



*Photo Credit: Chris Burville*

## **Platinum Level Sustainability Report**

### **2022 Newport Bermuda Race**

**November 2022**

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## Preface

The unique nature of the 635-mile [Newport Bermuda Race](#) (NBR) being an event sailed mostly out of sight of land gives organizers an opportunity to develop and execute environmental strategies and best practices more aligned with “at sea” venues. As with other offshore sailing events, the NBR requires participants to plan and provision for extended offshore passages. Our Platinum Level Clean Regatta Sustainability Report outlines the effort of developing and executing those strategies and race management techniques while adopting the [twenty Clean Regatta best practices](#) identified by Sailors for the Sea.

The Green Team wishes to thank the 2022 Bermuda Race Organizing Committee (BROC) chaired by Somers Kempe, the flag officers and members of [The Cruising Club of America](#) and [Royal Bermuda Yacht Club](#) and our resource partners and sponsors. I want to personally recognize the considerable effort of the NBR media and web teams, Green Team volunteer Annie Longo and most importantly our onboard environmental stewards, skippers and crews who picked up the gauntlet on this next chapter of Bermuda Race sustainability.

*Chan Reis*

*2022 Newport Bermuda Organizing Committee - Green Team Leader*

## ***Best Practices***

### **1. Eliminate Single-Use Water Bottles and Provide Water Refill Stations**

**Water Bottles:** The Newport Bermuda Race has made eliminating single-use water bottles a high priority for the last several race cycles. This best practice is the first conservation tip on our web [sustainability page](#). Accumulating empty single-use water bottles in cramped offshore spaces is problematic for crews. More importantly, most sailors are aware of the damage singleuse plastic bottles cause to oceans and bays, and increasingly check and adjust their practices. There is ample observational evidence that reusable water bottles have evolved as standard equipment on most Bermuda Race boats. Social media including the [Bermuda Race Facebook](#) feed, [YouTube Channel](#) and [Instagram](#) shows evidence of reusable water bottles in use during the 2022 NBR.







**Water Refill Stations:** The ready access to potable water encourages the use of reusable water bottles. Hydration stations fill an important and immediate need at large gatherings or high traffic areas. In the months leading-up to the race, the GT discussed with the [Sailors for the Sea](#) (SFTS) and [Clean Ocean Access](#) (COA) options for acquiring and locating a portable 125-gallon bulk water dispenser. The [Water Monster](#) has been used successfully at other sailing regattas and was available to borrow for our event. We also examined the option of applying for grant money for the purchase of this equipment for future use, approximately \$2000 US. (See “*Bonus Opportunities*” at the end of this report.)



[Safe Harbor Newport Shipyard](#) generously offered their waterfront facility in Newport as a possible location for the Water Monster knowing many transient race boats would be located there. When [Sail Newport](#) at Fort Adams State Park was selected as race headquarters, we turned our attention to the estimated seventeen hundred-sailors and race personnel lining-up there over a four day period for COVID testing, Bermuda Mariner Travel Authorization and prerace customs clearance. **Fortunately, Sail Newport had ample water refilling stations at their facility** (photo above right) and [11th Hour Racing](#) had located a temporary public waterfilling station on North Alofsin Pier at Fort Adams where several Bermuda race boats were berthed including their IMOCA 60 entry *Mālama*.





11th Hour's water filling station is shown in the photos above. Their [#OceanHour Week](#) programs which included a screening of the documentary film [Under the Hull](#) were among the host of activities going on that week at Fort Adams.

Sail Newport Events and Sales Manager Nikki Raccio described their organization as a big proponent of sustainability. "It's a really big part of our mission; a big part of what we do. We bring it to all of our events." It is noteworthy that Sail Newport's marine education and recreation center is sustainably designed, sourced, built and operated as illustrated in their [virtual flier](#) on the next page. (See also *Best Practice # 7 - Involve Local Organizations*)



Image by: Billy Black

## 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



Arriving sailors had ready access to hydration at the [Royal Bermuda Yacht Club](#) including bathroom/shower facilities and five-gallon, refillable water jug on the lower terrace adjacent to the main patio bar.

## 2. Eliminate Plastic Straws

No plastic straws were offered at any NBR sponsored social events during the race cycle. The June 14 Commodore's dinner hosted at New York Yacht Club Harbour Court offered only **paper straws** for use with glassware. Nor were plastic straws in use at the [Royal Bermuda Yacht Club](#) and [Government House in Hamilton](#) (the latter being the site of the NBR prize giving on June 24.) RBYC commodore Craig Davis advised sailors at the pre-race Captain's Meeting in Newport June 16 that the bar would NOT be providing plastic straws, and that only paper ones would be made available if requested. Bermuda Race sponsor [Goslings Rum](#) provided wooden swizzle sticks as a plastic-free option as well. Photographs illustrate these practices during the race cycle. The metal reusable cup (shown below left) is an outdoor glassware alternative used at the Harbour Court.





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

This best practice was originally designed so that shoreside social events do not generate single-use, throwaway plastic dishes and utensils. Offshore racing presents another set of challenges. Weather and sea state are issues that require a best practice which may better be measured by ***reuse vs. single use.***

Hard plastic reusable dinnerware is a practical alternative offshore. It is preferable to single-use plastic, and in many cases better than ceramic dishware or China which are susceptible to breakage and add weight. Compostable or biodegradable dinnerware presents issues offshore because it is not readily compostable at sea. In its present form, this category of dinnerware may be as harmful to marine life as plastic.



Lightweight, reusable hard plastic dinnerware or Corelle (a tempered, laminated glass product) are more common on offshore vessels. In the screenshots below, we see two examples of reusable dinner in use; the first, aboard [Justin Bonar's Jeanneau 53, YYZ](#). The second example is taken from Oakcliff Sailing's [video account of the 2022 race](#). Watch Captain Brendan Larrabee on the Reichel Pugh OC 86, shows-off his freeze-dried meal and dinnerware common on many Bermuda race vessels.



2022 Newport Bermuda Race



Our NBR e-stewards documented some of the best practices around food prep, dinnerware and galley equipment.

1. Margi Fetter Graham, e-steward on *Black Watch*, a 68' S&S yawl with a crew of fifteen, stated: "Currently Black Watch **does not use paper plates, cups or plastic utensils**. All the racers onboard for this race have been given reusable water bottles and will be asked to bring their own coffee travel mugs if they are coffee drinkers."
2. Courtney Kingsley, e-steward *Salacia*, a J/120, provided a [checklist](#) of their green boating practices which included **reusable dinnerware**.
3. Ella Orem, the e-steward on *Wassail*, a Najad 440 CC, reminded sailors that reusable dinnerware requires some attention to the gray water generated. "We used (hard) **plastic dishware** with grip on the bottom for stability and metal silverware; we washed all the silverware together to save water and we used as little water as possible washing the dishware."
4. Leif Heimbold, e-steward, *Momentum*, Hinckley SW51 said "We used **reusable** single serve plastic containers available at supermarkets for the microwave and had aluminum trays with casseroles or stews which could be heated in the oven. We used the utensils on board and flatware which was **washed and reused**. Lunch was handheld sandwiches and breakfast was yogurt and cereal with coffee and tea, again using the on-board utensils and flatware. The idea was to keep containers reusable as much as possible and trash to a minimum."
5. Drew Poliminski, skipper, *Artemisia*, J40, pre-race planning included provisioning with **metal utensils, reusable dishes**, bulk drink options (e.g. Gatorade mix) so individual plastic drink bottles were unnecessary. (Drew also offered a reliable method for identifying, ranking, and mitigating onboard environmental risks like garbage build-up. (See Best Practice #19 on Preventing Toxins from Entering the Water.)
6. Allison Surette, e-steward, Oakcliff *Farr 40 Blue*, said her team all had **reusable water bottles, coffee mugs, cooking/eating utensils**, etc. Allie added that she thinks more work needs to be done to further reduce impact (e.g., food waste.)

