

**HELLY HANSEN**



**SAILING WORLD**

**2025 REGATTA SERIES**

## RACE PROGRAM AND SAILING INSTRUCTIONS



**CHICAGO, IL—JUNE 6-8, 2025**





# WELCOME, RACERS!

Dear Competitor,

On behalf of the Board of Directors and Membership of the Chicago Yacht Club, I would like to welcome you to the 2025 Helly Hansen Sailing World Regatta Series in Chicago.

The Chicago Yacht Club is proud to host this event since 1990, which is a highlight in the racing calendar and attracts so many accomplished sailors to the iconic Chicago Lakefront for the best in freshwater racing. We anticipate another fun and exciting event and invite you to feel at home at the Chicago Yacht Club. Enjoy the competition and camaraderie. Our members, our dedicated Race Committee, and our staff look forward to seeing you on the water and at the postrace events.

Wishing you fair winds, a great regatta experience and a memorable visit to Chicago.

Charles Anderson

Commodore, Chicago Yacht Club



## 2025 Regatta Series Schedule

**ST. PETERSBURG, FL**  
February 14-16  
St. Petersburg Yacht Club

**ANNAPOLIS, MD**  
May 2-4  
Annapolis Yacht Club

**DETROIT, MI**  
May 30-June 1  
Bayview Yacht Club

**CHICAGO, IL**  
June 6-8  
Chicago Yacht Club

**MARBLEHEAD, MA**  
July 24-27  
Boston Yacht Club

**CARIBBEAN CHAMPIONSHIP**  
October 25-November 1  
British Virgin Islands



# WELCOME TO THE 2025 HELLY HANSEN SAILING WORLD REGATTA SERIES



Helly Hansen is proud to be heading into our second decade of partnering with Sailing World as the title sponsor and exclusive apparel partner for the Sailing World Regatta Series. Like the competitors, this event is the highlight of our season and seeing our SWRS family at each of the stops is what makes this event so special. Passionate sailors from professionals to enthusiasts alike are the core of the Helly Hansen brand and fuel our obsession for driving innovation in gear to enable your day out on the water.

Our partners at Team One Newport will be live on site with a pop up shop and a full range of Helly Hansen Sailing World Regatta Series apparel and our new 2025 sailing collection. With new sun protection collections, featuring UPF 50+ protection wet or dry, along with many updated inshore racing pieces in both waterproof and quick dry executions. As always you can shop our online store for the event, jump over to the QR code below.



With a long list of first to market innovations necessitated by our passion for the water, this includes the first supple waterproof fabrics in 1877, the first fleece fabrics in 1961, the first technical base layers in 1970 and many more since then. To learn more about Helly Hansen's heritage and innovations, visit the QR code below.



Team One Newport  
SWRS Online Store



Helly Hansen  
Heritage



# HELLY HANSEN



## SAILING WORLD

### 2025 REGATTA SERIES

[sailingworld.com/regatta-series](https://sailingworld.com/regatta-series)

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#### SAILING WORLD MAGAZINE

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# PERFORMANCE FOR ALL

## TRANSFORM YOUR REGATTA

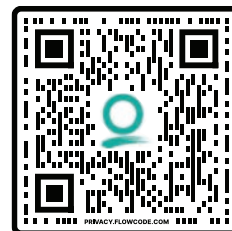
Great performance starts with great sails—but it's also about how you use them. That's why we're proud to partner with the Helly Hansen Sailing World Regatta Series to help every sailor elevate their game for their best regatta yet—no matter who made your sails.

Scan the QR code to access our on-site and virtual resources, including:

- / PRE-REGATTA WEBINARS
- / DAILY WEATHER BRIEFINGS
- / PRACTICE RACES
- / ONSITE & ON-THE-WATER COACHING
- / OVERNIGHT SERVICE



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(585) 329-0500

# SCHEDULE OF EVENTS CHICAGO 2025

## THURSDAY, JUNE 5, 2025

**1200-1900**

Helly Hansen — Team One  
Newport Shop hours

**1200**

Quantum Sails Coaching  
Session (all classes)

**1700 – 1900**

Registration

**1800**

Skippers' Meeting and  
Weather Forecast

## FRIDAY, JUNE 6, 2025

**0730**

Quantum Weather

**0800-1930**

Helly Hansen — Team One  
Newport Shop Hours

**1055**

First Warning Signal for  
Buoy Race

**1700-1900**

Registration  
Regatta Social: Appetizers,  
Drinks, Race Videos and  
Daily Awards

**1800**

Mount Gay Rum Cocktail  
Competition

## SATURDAY, JUNE 7, 2025

**0730**

Quantum Weather

**0730-0900**

Registration

**0800-1930**

Helly Hansen — Team One  
Newport Shop Hours

**1025**

First Warning Signal for  
Distance Race

**1055**

First Warning Signal for  
Buoy Race

**1700 -1930**

Regatta Social: Live Band  
Karaoke, Buffet, Video and  
Daily Awards

**1800**

Warning Signal for Dragon  
Force 65 Fleet

## SUNDAY, JUNE 8, 2025

**0730**

Quantum Weather

**1000-1700**

Helly Hansen — Team One  
Newport Shop Hours

**1025**

First Warning for Distance  
Race

**1055**

First Warning Signal for  
Buoy Race

**1500**

No warning signal made  
after this time

**1600-1800**

Regatta Social: Drinks,  
Race Videos and Daily  
Awards

Overall Awards: All  
Classes and BVI  
Championship, Hosted  
by Sunsail

Times are in Central Time. Regatta activities will take place at CYC Monroe Station.  
Regatta Social passes include weekend activities, including live music, beverages,  
Saturday dinner buffet and service charges. The discounted crew pack is available for  
advance purchase.

