efficiency

Windows and clerestory at top of building for natural light, passive solar and cooling sea breezes

100% of office and classrooms have natural lighting through high-grade energy-efficient windows

Energy efficient heating, ventilating and cooling systems



#### **Travel**

Made available for water taxi and harbor ferries for water transportation.



Sustainability Partners

## 8. Post Educational and Reusable Signage

Where possible and practical, the NBR uses reusable signage, an example of which is shown below. This banner at the Sail Newport race headquarters is reusable.



## **9. Serve Local Food or Source Seafood Sustainably**

Among the principal venues where food is served before the race and after—New York Yacht Club Harbour Court and Royal Bermuda Yacht Club— have a host of sustainable practices in place including sourcing local food and sustainable seafood. In addition, Harbour Court general manager Jim Boyd advised our Green Team by email "Yes, all practices in place in 2022 vis-a-vis no single use plastics and composting all food waste were still firmly in place this year."

## **RESPONSIBLE WASTE MANAGEMENT**

### 10. Organize A Green Team

Our Green Team consists of sailors aboard race crews who take a leadership role in planning, provisioning, and implementing best practices. This year we set an ambitious goal of doubling the number of designated "e-stewards" in the race. While we fell short of this target, the total number of e-stewards for the 2024 race exceeded 50— with most formally designated by their skippers through the online entry system, which was itself something of a breakthrough.

The Green Team mission continues to evolve. We are focused on expanding the network of onboard practitioners whose expertise will increasingly benefit the sustainability objectives of the race and the broader sailing community. The support of skippers and crew bosses remains critical. Just as we have historically championed a safety ethos, we are committed to fostering an environmental sustainability ethos as well, promoting practical resources, leveraging

resource partners, and growing a mutually beneficial collaboration with sponsors and supporters.

### 11. Ensure Proper Waste Bin Placement and Signage

This photographs from our starting line event helps to illustrate practices around waste bin placement and signage,



More pictures taken at Fort Adams, June 21, 2024





## [12. Divert Food Waste from the Landfill](#)

At the Fort Adams starting line venue, clearly labeled recycling and compost bins were visible and available to promote proper waste disposal. Photos by the NBR Green team.





It's worth noting that a well-developed composting process is in practice at the NYYC Harbor Court facility, the site of at least one NBR pre-race social event in Newport on June 19. At the Royal Bermuda Yacht Club (RBYC) in Hamilton, recently retired general manager David Furtado provided helpful guidance on the trash and recycling options, both at the Club, and in Bermuda which we passed along to e-stewards. Furtado stated that no composting is yet in practice at RBYC, though he said plans are being developed to address in time for the 2026 race cycle. The trash and recycling guidance was relayed by Principal Race officer Somers Kempe during the 6/20/24 Captain's meeting.

### [13. Use Paperless Event Management](#)

The event management of the Newport Bermuda Race is almost entirely [paperless via the Bermuda Race portal](#) and ancillary web portals. This includes entry, qualification, safety inspection, scoring, and race results. Other processes and activities including sponsorship, and media are almost entirely paperless. The exception to this rule was a limited number of paper hardcopies of the official program guide made available, as requested, by a small number of spectators and race entrants.

## **ENVIRONMENTAL STEWARDSHIP**

### [14. Host a Beach or Marina Clean-up](#)

No beach clean-up was executed this year in connection with the 2024 race except for the RBYC's ongoing collaboration with [Keep Bermuda Beautiful](#) which according to Green Team volunteer Kathleen Thompson included plans for a trash pickup of the coastal areas surrounding the race finish line in St. David's. The flurry of crew activity leading-up to race day in Newport, with most crews arriving the day before the race, remains a logistical challenge, especially for engaging Bermuda Race crews. Green Team member Annie Longo reached out to [ORCA](#) in the months before the race start, but aligning on a date in conjunction with race week was not achieved.