7. David Furtado, general manager *Royal Bermuda Yacht Club*, reported only **paper/cardboard containers** (see below) were provided on the patio deck where sailors served food. Utensils were made of recyclable wood products



8. Janet Garnier, BROCC Newport Operations, referring to the volunteer party in Newport on June 13 attended by 75, reported: “We used a mobile bar for the cocktails. All beverages were served in **reusable glassware; paper straws**; hors d'oeuvres were passed around (**no plates**); compostable napkins.”
9. Jesse Terry, skipper, *Abigail*, 56' Alden ketch, galley equipment is traditional to the core as the pictures below show. “On *Abigail*, we were most proud of arriving in Bermuda with only one, less than full, bag of garbage. We benefited from powder-only drinks, **reusable kitchenware**, and permanent boat Tupperware optimized for the lockers.”

The NBR attracts a mix of traditional and modern yacht designs, layouts and equipment. These galley shots below come from the traditional category - Jesse Terry's 56' Alden ketch *Abigail* (below left) and Vince Todd's vintage Little Harbor 36, *Thora* (below right and next page).





#### 4. Use or Provide Reusable Bags

Gretchen Biemesderfer, a Bermuda Race veteran, and e-steward on the Mason 43 *Shearwater*, championed the use of silicone or 100% recycled plastic bags which she sourced from the [Grove Collaborative](#), an online retailer of eco-friendly products. She promoted these and other green boating best practices in a three minute [video](#) featuring several of our NBR environmental stewards. The video ran in the weeks leading-up to the race and was rebroadcast during the [Bermuda Race Starting Line Show](#) June 17 which has received 10K views as of November 2022.



Reusable, portfolio-style bags repurposed from sail material were given to skippers at the Newport check-in, courtesy of our Official Performance Partner [North Sails](#) and our Official Sustainability Partner [Sea Bags](#). These portfolios are shown in the photos below.



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

Most of the perpetual trophies awarded at the conclusion of the Newport Bermuda Race have a significant prior history, and have been upcycled and repurposed from nautical artifacts. This practice of upcycling has continued with the newer perpetual trophies. The standard “keeper” trophy incorporates a time-honored NBR medallion mounted in a framed shadow box. The medallion has been awarded to participants since about 1926 according to awards chair Robert Darbee. The mounting configuration has been in practice for 25 years. Pictures below show examples of these perpetual and keeper trophies.



## 6. Publicize Your Sustainability Efforts

Publicity on the NBR sustainability effort was considerable during this race cycle thanks to our media and web teams and many others. We enjoyed the support of the organizing committee, a select number of NBR skippers and e-stewards, ocean conservation organizations, and official sponsors. The publicity generated by our BROC teams spanned a six- month period before, during, and after the race, and included written and visual content. Members of the media and web teams included John Burnham, John Winder, Kate Somers, Stephen Foraste, Joe Cooper, Sean McNeill and Dave Reed. Trixie Wadson, Chris Burville and Daniel Forster lent us their photography expertise and Barbara Mack was a volunteer writer. Examples of this content are listed below.

Race Documents, News Releases, Competitor Bulletins, Media Alerts

### 2022 Notice of Race (NoR)

NoR's are the most visible, top-level race management documents, and are publicized well in advance of the race start.<sup>1</sup> With the support of BROC chair Somers Kempe and race documents chair A.J. Evans, we added robust sustainability language to our 2022 Notice of Race (NoR). This language is quoted below:

*“2.7 - Cognizant of the need for environmental stewardship, the OA endeavors to operate the race 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. 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. The OA seeks the cooperation of all competitors and support personnel including vendors in reducing waste before, during, and at the conclusion of the event. See RRS 47. [NP]”*

Historically, the vehicle for flagging rules such as the prohibition on trash disposal (RRS 47) or stating “Clean Regatta” objectives, are the Sailing Instructions (SI). Most SI's are published too close to the race start (often with only a week's notice) to have a significant impact on planning

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<sup>1</sup> The 2022 Newport Bermuda NoR was posted June 2, 2021.



or provisioning which requires months of preparation. The NoR gives considerable advance notice. As of this writing, other offshore races have already adopted this practice.<sup>2</sup>

#### [Newport Bermuda Race News—Dec. 2021](#)

Skippers were invited to consider assigning environmental stewards to their crew rosters to help plan, provision and execute clean regatta/green boating best practices. This race news [article](#) floated the concept early in our race cycle in an effort to build a formidable “green team”.

SailGate’s crew management tool helped enable this process by flagging skippers to assign this function when submitting their crew rosters. The article featured two NBR sailors who had been named to the position by their skippers. By the race start, about fifty would join their ranks.<sup>3</sup>

#### [Competitor Bulletin #7— February 1, 2022](#)

Race chair Somers Kempe used this newsletter to update skippers and crews on preparations for the race and added a message about the GT’s e-steward initiative. The article included a link to the best practices.

[Sail-World February 2022](#) article by Jennifer Brett, Communications Manager at Sailors for the Sea, involved a Q&A with GT volunteer Chan Reis. He was asked about the e-steward initiative and what the GT hoped to accomplish with this new approach.

### Video Messages

The GT used simple, video production techniques to add voices and video to the sustainability effort. The iPhone and iMovie software was our pocket production studio, and was instrumental in generating several short-length video messages aimed at Bermuda Race sailors. Sailors for the Sea Skipper Rob Howie, based in Marblehead, MA, provided helpful advice including input on framing messaging around five themes: **1) Say goodbye to single-use plastic 2) Rejoice for reuse 3) Provision thoughtfully 4) Recycle right, and 5) Green your clean**

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<sup>2</sup> The [2023 Marion to Bermuda Race](#) is using the [NoR](#) to call attention to clean regatta objectives and has strongly recommended skippers name an environmental steward.

<sup>3</sup> Entry chair Andrew Kallfelz periodically updated the GT on the number of environmental stewards assigned on crew rosters. SailGate officially identified (45) e-stewards; another (5) were designated offline.

- Descriptions and links to these video messages follows:

#### [Every Sailor is an Environmentalist - Newport Bermuda Race Green Team](#)

Leif Heimbold, e-steward on *Momentum* used this [video](#) to say, “most sailors are environmentalists” and that green boating practices were within simple reach. He noted two NBR sponsors, [Helly Hansen](#) and [Sea Bags](#) offering praise for their use of recycled materials in their products and gave a shout out to a third company, [Centek Marine](#), that makes a filter for screening-out hydrocarbons and other contaminants from bilge water.