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REGATTA SERIES—CHICAGO  
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## TASTE THE GOOD LIFE

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**HELLY HANSEN TODAY** Helly Hansen is dedicated to producing the best sailing gear available for sailors of all kinds. From offshore racing to inshore sailing, coastal cruising, dinghy sailing, rainwear and marine lifestyle, Helly Hansen footwear and apparel are made to help you stay and feel alive out on the water. At the heart of every Helly Hansen product lies the spirit of the professional, because when you are confident in your gear, it lets you enjoy your time on the water. This is why Helly Hansen sailing products can be found on Olympians, national teams, world-record sailors and discerning enthusiasts around the globe. Helly Hansen is a proud sponsor of the Helly Hansen Sailing World Regatta Series, returning for the 11th year as the title this season. For more information, visit [hellyhansen.com](http://hellyhansen.com).



**MOUNT GAY RUM** The world's oldest rum distillery is proud to be the official spirits sponsor of the 2024 Helly Hansen Sailing World Regatta Series. The brand boasts a strong affiliation with sailing that dates back to the 17th century and continues today through its regatta sponsorships with the famous Mount Gay Rum post-race parties and the iconic Mount Gay red caps. For more information about Mount Gay Rum, please visit [mountgayrum.com](http://mountgayrum.com) or follow @MountGayRum on Facebook and @MountGayRumUS on Instagram.



**QUANTUM SAILS** Since 1996, Quantum Sails has focused on providing the highest-performing products and the highest level of service and support to racing and cruising sailors of all levels. Quantum Sails is headquartered in Traverse City, Michigan, and boasts a network of over 70 owned and affiliated sail lofts around the globe. Today, Quantum Sails is equally relentless about delivering on its promise to help sailors pursue their passions and meet their challenges, offering a higher standard of service, customer care, education, service and mentorship.



**MARLOW ROPES** Marlow Ropes is a global rope manufacturer specializing in synthetic high-performance ropes. Its global reputation for quality, technical innovation and superior product performance has consolidated its position as the world's premium leisure marine rope brand. With over 200 years' experience in the rope manufacturing industry, its product ranges cover superyachts, grand-prix racers, cruisers, classics, dinghies, sportboats, windsurfing and kitesurfing.



**SUNSAIL** For over 45 years, Sunsail has delivered unique sailing experiences in the best cruising grounds the world has to offer. Driven by its passion for sailing, Sunsail knows exactly what you need in order to have the ultimate experience on the water. From racing to cruising, it has the unrivaled voyage you're looking for, which is what makes Sunsail the world's leading yacht charter provider. Its commitment to sailors has led Sunsail to be a proud sponsor of the Helly Hansen Sailing World Regatta Series year after year. For more information, please visit [sunsail.com](http://sunsail.com).







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# MEET THE ON-THE-WATER TEAM



## GREEN CIRCLE

### Darcy Cook (PRO) & Helle Getz (DRO)

Darcy is currently a Regional Race officer, running events across the nation. These include anything from Junior National Championships, World Match Racing Tours, SW Regattas in her hometown of Chicago and St. Pete, and Charleston Race Week, to a little Wednesday night beer can. Any day on the water, even if I'm pulling anchors, is a great day! And am thankful for each and every opportunity.

## RED CIRCLE

### Janet Baxter (PRO) & Rick Lillie

Janet grew up sailing, most recently racing Etchells and Beneteau 36.7s, as well as other Offshore boats. An Island Goat and past President of US Sailing, she has long been involved with race committee, becoming a race officer and Chair of CYC's Race Committee in the early 2000s. She has been a Regional Judge for many years. Janet now lives in Fort Lauderdale but continues to do race management work in Chicago as well as in Florida. She has been the race officer for many T-10 and Beneteau 36.7 events, including the HHSWRS.

## WHITE CIRCLE

### Alex Verslype (PRO) & Fields Gunsett

As a volunteer on Chicago Yacht Club's Race Committee, Alex has helped officiate the Chicago Sailing World Regatta Series every year since moving to the city in 2016. He is the Principal Race Officer for the Verve regatta and has been an inspector for the Chicago Race To Mackinac. Regionally he has been invited to Racine Yacht Club for The Hook and the 2021 Tartan Ten NAs. When not running races he crews aboard a J/105 and a Hunter 28.5.

## BLUE CIRCLE — ILCA/LASER

### John Palizza (PRO)

Serving as PRO for Chicago Corinthian Yacht Club, Palizza began working on race committees at the Houston Yacht Club in 2012, and since returning to the Chicago area, he has continued to act as a Principal Race Officer throughout the Midwest. John has a particular fondness for running high school, college, one-design and Para sailing events. He is a US Sailing certified Regional Race Officer and Regional Judge, a member of the Lake Bluff

and Anchorage Yacht Clubs, a member of the Board of the Judd Goldman Adaptive Sailing Foundation, and an avid daysailor and racer of his Alerion Express 28.