## [15. Promote Alternative Transportation](#)

With the location of our race headquarters to [Sail Newport](#) we have opened up opportunities for race crews to avail themselves of water shuttles and dockage for check-in and immigration pre-clearance which our Newport Operations leader Janet Garnier was encouraged. The media team's promotion of our Fort Adams starting line event included [How to Get to Fort Adams](#) alternatives including bike paths from downtown Newport, Seastreak's Providence to Newport Ferry, the Jamestown Ferry and Newport Harbor Shuttle.

Likewise, spectators for the 2024 starting line event and future starting line events at [Fort Adams](#) have access to these alternative methods. With regard to our inaugural proof-of-concept starting line event this year, spectators arrived mostly by car. Alternative transportation to relieve congestion on race day will likely be prioritized at future Bermuda Race events.

At the other end of the race course, our official sponsor the [Bermuda Tourism Authority](#) actively promotes [eco-tourism including the use of alternative transportation](#) for visiting sailors and tourists alike. An example of this is the [Microcar](#), popular in Bermuda and shown in the photo below.



Picture from the Bermuda Tourism Authority website

## [16. Increase Awareness of Wildlife and Habitat Protection](#)

Educational resources focusing on marine mammal protection and habitat preservation were promoted via our sustainability web portal and through direct email with our e-stewards. This

guidance was intended to aid in safe navigation to minimize interactions with endangered species like the North Atlantic right whale. This guidance took two forms: 1) A specific [written briefing for NBR sailors](#) authored by Anne DiMonti, Director of Audubon Society of Rhode Island; the second was a [video briefing to NBR crews](#) by Jennifer Kelly of the Whale & Dolphin Conservation organization in Plymouth, MA. MA. We should acknowledge the contribution and ongoing dialog with [Damian Foxall](#), most recently the Sustainability Manager for 11th Hour Racing, and his effort to educate the boating public and race organizers around the citizen science of marine mammal interaction and protection.

#### [17. Offer Vegetarian or Vegan Alternatives](#)

Our main pre-race event was the Commodore's dinner hosted at the New York Yacht Club Harbour Court. General manager Jim Boyd reported that the same eco-practices outlined during the 2022 race cycle were in place for this year. The same is true for the dining facilities at the RBYC in Hamilton Bermuda where vegan alternatives are on their menu. To be clear, the menu for our NBR Commodore's dinner was a preplanned, fixed menu.

### **GREEN BOATING**

#### [18. Use Eco-Smart Management Techniques](#)

The management techniques employed by the [Bermuda Race Organizing Committee \(BROC\)](#) include a web-based entry, qualification and safety inspection process. Other activities including sustainability, sponsorship, and media are almost entirely paperless. A limited number of hardcopies of the official program guide were printed for race entrants.

#### [19. Prevent Toxins from Entering the Water](#)

There are many techniques and evolving technologies (some referred to in this report and in our [2022 sustainability report](#)) that serve to prevent toxins from entering the water. Our 5,000 foot view of this challenge is expressed in our [2024 Notice of Race](#) along with [US Racing Rules of Sailing](#) Rule 47 on Trash Disposal. BROC set a precedent in the 2022 race cycle by including in our Notice of Race (NoR) Clean Regatta goals following the best practices of Sailors for the Sea. Other organizing authorities such as the Marion to Bermuda Race followed suit in 2023.

In the [2024 Notice of Race](#), we refined this further by placing these objectives in the preamble of the NoR document. This prominent position is where it will likely stay for the future:

“Cognizant of the need for environmental stewardship, the race will be conducted as a 'Clean Regatta' executing to the greatest extent possible any and all best practices as defined by “Sailors for the Sea” in its Clean Regatta program <https://www.sailorsforthesea.org/> All competitors should plan to promote and adopt a 'leave-no-trace' approach while at sea, and during events while ashore in Newport and

Bermuda. This will take the cooperation of all competitors and support personnel, including vendors, in reducing waste before, during, and at the conclusion of the event.”