#### [Sailors for the Sea Endorses Bermuda Race 'Environmental Steward' Concept](#)

Sailors for the Sea executive director Shelley Brown used this video to provide background on her organization’s clean regatta and green boating program. She endorsed the recruiting of onboard “environmental stewards” for the NBR. The [video](#) introduced four Bermuda Race sailors who had been designated e-stewards on their crews. They shared their green boating ideas.

#### [Royal Bermuda Yacht Club - 2022 Guidance on Trash & Recycling](#)

Commodore Craig Davis [briefed skippers on trash and recycling practices](#) at [RBYC](#) including the reuse of souvenir hard plastic drink cups donated by NBR sponsor [Goslings Rum](#). The message was captured from the June 16 Captains Meeting in Newport which was live streamed on the NBR YouTube channel and posted on the Green Team Ideas page.

#### [Clean Ocean Access \(COA\) - The Importance of a Beach Clean Up](#)

COA's program manager Casey Tremper and strategic partnerships manager Max Kraimer worked with GT volunteer Annie Longo to publicize the [June 15 beach clean-up at Fort Adams State Park](#). COA uses regular beach clean-ups to introduce the public to the danger posed to marine life by plastic pollution. We recorded and published a [video message](#) at the conclusion of the event with Casey talking about why beach clean-ups are important. This short video was aired during the [Bermuda Race Starting Line Live Show](#) which has received some 10K views.  
(See also Best Practice #14 - Host a Beach or Marina Clean-up)

[Whale and Dolphin Conservation](#) (WDC) in Plymouth, MA worked with the GT on producing a pre-recorded [video briefing](#) for Bermuda Race e-stewards and their crews. WDC's Monica Pepe talked about recent whale sightings and explained what to look out for in the way of marine life interactions during the race. The video was posted on the GT Ideas page and shared with stewards a couple of days before the start.

### [Bermuda Race YouTube Channel](#)

A dedicated NBR YouTube channel was used to publicize Bermuda Race news and information including GT efforts. The media team created a dedicated playlist for clean regatta messaging (which we hope to add to in future race cycles.) Post-race interviews conducted by Dave Reed were live streamed on the channel from the RBYC. [Megan Gimple](#), a recent graduate of URI's Ocean Engineering Program and bow person on the J/122 Alliance discussed her impressions of the new e-steward position among other topics. The GT also used Vimeo as a temporary platform to push out three last-minute GT advisories for e-stewards.

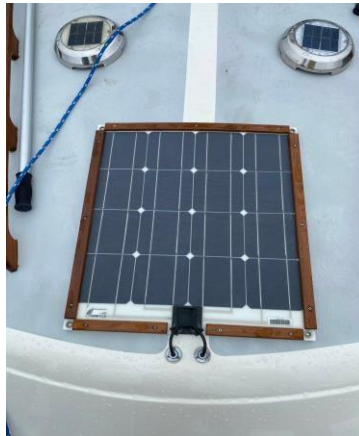
## Green Team Ideas / Community Forum

NBR media and marketing professional Kate Somers built a [Green Team Ideas Page](#) that served as a forum for clean regatta plans, ideas, links to resources and representative pictures. Most of the posted content originated with email exchanges or conversations between our GT leadership and NBR e-stewards and other parties. The posts are summarized and linked here:

- Drew Plominski, skipper, *Artemisia*, shared a [risk analysis tool](#) he built for use on his boat for racing or cruising. The spreadsheet identifies and ranks environmental risks and specifies mitigation steps.
- Dave Johnson, e-steward on *Safir* drafted one-page [Optional Guidance for Newport Bermuda Race Environmental Steward](#) to help answer the question: What does an steward do?
- Chris Andrews, skipper, *Hakuna Matata*, contributed a description and pictures of [solar power panels](#) mounted on the forward cabin trunk of his Cal 39, along with round solar powered vent fans in lieu of cowl vents. Chris says the larger panels can effectively run all of the boat's instrumentation.

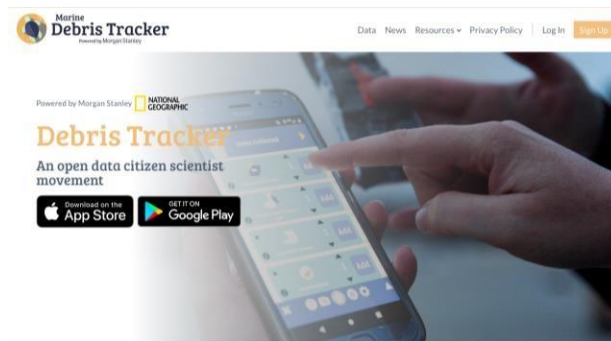


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- Luke Babcock, watch captain and e-steward on *Ace*, shared his experience with an easy-to-install [hydro generator](#) designed for racing or cruising sailboats.
- Damian Foxall, sustainability program manager, 11th Hour Racing Team *Mālama*, [posted questions](#) on developing protocols for the protection of marine mammals, preventative measures for strikes and reporting methods. He shared a PowerPoint briefing created for the *Mālama* for the crew (e-steward Amory Stone) entitled [Marine Mammals Best Practices - Newport Bermuda - June 2022](#).
- Spencer Meyer, e-steward, *Abigail*, promoted last minute food prep tips and eco-friendly transportation alternatives. He also linked an article entitled [What are carbon credits and how do they work?](#)
- Bermuda Race sailor and GT volunteer Annie Longo prepared a [virtual flier promoting the June 15 beach clean-up at Fort Adams](#). (See #14 - Best Practice Host a Beach or Marina Clean-up.)

- Max Kraimer, Clean Ocean Access, offered guidance on the [NOAA Debris Tracker App](#) which included a downloadable link.



- Brett Bidstrup, a graduate student in environmental studies visited our [sustainability page](#) and promoted the [Sea Bags sail trade program](#)



- Monica Pepe from [Whale and Dolphin Conservation](#) (WDC) Plymouth, MA offered a [prerace video briefing](#). The subject was whale sightings and marine mammal interaction while at sea. NBR sailors were encouraged to log sightings and marine mammal strikes.



- Leif Heimbold, e-steward, Momentum, pointed sailors to a [hydrocarbon filter](#) (see picture below) that screens out contaminants from bilge water.



### Direct Email

The GT sent several “blind copy” group emails to e-stewards hoping to inform, engage and learn from this group. In the end, we received only a handful of responses. A number of important topics associated with the race including safety, weather, environmental sustainability, logistics, COVID protocols, sponsorship fulfillment and others all compete for attention. What is harder to measure is the impact of these messages, but we are confident our GT messaging raised awareness and had an impact that shaped the 2022 race and will have an impact going forward.