## DISTANCE RACE — VHF CHANNEL CH 05A

### Jennifer Dorsch (PRO)

Jennifer Dorsch grew up on or in the water from the time she was six months old. After taking over the family Cape Dory 27, she became involved in race committee when it was suggested she give it a try to learn more about sailing in the Chicago area. After a season of frost-biting RC, she was hooked. Nine years later, she was the Principal Race Officer for the Chicago Yacht Club Race to Mackinac, serves on the CYC RC Steering Committee, and has done RC around the U.S. for various World/National Championships. She is a US Sailing certified Regional Race Officer and Club Judge. Despite spending the majority of her time on power boats doing RC, she fully believes "any day on the water is a good day."

## Dick Neville (PRO), Sailing World Regatta Series

Dick is Chairman of the Storm Trysail Club Race Committee and co-Chair of the Annapolis YC Race Committee. Dick is from Annapolis and has been a Race Officer for 25-plus years. He has been fortunate to be invited to help run regattas in locations such as South Africa, Croatia, Sardinia, the Caribbean, Michigan, Florida and Rhode Island. Dick's favorite place to sail or be on the water is the Caribbean (with Sailing World for the BVI Championship).

## Mike Kaspar, Chief Judge

Mike has been the Chief Judge of Chicago Yacht Club since the beginning of 2022. He is certified by US Sailing as both a National Judge (since 2009) and National Umpire (since 2011). Mike routinely averages 25-plus events per year around the country, and he serves at many of the US Sailing National Championships. He also serves as the Jury Secretary for the Chicago Yacht Club Race to Mackinac annually. When not serving the sport of sailing, you can find Mike rock climbing and bouldering.



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# SAILING INSTRUCTIONS

The Organizing Authority (OA) for this regatta is Sailing World in cooperation with the Chicago Yacht Club (CYC) and Chicago Corinthian Yacht Club (CCYC). This is a US Sailing sanctioned event.

The notation "[NP]" in the rule in these Sailing Instructions means that this rule is not grounds for a protest or request for redress by a boat. This changes RRS 60.1 and 61.1(a).

## 1. RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

**1.2** All One Design Class Rules apply, with the following alterations:

**(a)** [DP] For the J/70 Class, Class Rules Part III Sections I.3 and I.4 will apply.

**(b)** For the J/111 Class, Class Rule J.3 applies.

**(c)** For the J/105 Class, J105 Class Rule 7.10 shall not apply to the OA-approved coach boat.

**1.3** The rules of Midwest PHRF (MWPHRF) will apply for MWPHRF handicap sections. The rules of the Offshore Racing Congress (ORC) will apply for ORC handicap classes.

**1.4** The US Sailing Prescriptions to RRS Preamble to Part 5 — Section B and 63.1(b) shall not apply.

**1.5** [DP] Drones shall not be flown in the racing area except with prior authorization by the OA.

**1.6** [NP] Errors and omissions in courtesy broadcasts or communications, as well as race committee decisions on course types and wind bands for ORC racing, are not grounds for a request for redress. This changes RRS 61.1(a) and 61.4(b)(1).

## 2. CHANGES TO SAILING INSTRUCTIONS

**2.1** Amendments to the Sailing Instructions will be posted on the Official Notice Board located on the race website. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

**2.2** Any change to the sailing instructions will be posted:

**a)** Before 0900 on the day it will take effect or,

**b)** In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore or,

**c)** By 2000 on the day before a schedule change will take effect.

**2.3** Separate Sailing Instructions (SIs) will be available for the Distance Race, ILCA/Laser, and DragonForce Racing Classes.

## 3. COMMUNICATIONS WITH COMPETITORS

**3.1** The online Official Notice Board is located on the Helly Hansen Sailing World Regatta Chicago webpage.

**3.2** [DP] All boats, except those racing on the ILCA/Laser and DragonForce Classes, shall carry a VHF radio capable of communicating on US channels. This may change a class rule.

**3.3** On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in Addendum B.

**3.4** [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

**3.5** Boats shall check in on the water by motoring or sailing on starboard tack by the stern of their Division signal boat and hailing their sail or bow number until acknowledged. There will be no check-in by radio.

## 4. SIGNALS MADE ASHORE

**4.1** Signals made ashore will be displayed from the main flagpole located northeast corner of the Monroe Station clubhouse.

**4.2** When the AP flag is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in the Race Signals AP.

**4.3** [NP] As a courtesy, the signal may also be displayed on the flagpoles at Belmont Station and/ or Chicago Corinthian Yacht Club.

**4.4** [NP] As an additional courtesy, signals may also be relayed in text via the regatta WhatsApp group as published on the notice board.

## 5. SCHEDULE OF RACES

**5.1** As many races will be sailed as are viable on each scheduled day of racing. A maximum of 10 races may be sailed for each Buoy racing class.

**5.2** The first warning signal is scheduled for 1055 each day.

**5.3** No warning signal will be made after 1500 on Sunday, June 8.

## 6. DIVISIONS, CLASS FLAGS, BOW NUMBERS, STARTING SIGNALS, AND MARKS

**6.1** Division classes, initial starting order, warning signal flags, and the description of marks will be defined in SI Addendum B and will be posted on the Official Notice Board.