#### Rule 47 - U.S. Racing Rules of Sailing - Trash Disposal

Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

“Rule 47 is the teeth in the Basic Principle which states that participants in the sport of sailing should take an active role in protecting the environment. There are many actions that all participants can and should take in that direction, including using refillable instead of disposable water bottles. But most are difficult or impossible to enforce or are not practical for all events. A ban on putting trash in the water, however, is enforceable and easily implemented. Notice that this rule applies to both competitors and their support persons.”

Dave Perry, sailing expert, coach, and author

## 20. Encourage Green Boating

The Green Team fosters sustainable boating practices through a multi-pronged approach focused on education, collaboration, practical resources, and community involvement. Here are the key ways we promote green boating:

1. [E-Steward Program](#) - We empower individual sailors to act as environmental stewards aboard their vessels. These e-stewards take a leadership role in planning, provisioning, and executing sustainable practices. In 2024, several e-stewards actively contributed to the race’s environmental goals, demonstrating and sharing best practices. Our challenge is to engage with the greatest number possible.
2. Resource Sharing and Practical Tools - Our dedicated [sustainability web page](#) provides sailors with actionable insights and recommendations. These resources cover waste management, reusable items, sustainable provisioning, and more. Tools have been created like a [spreadsheet of eco-resources](#) created by volunteer Diane Chase.
3. Promotion of Reusable Alternatives- We highlight and encourage the use of reusable water bottles, dinnerware, and eco-friendly products. Crews, like those aboard S/V *Banter*, *OC86*, and many others demonstrated how simple shifts—such as using rechargeable water dispensers, reusable containers, and assigned cups—can significantly reduce waste during offshore racing.
4. Onshore and Offshore Initiatives – Onshore, we discouraged single-use water bottles at the starting line event by installing water refill stations and offering reusable alternatives. Offshore, we emphasized the practicality and necessity of refillable containers, biodegradable provisioning, and proper waste management for ocean racing.



5. Waste Reduction Strategies – The Green Team promoted innovative waste management systems, such as pre-provisioning to reduce packaging, using compostable or reusable trash bags, and repurposing bulk containers for waste storage. S/V Banter set an excellent example, completing the race with only half a bag of trash for nine crew members.

6. Educational Outreach– We attempt to engage participants through educational posts and advisories. Resources like NOAA’s Marine Mammal Guide and Sailors for the Sea’s trash handling protocols were shared. Our sustainability webpage served as a central hub for information exchange and we hope to expand its use in the future.

7. Youth Leadership and Advocacy - The inclusion of young sailors in leadership roles, like those aboard Oakcliff entries and Hard Eight, reinforces sustainability’s importance to the next generation. Their advocacy and adoption of green practices inspire the broader sailing community.

8. Partnerships and Sponsorships – Collaborations with organizations like North Sails, Goslings, Safe Harbor, Helley Hansen, and many others help to highlight sustainability efforts. Initiatives like the recycling of retired sails by North Sails and the distribution of reusable aluminum cups by Goslings demonstrate innovative approaches to green boating.


9. Recognition and Publicity - By showcasing sustainability efforts through media campaigns, live-streamed events, and recognition of crews, we try to inspire others to adopt similar practices. Sharing stories of success emphasizes that these efforts are practical, effective, and accessible.

10. Leadership in Policy and Standards- We endeavor to set an example by embedding sustainability language in the [Notice of Race](#) and promoting compliance with Rule 47 of the Racing Rules of Sailing.

The 2024 Newport Bermuda Race Green Team see potential to further encourage green boating by expanding the e-steward program to reach every participating vessel. Strengthening ties with sustainability-focused organizations to introduce innovative technologies, like microplastic strainers and eco-safe bottom paints. We see opportunities collaborating with other regattas to share best practices and amplify our collective impact.