## 7. Involve Local Organizations

### [Sailors for the Sea \(Newport, RI\) Powered by OCEANA](#)

The GT worked with director Shelley Brown and communication manager Jennifer Brett to produce a 3-minute video message entitled [Environmental Stewards Aboard the 2022 Newport Bermuda Race](#). Uploaded to the [Bermuda Race channel](#) and embedded in race media, the message was designed to raise awareness of clean regatta best practices and to promote the



concept of the onboard “environmental steward”. The video was published one month before the start and aired on the [Bermuda Race Starting Line Live Show](#) on June 17.

### **Clean Ocean Access (COA) - Middletown, RI**

Clean Ocean Access (COA) helped organize the Fort Adams beach clean-up and supplied information for sailors on use of the [NOAA Marine Debris Tracker](#), a Smartphone app for tracking derelict marine debris. We worked with COA to promote the debris tracker which allows geospatial tracking and categorization of debris. Max Kraimer, COA’s strategic partnership manager, called attention to shrink wrap recycling, encouraging sailors to work with boat yards and storage facilities to build a circular economy around these potential reusables replacing virgin plastic. Time and limited resources prevented us from giving more exposure to COA’s program, but we look forward to ongoing collaboration.

### **Keep Bermuda Beautiful (Hamilton, Bermuda)**

Somers Kempe, BROCC chair, introduced us to Katie Berry, executive director of [Keep Bermuda Beautiful \(KBB\)](#). Somers envisioned involvement with KBB in activities like beach clean ups, recycling/waste disposal and other volunteering. GT engagement began with Ms. Berry early in the race cycle, and picked up later with Ms. Traci Burgess who succeeded her as executive director. We reviewed the potential for a panel discussion on sustainability and ocean pollution involving our e-stewards. Traci offered many excellent ideas, many more than we were able to execute this year. GT representatives met virtually and in person with Traci before and after the race, and we agreed to continue GT engagement during subsequent race cycles.

*As of June 2022, Bermuda was recycling only glass, tin and aluminum, as the island, like so many other entities, works on the issue of plastic recycling. [Beyond Plastic Bermuda and Plastics Pollution](#) is a joint initiative of KBB and the [Bermuda Environmental Sustainability Task Force \(BEST\)](#) working to educate the local community about the dangers of plastic pollution and to encourage action to reduce single-use plastic on the island.*

### **Royal Bermuda Yacht Club (Hamilton, Bermuda)**

RBYC flag officers, house committee and staff worked behind the scenes, coordinating with BOC Bermuda operations leader Stephen Kempe to prepare their facilities for nearly two thousand arriving sailors and many more visitors including delivery crews. As co-sponsors with the Cruising Club of America, the RBYC worked on NBR clean regatta objectives, implementing

best practices around recycling of glass, tin and aluminum, trash disposal, reusable dinnerware washable/reusable drink cups (generously donated by NBR sponsor Goslings Rum) and other green boating activities. Apart from immediate Bermuda Race planning, RBYC has been active with KBB on beach clean-ups and mitigation of derelict marine wrecks. The club has also worked to implement trash skimming around the marina area and has in place Pro Forma rules for transient yachts as they apply to Bermuda environmental pollution regulations. Volunteers in this race cycle included RBYC Commodore Craig Davis, Rear Commodore Hal Kempe, house committee environment chair Kathleen Thompson, Stephen Kempe, BROCC Bermuda operations leader, and David Furtado, RBYC general manager.

### **11th Hour Racing (Newport, RI)**

11th Hour Racing's sustainability program manager Damian Foxall was generous with his assistance in the immediate lead-up to the race. He participated in the beach clean-up at Fort Adams and used our Green Team Ideas page to urge BROCC to consider establishing protocols around the subject of marine mammal protection. Damian provided resource material which was posted for the benefit of e-stewards and crews. His engagement with the GT led to introductions to Wendy Schmidt, co-founder of 11th Hour Racing, and two other local organizations: Whale and Dolphin Conservation (Plymouth, MA) and Audubon Society of Rhode Island (Bristol, RI). The GT hopes to deepen our engagement in future race cycles, learning from 11th Hour on a range of sustainability subjects of interest to Bermuda Race and other offshore sailors.

### **Whale and Dolphin Conservation (WDC) (Plymouth, MA)**

WDC is a NPO dedicated to the protection of whales and dolphins through four goals: ending captivity, stopping whaling, maintaining healthy habitats and preventing deaths in fishing gear. The GT collaborated with Monica Pepe, policy manager, to produce a [video briefing for Bermuda Race sailors](#) focused on avoiding marine mammal strikes, and the need for data collection. The video was posted on our [Green Ideas page](#). We look forward to future engagement with this organization to further raise awareness on the subject. (*See Best Practice #16 - Increase Awareness of Wildlife and Habitat Protection*).

### [Audubon Society of Rhode Island \(Bristol, RI\)](#)

Anne DiMonti, Director of the [Audubon Society of Rhode Island](#) provided additional resources to educate the Newport to Bermuda crews on marine mammal interactions. Time constraints and limited resources prevented us from posting this information in advance of the race, but we look forward to continuing engagement with this organization in the future.

### [Sail Newport](#)

We originally contacted director Brad Reed in October 2021, and subsequently met with Events and Sales Manager Nikki Raccio who described their work in support of clean regattas and environmental sustainability. Newport operations leader Janet Garnier worked closely with Sail Newport in all elements of the race management including those areas in support of our clean regatta objectives.

## **8. Post Educational and Reusable Signage**

Virtually all signage developed for the race is reusable. This includes banners identifying the race headquarters, placards marking fleet winners, and signage marking trash and recycling bins at the Royal Bermuda Yacht Club. Photographic examples of this reusable signage are shown below: The waste bin signage for recycling bins at RBYC was prepared with assistance from Keep Bermuda Beautiful.







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

The Newport Bermuda Race sponsored events involving the preparation of food were limited to three occasions: The Commodore's Dinner on June 14 at the New York Yacht Club Harbour Court; a NBR volunteer party in Newport where only drinks and hors d'oeuvres were served, and a finish line reception for race committee members at St. David's Head lighthouse. NYYC and RBYC who hosted these events serve food that is locally sourced, including sustainably caught seafood.

## 10. Organize a Green Team

The organization of the 2022 Green Team began in February 2021 under the guidance of [Cruising Club of America's](#) (CCA) Environment of the Sea Committee (EoS). At this stage of the planning process, past chair Joe Harris, incoming chair Rowena Carlson and CCA Commodore Robert Medland and incoming Commodore Chris Otorowski offered their strong support for the sustainability initiatives. CCA commodores and the EoS chair serve as ex-officio members of the Bermuda Race Organizing Committee (BROC).