**6.2** Bow numbers may be required for some classes and will be issued at Registration. Bow numbers shall be placed with the forward edge no more than 12 inches from the bow stem, as high as possible on the hull. Boats with existing bow numbers must note the number on their entry.

## 7. RACING AREAS

The Racing Areas are described in Addendum B.

## 8. COURSES and MARKS

**8.1** The diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

**8.2** No later than the warning signal, the race committee signal boat will display the approximate compass bearing, the distance to Long Mark 1, the distance to Short Mark 1, the number of legs to be sailed, and the course assignment for each class.

**8.3** When Long Mark 1 and Short Mark 1 are the same distance, only one mark will be set, and it will be referred to as Long Mark.

**8.4** [NP] Course information may be signaled by courtesy broadcasts on the designated VHF channel.

**8.5** Mark 1 will have an offset. If the offset is not in place, the single windward Mark 1 shall be left to port.

**8.6** Mark 2 will be a gate. If the gate is not in place, the single leeward mark shall be left to port.

**8.7** Offset marks will not be set for a change



# SAILING INSTRUCTIONS

of course.

**8.8** Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies. This changes RRS 61.1(a) and 61.4(b)(1).

## 9. THE START

**9.1** Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

**9.2** The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark or a staff displaying an orange flag on a race committee pin-end vessel.

**9.3** [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.

**9.4** [NP] If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to identify her on the designated hailing channel (see SI 1.7).

**9.5** A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

**9.6** The race committee may combine classes for a start by displaying both class flags at the warning.

**9.7** The race committee may modify the starting sequence after the first race of the day for any subsequent races.

**9.8** Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under RRS 61.1(a) and 61.4(b)(1). This is added RRS 27.2.

## 10. CHANGE OF COURSE BETWEEN STARTS

If there is a significant windshift during a starting sequence, the Race Committee may signal a change of course for a class as follows:

**a)** At the preparatory signal, Flag C will be displayed with repetitive sounds and will

remain up until the starting signal.

**b)** The signaled fleet will sail to the change mark.

**c)** If there is a subsequent change and the new mark is replaced, it will be replaced by an original mark. This changes RRS 27 and 33.

## 11. CHANGE OF THE NEXT LEG OF THE COURSE

**11.1** To change the next leg of the course, the race committee will set a new mark, as described in Addendum B (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change, a new mark is replaced, it will be replaced by an original mark.

**11.2** A course change of 10 degrees or less will not be signaled by the race committee. The course change will continue to use the active mark. This changes RRS 33.

## 12. THE FINISH

**12.1** The finish line will be between a staff displaying a blue flag on a race committee boat and the course side of the finishing mark.

**12.2** Flag A displayed, with no sound signal, while boats are finishing means "No more racing today."

## 13. PENALTY SYSTEM

**13.1** RRS Appendix T- ARBITRATION will apply.

**13.2** US Sailing Prescription Appendix V1 - PENALTY AT THE TIME OF AN INCIDENT will apply.

## 14. TIME LIMITS

**14.1** The time limit will be 90 minutes for all buoy race classes.

**14.2** Boats failing to finish within 30 minutes after the first boat finishes and not subsequently retiring, or penalized, or given redress, will be scored TLE without a hearing. Boats scored TLE will receive points equal to the number of boats that finished within the Time Limit (SI 14.1) plus two (2) points. Such score shall not exceed the number of entries plus one (1) point. This changes RRS 35, A5.1, A5.2 and A10.

## 15. HEARING REQUESTS

**15.1** A boat's protest time limit is 60 minutes after the race committee finish boat for her circle docks. The time will be posted on the Official Notice Board.

**15.2** Protests, requests for redress, and requests to reopen a hearing shall be delivered to the protest desk at Monroe Station in person, or via the event website, within the appropriate time limit.

**15.3** A party to the hearing may request a reopening by delivering a written request to the race office (or by such other method as stated in the sailing instructions) no later than 24 hours after being informed of the decision. The request shall identify the reason for making it. However, on the last scheduled day of racing, the request shall be delivered:

**a)** within the protest time limit if the requesting party was informed of the decision on the previous day;

**b)** no later than 30 minutes after the party was informed of the decision on that day. A request that does not comply with this rule is invalid.

**15.4** On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted per RRS 61.2(b)(2).

**15.5** Protests will be heard at Chicago Yacht Club Monroe Station in person. The Hearing schedule will be posted on the Official Notice Board.

## 16. SCORING

**16.1** Each boat's series score will be the sum of her scores for all races, with no race scores excluded. One race will constitute a series. This changes RRS A2.1.

**16.2** Boats entered under MWPHRF will be scored using time-on-time (ToT) scoring using the following formula: HCP ToT Rating =  $650 / (550 + \text{MWPHRF ToD HCP Rating})$ .

**16.3** Boats entered under ORC will be scored using time-on-time (ToT) 5-Band Windward/Leeward Rating.

## 17. SAFETY REGULATIONS

**17.1** [DP] A boat that retires from a race shall notify the race committee as soon as practicable.

# SAILING INSTRUCTIONS

**17.2** RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

**18. REPLACEMENT OF CREW**

A completed waiver form shall be submitted online at the regatta website for any substitute crewmember prior to that crewmember racing.