## Appendix 1 - [Ørsted Partners with Newport Bermuda Race: Sailing Towards a Sustainable Future](#) (News Release from NBR Media Team)

The Bermuda Race Organizing Committee is delighted to announce an exciting partnership with Ørsted, a leading clean energy developer. This collaboration marks a significant step forward in fostering sustainability and promoting responsible navigation practices within the sailing community.



**Calling all Newport to Bermuda Race navigators!**

Experience a firsthand look at Ørsted operations and virtually helm a vessel through The Revolution Wind Simulator

June 17th, 2024  
10am-11am

344 Aquidneck Avenue  
Middletown, RI

**Ørsted**

NEWPORT BERMUDA RACE  
2024

Ørsted, in partnership with Eversource, is currently developing Revolution Wind off the coastline of Rhode Island, so race organizers proactively reached out to inquire how construction of the wind farm could affect navigation of sailors participating in the 53rd Newport Bermuda Race.

"Their responsiveness and willingness to work with us have been exceptional," says Race Chair Andrew Kallfelz. "They are providing resources, such as updated chart files and invites to their simulator for our navigators the week of the Race to help with race preparation."

John Mansolillo, Ørsted's local Marine Affairs manager based in Rhode Island, highlighted the company's commitment to promoting harmony between offshore wind development and maritime activities. "Ørsted recognizes the ocean as a shared space where mariners and offshore wind can thrive side by side," Mansolillo stated. "Through our partnership with the Newport Bermuda Race, we aim to demonstrate that sustainable energy solutions and recreational sailing can coexist."

(continued)

As part of their collaboration, Ørsted is extending an invitation to the navigators of participating teams to experience a firsthand look at their operations. Navigators will virtually helm a vessel through a wind farm at the Revolution Wind Simulator, in Middletown, Rhode Island. "This immersive experience will enhance their understanding of safe navigation practices in proximity to wind farms." To sign up, [RSVP Here](#).

In line with Ørsted's dedication to delivering clean energy solutions globally, they are also energizing our new Starting Line Live Show. This dynamic broadcast will offer comprehensive coverage from various perspectives, capturing the excitement of the race start off Fort Adams on June 21st. This show is hosted by North Sails President, Ken Read, alongside esteemed local professional sailor, Jesse Fielding. It features on-water reporting from the accomplished Cole Brauer, the first American woman to sail solo around the world non-stop.

Viewers can witness all the thrilling action unfold on the big screen inside the park and tune in from anywhere worldwide via [bermudarace.com](http://bermudarace.com), with coverage commencing at 2 pm. This innovative initiative not only amplifies the race experience but also underscores Ørsted's commitment to advancing sustainability through innovative partnerships and engaging platforms.

*End of news release*

## Appendix 2 - May 27, 2024 Memo from Kathleen Thompson, RBYC House Committee and Green Team Volunteer

A few notes on what we're working on locally in Bermuda for 2024 (similar to 2022):

- Organizing (in conjunction with "Keep Bermuda Beautiful") a trash pickup of the coastal areas surrounding the race finish line in St. David's
- Goslings are working with David Furtado to once again supply reusable cups (aluminium this time). David has also confirmed that the kitchen is going to have on hand wooden forks and knives and will use paper straws and wooden stirrers (and only upon request).
- Ambrose Gosling, and a member of the RBYC house committee, confirmed that they are purchasing and importing the rum in 200 Liter barrels that can be decanted into Gosling's bottles at RBYC. This minimizes the transportation footprint and allows the club to reuse the glass Goslings rum bottles. It's modeled after something similar done by Ecospirits. Ambrose said he can get us a similar estimate of the carbon saving per bottle if that would be helpful.



Infographic  
courtesy of Goslings

Addendum: Principal Race Officer Sommers Kempe recorded a segment in the pre-race Captain's briefing discussing trash disposal, recycling options and reminded sailors and guests not to throw out the reusable cups.