Some key events and milestones worth noting in the organization of our GT were:

- March 2021 - BROCC chair Somers Kempe invited GT volunteer Chan Reis (CCABoston) and EoS chair Rowena Carlson (CCA - San Francisco) to join BROCC as sustainability representatives.
- March - April 2021 GT works with race documents chair A.J. Evans to [add clean regatta objectives and other sustainability language to the NoR \(see Section 2.7\)](#). These additions had the support of the chair and other members of the organizing committee.
- **April 2021** - GT dialogues with BROCC sponsorship team Will Passano and Beatrice Wadson, brainstorming on **partners and sponsorship support**.
- April 2021 - [greenteam@bermudarace.com](mailto:greenteam@bermudarace.com) email address is established and GT steps up dialog with media and web teams.
- May 2021 - BROCC entry chair Andrew Kallfelz executes a change to [SailGate entry management system](#) allowing skippers to name an "environmentalist" (later "environmental steward") to crew rosters. Frank Bohlen, BROCC member, Bermuda Race veteran and marine scientist, offered this rationale:
  - *"As for the new crew slot; I think that it is a very good idea which should encourage more attention to race preps and the handling of waste aboard. I don't particularly like the term 'environmentalist'. I guess the problem was the need to have a single word title or some such for SailGate. I think we are all environmentalists. It's just a matter of degree. The task of the specified individual is to see to it that every effort is made to reduce carbon footprint and waste impacts on each boat and to bring attention to the subject...develop a 'state of mind' among the crew. Something like an 'environmental steward' seems to me to be more appropriate."*
- May 2021 - BROCC's Newport operations leader Janet Garnier helps GT with introductions, referrals and other potential Newport area resources.
- June 2021 - The GT collaborates with the media team, and Rob Howie, one of fourteen skippers for Sailors for the Sea.<sup>4</sup> Rob has been a regular source of assistance and

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<sup>4</sup> The Sailors for the Sea Skipper Program provides local representation for their organization to help mobilize the sailing and boating community to act on waterway and ocean health issues.

guidance on our NBR clean regatta efforts and offered help with proposed messaging.  
(See *Best Practice #8 Publicize Your Sustainability Efforts*)



- June 18, 2021 - Bermuda Race registration opens. Somers Kempe uses Competitor Bulletin to promote the e-steward concept and urges Bermuda Race skippers to take this step.
- December 2021 - Annie Longo joins the Green Team as a volunteer. Annie was active with [MudRatz Youth Sailing Program](#) and sailed the 2018 NBR on *Dreamcatcher* helping execute their onboard sustainability.
- December 2021 - GT begins dialog with Stephen Kempe, Bermuda Race operations leader, regarding trash handling, recycling options and other green initiatives at Royal Bermuda Yacht Club.
- December 2021 - April 2022 - Active recruitment, promotion and engagement with GT stewards through NBR social media and email.
- February 01, 2022, [Competitor Bulletin #7](#), BROCC Chair Somers Kempe writes sailors on several important subjects including urging skippers to name an environmental steward onboard their boats to focus on clean regatta objectives.





## 11. Ensure Proper Waste Bin Placement and Signage

Ensuring proper waste bin placement and signage was the work of the Royal Bermuda Yacht Club (RBYC) - the venue with the largest concentration of participants, consuming food and drink at the conclusion of the race between Sunday, June 19, and Saturday, June 25. These tasks fell to the RBYC flag officers and House Committee which thoroughly executed proper waste bin placement and signage.

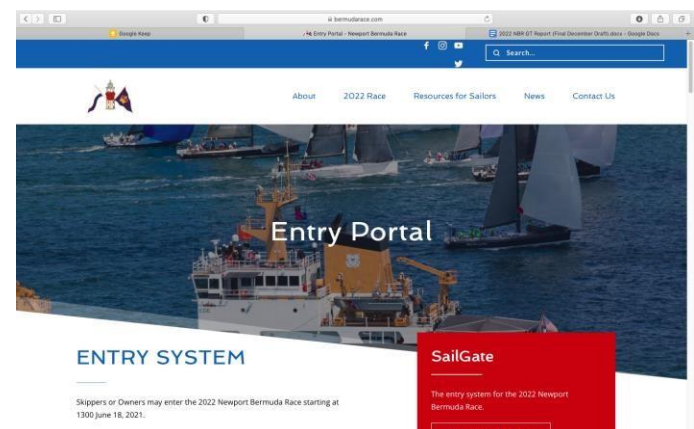
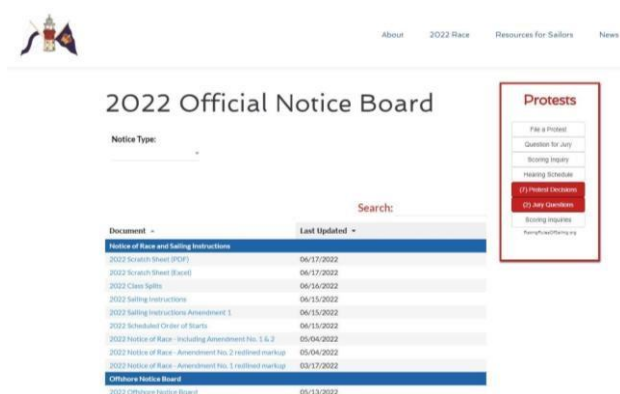
## 12. Divert Food Waste from the Landfill

[The New York Yacht Club Harbour Court facility](#) was the venue of the June 14 sponsored dinner for race organizers and other invited guests. Their management and operations personnel have engineered a system for **composting food waste** which includes bins located anywhere it is possible for food to be discarded. Food scraps are separated and collected, ultimately moved to a central collection location on the southern end of the property. Seven compost barrels to collect the discarded food scrap and are emptied 1-2 times per week by [The Compost Plant](#) depending on volume of business and time of year. See pictures next page.



### 13. Use Paperless Event Management

[The NBR Official Notice Board](#) supplies links to all critical race documents. This virtual repository includes Notice of Race (NoR), entry and crew management tools, yacht registration and crew qualification. Any interactive process is executed using online, paperless systems. The safety inspection process likewise was handled via paperless checklists communicated via email. The screenshots are intended as a representation of these systems. (See also *Best Practice #18 - Use Eco-Smart Race Management Techniques*)



## 14. Host a Beach or Marina Clean-up

The NBR Green Team with the assistance [Clean Ocean Access](#) (COA) organized a beach clean-up of the area around Ft. Adams state park on Wednesday, June 15. The clean-up was promoted by a virtual flier (see picture below) prepared by GT volunteer Annie Longo and posted on social media and the GT Ideas page. There was little participation from Bermuda Race crews, most likely owing to competing race-week schedules including the demand for COVID clearances and Bermuda Mariner Travel Authorization. Even with our diminished crew, 85 pounds of trash were collected. The promotional flier and data collection details are shown below.