**19. SUPPORT BOATS**

**19.1** Sailing World Media boats shall be considered obstructions on the racecourse.  
**19.2** Team leaders, coaches, and other support personnel shall stay outside the

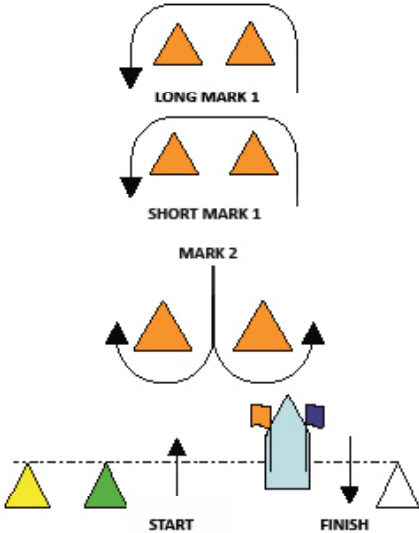
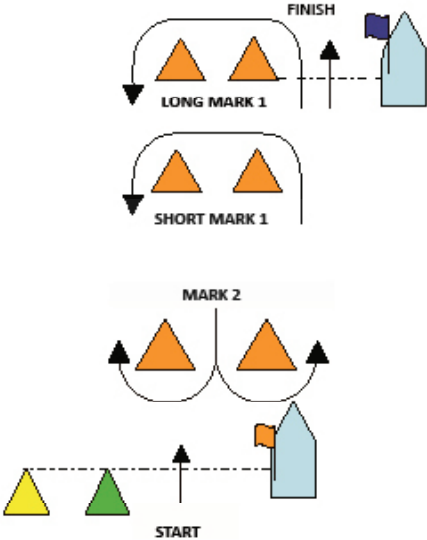
course areas where boats are racing.  
**19.3** Support boats shall register with the OA prior to going on the water by emailing regattas@sailingworld.com.  
**19.4** Support boats must monitor the designated RC VHF channel and comply with requests of the Race Committee.

**20. RISK STATEMENT**

**20.1** Competitors participate in the regatta entirely at their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event, each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA will not accept

any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.  
**20.2** The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crewmember or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines, and recommendations, as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members,

**ADDENDUM A**

	4 LEGS	5 LEGS
LL (long, long)	Start—Long Mark 1—Mark 2 —Long Mark 1—Finish	Start—Long Mark 1—Mark 2 —Long Mark 1—Mark 2—Finish
LS (long, short)	Start—Long Mark 1—Mark 2 —Short Mark 1—Finish	Start—Long Mark 1—Mark 2 —Short Mark 1—Mark 2—Finish
SS (short, short)	Start—Short Mark 1—Mark 2 —Short Mark 1—Finish	Start—Short Mark 1—Mark 2 —Short Mark 1—Mark 2—Finish
		

MARKS MAY BE A DIFFERENT COLOR OR SHAPE BASED ON COURSE ASSIGNMENT. REFER TO ADDENDUM B.



# SAILING INSTRUCTIONS

or their representatives, may result in the disqualification of the boat and its exclusion from the regatta.

**20.3** It is the skipper's obligation to ensure that each crewmember's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

## 21. PRIZES

**21.1** Prizes will be awarded after racing on Sunday to the top-three finishers of each qualifying class.

**21.2** Each class winner is eligible for the 2025 Helly Hansen Sailing World Regatta Series Championship scheduled for October 2025 in the British Virgin Islands. One class winner's name will be drawn at the conclusion of the awards.

**21.3** Class Trophy: Boats in classes

participating in three or more events of the Series will qualify for the Sailing World Regatta Series Class Champion award, which will be based on cumulative race scores from three events:

- a)** The same boat must be used in all three events;
- b)** The helmsperson must be the same for all three events;
- c)** A boat's series score will be the total of her points in her three best events. If there is a tie between two or more boats, each boat's finishing position in her three best events will be listed in order of best to worst. At the first point(s) where there is a difference, the tie shall be broken in favor of the boat(s) with the best score(s). If a tie remains between two or more boats, they shall be ranked in order of their last