### Appendix 3 - Post Race Report, Elizabeth (Tori) Gimple, E-steward, S/V Banter

#### Water

We took (4) 5-gallon bottles on board and 121 gal bottles( BTW we have recycled these 1 gal plastic bottles many times since they fit nicely behind our settee, we use water purification tablets to ensure cootie free water) . For a crew of 9 sailors we took 32 gals total plus our separate but required 9 gals of emergency water. We had 200 liter bladders as well which we used for hygiene and cooking. We used 3 of the 4 5 gal containers and 3 of the 1 gal containers. The pros to the 5 gal container was that we could easily monitor the consumption rate and make sure folks did not get dehydrated. We used approx 1 per day. Changing the bottle was not as arduous as we expected even in the confused sea state in the gulf stream. We did use a couple 1 gal containers in the overnight hours so as to not interrupt sleep of the off watch crew. We refilled all our bottles for our return trip. We used the wax used for swimmer's ear to seal the 5 gal bottles again. We did not have any cons to this method except a minor one of the crew remembering not to remove the thick plastic top as the pump was secured on that. With some tape we corrected that issue when it happened. Speaking of the pump...

The rechargeable dispenser. [Rechargeable Dispensing for 5 gal water bottle](#) . was OUTSTANDING!!! It dispensed the water automatically, no pumping or pouring which meant no spilling! It was also silent so it did not disturb sleeping crew members sleeping in the cabin. We charged it once at home before the race and it lasted the entirety of the race. We turned the spout to one side which protected it between the table from the sails and sailors going past. \*\*\*This system replaced approx 400 single use water bottles which is something the BANTER crew was very proud of. We did not miss the small bottles at all. Everyone had the refillable water bottle they liked and nobody mistakenly drank from anothers water.

#### Garbage

All our provisions were stored in labeled baskets and bins inside the only 2 cabinets we have below the galley sink and nav station. The packaging removed was recycled on shore. This also kept things organized, tidy, easily accessible even while being on a 20 degree heel for 3 days. Our meals were all home cooked and frozen in either small aluminum pans or vacuum sealed bags. We also used reusable containers in the cooler and fridge for things like cold cuts. cheese, salsa etc. We did not have a trash can or bag. We used small plastic recycled containers from bulk cake sprinkles ( I do alot of baking) but it is the same size as the bulk nuts that come in. We had this in the sink so the wrappers, paper towels, and food bags were packed inside until it was full, a tip suggested by **Hiro Nakajima from S/v HiroMaru**. We used 1 container per day which we emptied into a small trash bag in Bermuda. **YES that is correct! A crew of 9 people raced for 4 days and created 1/2 a bag of trash!** We had one bilge compartment for recycling of aluminum in cans and food containers. We did the same for the trip back and are convinced that is a system we will continue to use while we race, cruise or picnic sail aboard *Banter*.

(continued)

## Ice

We used recycled 1/2 gal milk jugs frozen into blocks which again fit perfectly into the bottom of the refrigerator and cooler. We topped them with 10lbs of dry ice for the race but used regular ice for the way back and things were fine that way as well

## Dishes and Utensils

We have a set of reusable plates, bowls, cups and silverware that was used in our pop up camper and now transferred to the boat. Everyone cleaned their plates...my food is really good if I do say so myself! Then wiped it clean with a paper towel. We did not have any paper plates or plastic utensils so we cut down on trash there as well.

In conclusion, our sustainability efforts were deliberate & thoughtful but not difficult to incorporate into our routine. They were not expensive and the crew didn't express any issues. I hope other sailors/boats can figure out what works for them. With some thought, each boat can discover small changes that will help protect the seas upon which we sail.

Please see attached pictures.



Tori Gimple, e-steward on S/V *Banter* (9 POB's) arrives in Bermuda with ½ bag of trash, and a bag of aluminum cans from their 636 mile voyage.