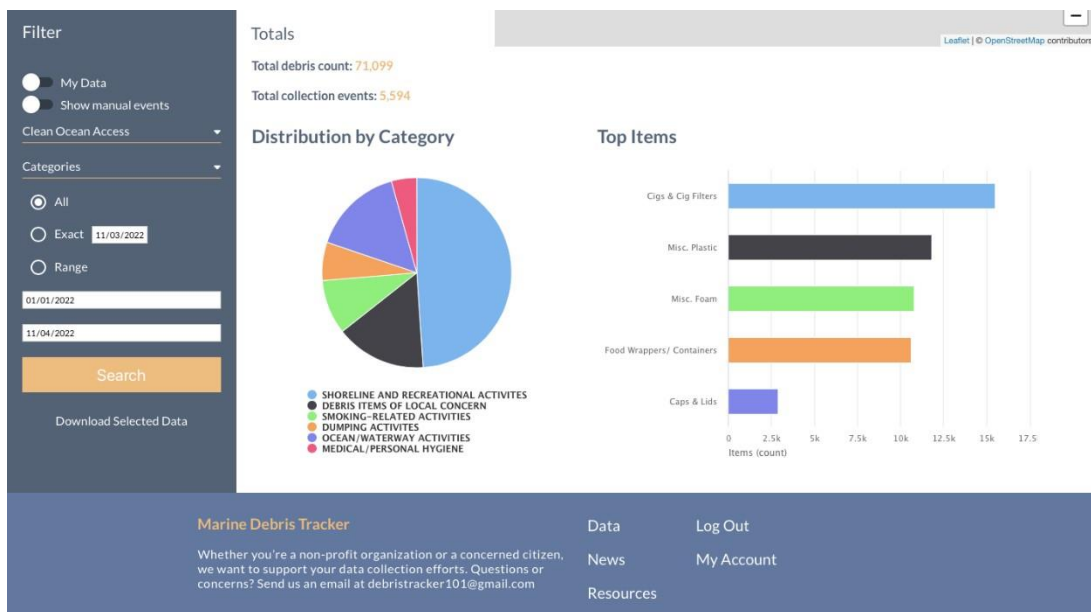
A second beach clean took place in Bermuda Grape Bay (see picture on the next page) organized by Megan Gimple, e-steward, J/122 *Alliance*, and sailors from the [MUDRATZ](#). From the Mudratz website: “We are saddened by the amount of trash and plastic we found all over the beach. As a team, we took many small steps to get to Bermuda, sustainably.” (Note: The photo of the Grape Bay Beach clean-up was taken Julia Cronin, [Outrageous Photography](#). The proceeds from her photography are donated to the MudRatz in support of their youth sailing programs.)





Clean Ocean Access - Newport Bermuda Race Cleanup	
Location - Fort Adams	
Date - 6/15/22	
Pounds Removed - 85lbs	
Items Documented - 551	
Top Ten Items Collected	
Item	Count
CIGARETTE BUTTS	147
PLASTIC MISC.	48
BEV. BOTTLES (PLASTIC)	41
FISHING LINE	39
OTHER COUNT	33
STRAP BANDS	27

RETAIL TAGS	22
BAGS (PLASTIC)	17
PAPER MISC.	17
BAGS (PAPER)	15



Clean Ocean Access uses the [NOAA Marine Debris Tracker](#) to compile and categorize the debris collected at their beach cleanups. This chart shows the year-to-date (as of November 3, 2022) yield from the beach and boat yard clean-ups.

## 15. Promote Alternative Transportation

Spencer Meyer, e-steward, *Abigail*, Jesse Terry's 56-foot Alden ketch, was a voice for alternative transportation options for Bermuda race sailors and support personnel (e.g., for delivery crews.) Spencer is an example of the diverse professional expertise among offshore sailors. A conservation scientist and forester, his research explores how innovative finance and economic incentives can be used to advance conservation strategies.

The GT posted Spencer's input on our [Green Ideas page](#).

*"We are racing with (6) and are thinking about our shoreside impacts, especially travel to and from the race. Age-old ideas like car-pooling are cool again! We're renting a van so our crew (6) can dramatically reduce our transportation carbon emissions. For those flying home (like myself), purchasing a carbon offset is an option. [The link attached gives a great overview of carbon offsets](#) - what they are and why they are good."*

- BROC Newport Operations chair Janet Garnier with the assistance of [Oldport Launch Service](#) aided the alternative transportation best practice by increasing their service (normally hourly beginning at 8am) to accommodate competitors crossing the harbor to Sail Newport during the peak hours of NBR registration.
- When Bermuda sailors arrive in Bermuda, transportation options include the all electric two-passenger [Twizzy](#) manufactured by Renault. The Twizzy and other mini EVs were introduced in Bermuda during the 2017 America's Cup when Renault provided Twizzys to the French team to help crews commute to and from their housing and race venues. GT representatives rented a Twizzy during the post-race week and found it preferable to the traditional motor scooter mode of transport.



## 16. Increase Awareness of Wildlife and Habitat Protection

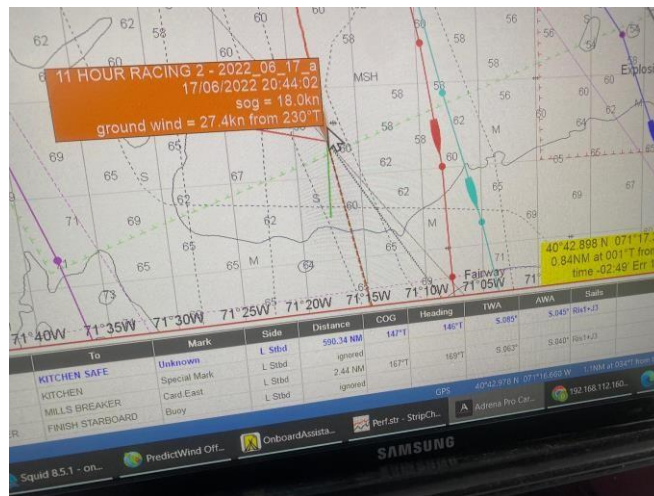
The GT took steps forward during this race cycle to make progress in the area of wildlife and habitat protection although there is much more to be done. The GT credits the [11th Hour Racing Team's](#) sustainability program manager Damian Foxall for raising the awareness of wildlife and habitat protection on the racecourse. Foxall used our Green Team Ideas page to ask four important questions:

- 1. What information are you planning to use to promote the importance of wildlife, species at risk, and sensitive habitat on the racecourse?*
- 2. What protocol have you defined for racers who observe marine mammals, and how can this be tracked and shared with other racers and the science community ashore?*
- 3. What information will you provide to the racers to mitigate marine mammal collisions?*
- 4. What protocol have you defined for reporting marine mammal incidents - both to other vessels - and to relevant marine mammal collision databases?*



The [11th Hour Racing Team](#) is keenly aware of these issues owing to the nature and global reach of their ocean racing and sustainability programs. Damian's questions prompted action in the week leading-up to the race. The GT posted links to resources he provided including a PowerPoint presentation entitled [Marine Mammals - Best Practices - Newport Bermuda Race 2022](#) and [Best Practices for Sailors at Sea: Avoiding Marine Mammal Strikes](#).

We also emailed these links to our e-stewards on June 16.



In the first 24 hours of the race, Amory Stone, e-steward aboard IMOCA 60 Mālama sent an email to his shore team reporting on the location of a whale sighting. The text of his message as follows: “Whale sighting here. GPS cords at bottom. Not a humpback, saw the tail before sounding. Probably a minke. Not really fin whale size.”

Further, to this best practice:

- With the help of Monica Pepe from [Whale and Dolphin Conservation \(WDC\)](#), a [video message](#) was quickly produced, posted and emailed to e-stewards the night before the start, briefing NBR sailors on what to look out for (Humpback, Fin and Right Whales), and encouraged the fleet to be “their eyes on the water”, reporting any sightings to aid WDC’s ongoing research efforts. It is hard to know how much impact this last-minute publicity had, but the subject has our attention.