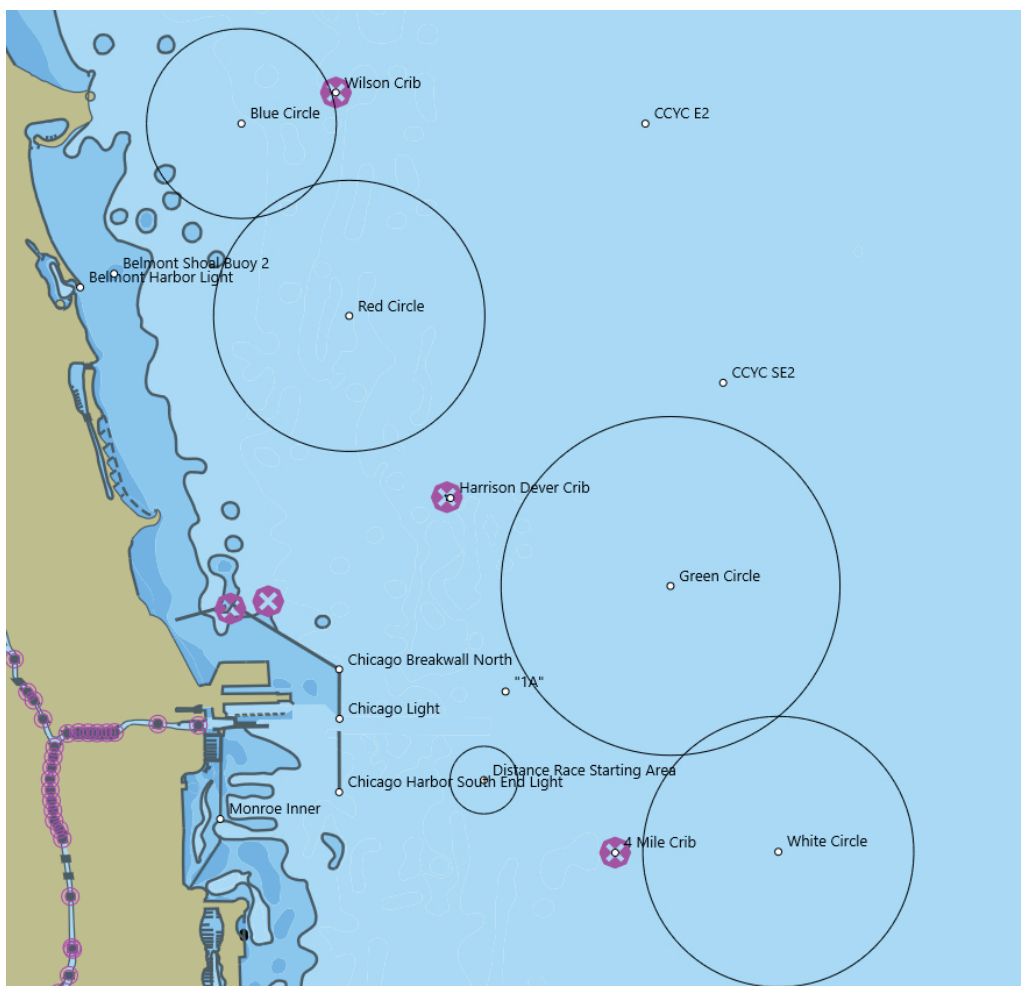
qualifying event.

**21.4** Additional prizes may be awarded to the top Junior Team (under 21 years of age), and top Mixed Plus Team (50-plus-percent female) to any one-design class with a minimum of 12 boats registered.

## 22. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA and its sponsors for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

# CHART FOR CIRCLES



# DISTANCE RACE SAILING INSTRUCTIONS

The Organizing Authority (OA) for this regatta is Sailing World in cooperation with the Chicago Yacht Club (CYC) and Chicago Corinthian Yacht Club (CCYC). This is a US Sailing sanctioned event.

The notation '[NP]' in the rule in these Sailing Instructions means that this rule is not grounds for a protest or request for redress by a boat. This changes RRS 60.1 and 61.1(a).

## 1. RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

**1.2** The US Sailing Prescriptions to RRS Preamble to Part 5 — Section and B63.1(b) shall not apply.

**1.3** ORC or Midwest PHRF (MWPHRF) will apply for handicap sections.

**1.4** If there is a conflict between the Notice of Race (NOR) and these Sailing Instructions (SIs), the SIs will take precedence. This changes RRS 63.5(c).

**1.5** [NP] Errors and omissions in courtesy broadcasts or communications are not grounds for a request for redress. This changes RRS 61.1(a) and 61.4(b)(1).

**1.6** [DP] Drones shall not be flown in the racing area except with prior authorization by the OA.

## 2. CHANGES TO SAILING INSTRUCTIONS

**2.1** Amendments to the Sailing Instructions will be posted on the Official Notice Board located on the race website.

**2.2** Any change to the sailing instructions will be posted:

- a)** Before 0900 on the day it will take effect or,
- b)** In the event of AP posted ashore, no later than 15 minutes before AP is lowered ashore or,
- c)** By 2000 on the day before a schedule change will take effect.

## 3. COMMUNICATIONS WITH COMPETITORS

**3.1** The Official Notice Board is located online at the Helly Hansen Sailing World Regatta Chicago webpage.

**3.2** All boats shall carry a VHF radio capable of communicating on US channels. This may change a class rule. [DP]

**3.3** Notices to competitors will be posted

on the Official Notice Board located on the race website. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

**3.4** On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The courtesy VHF broadcast channels will be CH 05A.

**3.4** [NP] Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

**3.5** [DP] Check-In: All boats shall check in with their respective race committee signal boat by motoring or sailing on starboard tack, by the stern of the signal boat, and announcing their sail or bow number until acknowledged by the race committee.

## 4. ADVERTISING

**4.1** Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

**4.2** Boats may be required to display advertising chosen and supplied by the OA, e.g., bow stickers, bow numbers, boom stickers, and/or flags.

**4.3** At the discretion of the OA, bow numbers may also be required for some classes.

## 5. SIGNALS MADE ASHORE

**5.1** Signals made ashore will be displayed from the main flagpole located northeast corner of the Monroe Station clubhouse.

**5.2** When the AP flag is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in the Race Signals AP.

**5.3** [NP] As a courtesy, the signal may also be displayed on the flagpole at Belmont Station.

## 6. SCHEDULE OF RACES

There will be one race per day Saturday, June 7 and Sunday, June 8. The first warning will be at 1025.

## 7. DIVISIONS, CLASS FLAGS, STARTING SIGNALS, AND MARKS

**7.1** Class breaks, description of Class flags, and initial starting order will be distributed at registration.

**7.2** [DP] Each boat shall fly her class flag on her backstay. Boats will supply their own

flags. Boats without a permanent backstay shall attach the flag to the upper aft rail starboard of center.

## 8. STARTING AREAS

The diagram contained in Addendum A provides the approximate starting location. The starting area is located approximately 0.90 nautical miles at a heading of 130° from Chicago Harbor Light (LL 19960). The approximate coordinates are 41° 52.90' North and 87° 34.00' West.

## 9. THE COURSE

**9.1** The Distance Race Addendum B shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

**9.2** No later than the warning signal, the race committee signal boat will display the course letter.

## 10. THE START

**10.1** Races will be started using RRS 26.

**10.2** The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark.

**10.3** The race committee may combine classes for a start.

**10.4** [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as the area extending approximately 150 feet to windward and to leeward of the starting line and 150 feet to either end.

**10.5** The race committee will attempt to hail on VHF 05A any boats that are OCS. A boat may not base a request for redress on the failure to hear or receive the announcements, the timeliness of announcements or the order in which boats are announced. This changes RRS 61.1(a) and 61.4(b)(1).

**10.6** A boat starting later than eight minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

## 11. THE FINISH

The finish line will be between a staff displaying a blue flag on a race committee boat and the course side of the finishing mark. Boats finishing shall pass from east to west across



# DISTANCE RACE SAILING INSTRUCTIONS

the finish line leaving the signal boat to starboard. The finishing area will be the same as the starting area.

## 12. PENALTY SYSTEM

**12.1** RRS Appendix T — ARBITRATION will apply.

**12.2** US Sailing Prescription Appendix V1 — PENALTY AT THE TIME OF AN INCIDENT will apply.

## 13. TIME LIMITS

The time limit will be 1600. If there is a postponement before the first warning signal, the time limit will be extended by the duration of that postponement, but not to exceed one hour. All boats not finished by 1600 will be scored TLE without a hearing. This changes RRS 35 and A5.1.

## 14. HEARING REQUESTS

**14.1** A boat's protest time limit is 60 minutes after the race committee finish boat for her circle docks. The time will be posted on the Official Notice Board.

**14.2** Protests, requests for redress, and requests to reopen a hearing shall be delivered to the protest desk at Monroe Station in person, or via the event website, within the appropriate time limit.

**14.3** A party to the hearing may request a reopening by delivering a written request to the race office (or by such other method as stated in the sailing instructions) no later than 24 hours after being informed of the decision. The request shall identify the reason for making it. However, on the last scheduled day of racing the request shall be delivered:

**a)** within the protest time limit if the requesting party was informed of the decision on the previous day;

**b)** no later than 30 minutes after the party was informed of the decision on that day. A request that does not comply with this rule is invalid.

**14.4** On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted per RRS 61.2(b)(2).

**14.5** Protests will be heard at Chicago Yacht Club Monroe Station in person. The Hearing schedule will be posted on the Official

Notice Board.

## 15. SCORING

**15.1** Each boat's series score will be the sum of her scores for all races, with no race scores excluded. One race will constitute a series. This changes RRS A2.1.

**15.2** Boats in MWPHRF handicap division will be scored with times adjusted for current MWPHRF handicaps using Time on Time (TOT) using the following formula:  $DHCP\ ToT = 650 / (550 + MWPHRF\ ToD\ DHCP\ Rating)$ .

**15.3** Corrected times for ORC classes will be calculated using Time-on-Time (TOT) 5 – Band AP rating. The race committee will assign the appropriate course type and rating prior to scoring. The decision on the scoring parameters used for the race, including course details and wind details, shall not be grounds for a request for redress by the boat. This changes RRS 61.1(a) and 61.4(b)(1).

**15.4** Boats to be scored TLE and not thereafter retiring, being penalized, or given redress will be scored points equal to the number of boats finishing within the time limit plus two points by the race committee without a hearing. This changes RRS A4.1, A4.2 and A5.

## 16. SAFETY REGULATIONS

[DP] A boat intending to withdraw from racing shall attempt to notify any race committee vessel, by hail or VHF Channel 05A, of her withdrawal before leaving the race area.

## 17. REPLACEMENT OF CREW

A completed waiver form shall be submitted online for any substitute crewmember prior to that crewmember racing.

## 18. SUPPORT BOATS

[DP] Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## 19. PRIZES

Prizes will be awarded after racing on Sunday to the top-three finishers of each qualifying class.