- The [Audubon Society of Rhode Island](#) based in Bristol weighed-in with helpful information. Director Anne DiMonti recommended a [boater/sailor course](#) to learn how to safely operate around whales while at sea. She told the Green Team *“The key to remember is that we never know when these animals may appear, so it is best to always assume they are in the vicinity. This is for the safety of both the sailors and the whales.”*

## 17. Offer Vegetarian or Vegan Alternatives

Food provisioning for race crews is left to skippers and crews. Race venues Including the NYYC and RBYC may offer some vegetarian and/or vegan alternatives on their lunch and dinner menus.

## 18. Use Eco-Smart Race Management Techniques

The Bermuda Race website may be the best illustration of our eco-smart race management techniques in practice. The Official Notice Board, race forms, checklists, and other documents are hosted here. Examples are Notice of Race (NoR), Competitor Bulletins, rules, safety and inspection documents, Sailing Instructions (SI), post-race forms and results. The [SailGate Entry Management System](#) is a paperless entry management system linked off the main website.

[SailGate's](#) crew management tool was used to flag skippers to name an “environmentalist” (later changed to **“environmental steward”**) onboard their boats. A drop-down menu identifies key assignable positions. This optional designation of “environmental steward is the latest addition to these time-honored crew assignments on Bermuda Race boats.



## Manage Crew Functions

Click into the box below to assign one or more functions on board for this crew member.

Assign Functions on board for Andrew Kallfelz:

<input checked="" type="checkbox"/> Crew	<input checked="" type="checkbox"/> Person in charge / Captain	<input checked="" type="checkbox"/> Environmentalist
------------------------------------------	----------------------------------------------------------------	------------------------------------------------------

- Crew
- Person in charge / Captain
- Relief-Person in charge
- Navigator
- Watch Captain
- Cook
- Tactician
- Doctor
- Environmentalist



The race check-in at Sail Newport was a paperless process using laptops at a series of stations.

## 19. Prevent Toxins from Entering the Water

The environmental footprint of an offshore, long distance sailboat race differs significantly from that of a small boat regatta which takes place in a single, concentrated location, often with one designs boats. The variety of designs and equipment, crew sizes, sponsors and other resource partners - all these elements are factors which inform an approach to prevention.

The 2022 NBR had nearly two hundred distinct “footprints” – vessels whose owners and crew spent months planning, provisioning and preparing for executing this 635-mile adventure. , Sponsors and vendors are shore side NBR stakeholders, and an important element of the overall clean regatta effort. Chronicling the best practices across this landscape and seascape is a useful exercise in exposing the totality of effort including where progress is being and where more work is needed. Ultimately, [The Bermuda Race Foundation, Inc.](#) and the [Bermuda Race Organizing Committee \(BROC\)](#) hopes to infuse an environmental ethos among Bermuda Race sailors, much like the safety ethos which has been an important element of the Newport Bermuda Race for many years.



Our work to prevent toxins from entering the water is a combination of common sense rules which apply to the entire fleet, or boating in general, individual sustainability plans, evolving environmental techniques, reliable methods and equipment, applied at sea and ashore, and a media campaign that helps educate and raise awareness. Our approach reflects the standards and expectations of Bermuda race sailors, the Bermuda Race Foundation, Inc. and the wider sailing community.

#### Pro Forma rules

- [U.S. Racing Rules of Sailing](#) (RRS 47) legislates this prohibition under the heading of 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.” (Reference RRS 47, 2021-2024 edition).
- [2022 NoR](#) stated the intention to conduct the race as a “clean regatta” following the best practices of Sailors for the Sea. The narrative urges crews and vendors to reduce waste before, during, and at the conclusion of the event.
- [Leave No Trace](#) guidance drafted by the CCA’s Environment of the Sea Committee was posted on the NBR [Official Notice Board](#).
- [NBR Sailing Instructions \(SI\)](#) require each entrant to conduct a pre-race safety meeting on the day of the start and to certify compliance. The SI notes that this meeting is also a good opportunity to discuss NoR 2.7 (trash).
- The Royal Bermuda Yacht Club published [Important Race Information](#) for 2022 Newport Bermuda Race sailors including guidance on [Garbage Collection](#).
- [Royal Bermuda Yacht Club Berthing Request Form](#) includes terms and conditions prohibiting sewage discharge within 500m of the shore and in all inshore marine areas. The form was made available to skippers on our Official Notice Board.
- [The Royal Hamilton Amateur Dinghy Club](#), another popular berthing area for Bermuda Race boats, uses their berthing reservation form to state legal prohibitions regarding discharge. This form was published on the NBR Official Notice Board.

## Prevention plans, techniques, and reliable methods

Our Bermuda Race e-stewards contributed several examples of plans and techniques they had developed for their boats to prevent toxins from entering the water. Some examples from the 2022 race follow:

- Drew Poliminski, skipper Artemisia, prepared an [Environmental Risk Analysis and Mitigation Plan](#), a reliable method that he uses in his profession. A spreadsheet (see below) identifies potential environmental risks on board, calculates a risk score (frequency X severity), and enumerates mitigation steps. His pre-race planning identified “garbage” as a risk requiring mitigation (as it would be on most fully crewed boats.)

Three mitigation steps were listed:

1. Remove and dispose of as much packaging as possible prior to loading on board.
2. Dedicate a recycling bin for metal/cans and recycled plastics apart from trash.
3. Crew to bring reusable water bottles, insulated mug. **Boat to provide metal utensils, reusable dishes.**
4. Boat to provision w/ bulk drinks (Gatorade mix) instead of individual plastic water bottles, Gatorades, etc.

Environmental Risk Analysis and Mitigation Plan								
2022 Newport to Bermuda								
S/V Artemisia #43758								
Item	Pollution Risk	Risk event	Risk Event Frequency (1 low chance of occurrence-5 Certain chance)	Severity (1 Minimal impact-5 catastrophic impact)	Risk Score (Severity x Freq) (1 Least-25 Worst) >13 requires solid mitigation	Mitigation 1	Mitigation 2	Mitigation 3
1	Oil spill	Oil Transfer from Jerry Cans	5	4	20	Spill Proof/transfer pump	Oil Absorbent cloth	paper towels
2	Plastic litter	Plastic waste/litter going overboard	3	4	12	Remove and dispose of plastic wrappers prior to loading on board	Use recyclable AL foil in lieu of plastic wraps	bring reusable plastic containers for food instead of single use; repack snacks in refillable containers and recycle single use containers on land
3	Black Water	Black water discharge in coastal/marine/protected waters	2	3	6	Clearly label Y valve positions	Lock on Y valve	Crew briefing regarding discharge of waste and head use in port
4	Oil leaks into bilge	Oil/fuel leaks from engine, blown hose or component, loose fitting, etc	2	5	10	Engine inspection and proper restraint of hoses to prevent chafe	Cellulose oil sorb pad in bilge	oil sorb pads stowed for use
5	Garbage	Having too much trash and not enough room to allow requiring legal discharge overboard	4	3	12	Remove and dispose of as much packaging as possible prior to loading on board	Dedicated recycling bin for metal/cans and recyclable plastics apart from trash	Crew to bring reusable water bottles, insulated mug. Boat to provide metal utensils, reusable dishes. Boat to provision w/ bulk drinks (gatorade mix) instead of individual plastic water bottles, gatorades, etc.

Plominski reports all three mitigations were enacted.

- Dave Johnson, e-steward, *Safir*, drafted a plan for his crew, sharing it on our [Green Team Ideas page](#). Some highlights of the plan: :
  - Use non-toxic cleaners around the galley, in the bilge, and on deck
  - Minimize black and gray water discharge
  - Avoid using too much soapy water for dishes
  - Minimize packaging of all types that you bring on the boat

Johnson reminded his shipmates to dispose of all product packaging when packing their sea bags (e.g., plastic clips, straps, wrappers, outer packaging, cardboard, blister packaging or wrappers.) The rationale: “The less material we have aboard to handle, separate, dispose of or manage, the less likely it is to end up in a place where it shouldn’t be.”

- E-stewards spoke of their plans to prevent toxins from entering the water with recommendations that ranged from reef-safe sunscreen, bilge filters, hydro-generators, chemical free dishwashing liquids and shampoos, monitoring for zip ties and other small debris common with maintenance operations. These preventative measures were spoken about in our multi-media publicity campaign.

### Education and awareness

This effort at education and awareness is mostly represented in our media campaign and the Green Team Ideas page, examples of which have been described elsewhere in this sustainability report.

## 20. Encourage Green Boating Practices

With each two-year race cycle, the Bermuda Race Organizing Committee has made steady progress in its effort to make the biennial “Thrash to the Onion Patch ” environmentally sustainable. The goal for the 2022 race was to understand and adopt as many best practices as our volunteer and professional resources would allow. More than this, we recognize that achieving a [Platinum Level Clean Regatta](#) would require new strategies to activate and energize a greater number of sailors.

The opportunity to recruit onboard “environmental stewards” on as many race boats as possible was a strong step toward building a formidable green team. This effort had reasonable success with fifty e-stewards joining the effort among a fleet of 187 boats. These sailors, many of them veteran Bermuda Race sailors, others sailing the race for the first time, have a range of personal and professional backgrounds and experience. Together, they were the focal point of our GT campaign to encourage all crews to plan, provision and execute clean regatta best practices.

We look forward to sharing lessons learned with other yacht clubs and sailing organizations who sponsor offshore races and in-company cruises.

### **#1 Bonus Opportunity - Grant for Water Monster**

The GT used our 1+ year planning window to sort through options for temporary water refilling stations to be used in Newport and/or Bermuda. We began a search for grant money that would fund the purchase of a [Water Monster](#) temporary refill station. Early on in this process, we anticipated using the Newport Bermuda Race Foundation as the grant applicant, but the foundation had not yet received official 501(c)(3) designation. We then approached two other Rhode Island nonprofits, but deadlines and resource issues made it impractical for them to consider this.





With the twice-yearly application deadline approaching, the GT pivoted to assist an organization called [Sustainable Marblehead \(SM\)](#) in Marblehead, MA to serve as the grant applicant.

Representatives including Rob Howie, a Sailors for the Sea skipper indicated strong interest in applying for the grant as Marblehead is a sailing center hosting several regattas each year, including next summer's 2023 Marblehead to Halifax Ocean Race. Countless transient boaters, racers and cruisers pass through this venue every sailing season. The GT assisted in the preparation of the application to the [Bonnell Cove Foundation](#) which supports not-for-profit organizations in the area of safety-at-sea and the environment. The grant was applied for on February 1, 2022. One month later, Bonnell Cove awarded Sustainable Marblehead a \$2,000 grant for the Water Monster.

Sustainable Marblehead (SM) uses the Water Monster at regattas like the ninety fleet Star Worlds Regatta this past summer. Publicity surrounding the event encourages participants to bring their own reusable water bottles. The Water Monster is a "game changer" according to Rob Howie, who in addition to being a Sailors for the Sea representative (one of fourteen SFTS skippers in the US) is the past commodore of the Corinthian Yacht Club. Howie says this hydration station discourages the use of throwaway plastic water bottles, and provides education, awareness and sponsorship opportunities. Sustainable Marblehead's April 22, 2022 newsletter is linked here. [Sustainable Marblehead Receives Grant Funding for "Water Monster" Hydration System](#) SM has extended an offer to Bermuda Race organizers to make use of the equipment when it's available and needed in future race cycles.

## **#2 Bonus Opportunity - Sharing Strategies and Lessons Learned with Other Race Organizers, Yacht Clubs and the Wider Sailing Community**

The 2022 NBR Green Team has begun sharing clean regatta strategies and lessons-learned with organizers of other offshore races including the [2023 Marion to Bermuda Race](#) and the [2023 Marblehead to Halifax Ocean Race](#). This outreach is a good exercise, helping us take stock of where there was documentable success, and where progress is needed. The sharing also helps unearth additional expertise in our offshore sailing community, both racing and cruising. Out GT outreach led to communication with Mary Pierce, race operations chair followed and Ray Cullum (CCA BOS), chair of Marion Bermuda Race Cruising Race Association. We also met with Lauren Knight, Green Team/Sustainability chair for the race, sharing more detail strategies and best practices. By this time, the Notice of Race was drafted

and published. It adopted robust clean regatta sustainability language, and went further to strongly recommend skippers name “environmental stewards” among the assignable crew positions.

Here is the text below excerpted from their [2023 NoR](#):

*“The OA intends to operate the race as a ‘Clean Regatta’ as defined by [Sailors for the Sea](#). The host clubs in Marion and Bermuda will execute, to the greatest extent possible, the best practices as defined in the Clean Regatta program. It is strongly recommended that all yachts appoint a person on board to be the environmental steward for the yacht. The environmental steward can be identified during the registration process. The environmental steward will work with the crew to develop and implement a plan to race as sustainably as possible. Competitors should plan to promote and adopt a “leave no trace” approach while at sea and during events while ashore in Marion and Bermuda. The OA seeks the cooperation of all competitors and support personnel including vendors in reducing waste before, during and at the conclusion of the event.”*

[The 2023 Marblehead to Halifax Ocean Race \(MHOR\)](#), jointly sponsored by the [Boston Yacht Club \(BYC\)](#) and [Royal Nova Scotia Yacht Squadron](#) has likewise expressed interest in the NBR sustainability initiatives. Rob Howie, SFTS skipper, arranged a meeting in October 2022 that included the NBR Green Team leadership and MHOR organizers including incoming BYC Commodore Bruce Baker; BYC Board of Trustees member and sustainability representative Phil Schrodel was also present. We discussed our mutual interests in clean regatta best practices, approaches and experiences with the 2022 NBR effort, and plans adopting similar approaches for the 2023 MHOR.

In conclusion, the Green Team envisions extending our reach to other race organizers, yacht clubs and the wider sailing community - sharing our experiences and lessons learned from 2022. We also look forward to continuing our engagement with Sailors for the Sea in support of their clean regatta best practices and new approaches in all areas of environmental sustainability.

END OF REPORT