## 20. PHOTOGRAPHY AND VIDEO RIGHTS

Competitors give absolute right and permission to the OA for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

## 21. RISK STATEMENT, DISCLAIMER OF LIABILITY, WAIVERS, PERSONAL CONDUCT

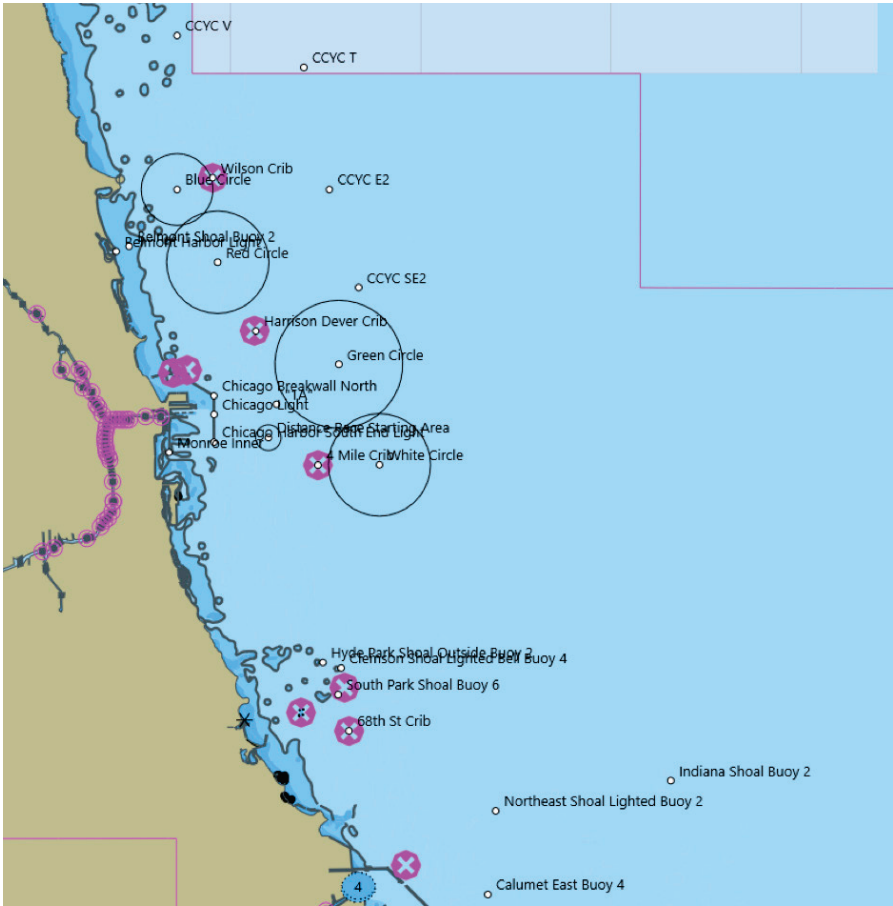
**21.1** Competitors participate in the regatta entirely at their own risk. See RRS 3 Decision to Race and RRS 4, Acceptance of the Rules. The OA and CYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**21.2** The Skipper/Owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crewmember or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines, and recommendations, as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat and its exclusion from the regatta.

**21.3** It is the skipper's obligation to ensure that the Boat Owner waiver is signed, and that each crewmember, including the skipper, signs a waiver and is completed on the regatta website by 1900 Thursday, June 5.

# DISTANCE RACE SAILING INSTRUCTIONS

## ADDENDUM B



## ADDENDUM B

MARK	LATITUDE	LONGITUDE
1A	41 53.553n	087 33.785w
4 Mile Crib	41 52.364n	087 32.699w
68th St Crib	41 47.171n	087 31.884w
Calumet East Buoy	41 43.973n	087 28.235w
CCYC E2	41 57.740n	087 32.400w
CCYC SE2	41 55.830n	087 31.630w
CCYC T	42 0.120n	087 33.070w
CCYC V	42 0.740n	087 36.400w
Clemson Shoal Lighted Bell Buoy 4	41 48.400n	087 32.090w
Harrison Dever Crib	41 54.980n	087 34.330w
Hyde Park Shoal Outside Buoy 2	41 48.510n	087 32.570w
Indiana Shoal Buoy 2	41 46.200n	087 23.430w
Northeast Shoal Lighted Buoy 2	41 45.606n	087 28.029w
South Park Shoal Buoy 6	41 47.880n	087 32.170w
Wilson Crib	41 57.969n	087 35.466w
Distance Race Start/ Finish	41 52.900n	087 34.000w



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# PHOTO GALLERY CHICAGO 2024









# THE ART OF THE CREW BOSS

WITH DECADES OF EXPERIENCE WORKING WITH TEAMS BIG AND SMALL, A VETERAN SAILMAKER SHARES ADVICE ON PUTTING THE “TEAM” IN “TEAMWORK.”

BY CAROL CRONIN

**A FEW** days after I raced with Mike Toppa for the first time, I found myself still marveling at his quiet impact on board. Over two light-air days, he'd managed to strengthen and improve an already strong team of a dozen sailors—even though he'd raced on that particular boat only a few times before. Of course, this is a guy who's spent the past five decades making a variety of sailboats go faster, so all of us were quite ready to listen. But still I wondered: How does he step into what is basically a new “office” every regatta and instantly improve the team's performance? Most of our lively conversation during a sit-down focused on superyacht racing because big crews are Toppa's biggest team-building challenge. But his approach can definitely help improve a team of any size and/or ability. Here's how he goes about it.

**STEP 1: GET A RIDE.** “The owners are our customers, and that's where it all starts,” Toppa says, when we sit down in his office for a chat. Almost 50 years at North Sails confirms the claim that he's only ever had one job, but Toppa's responsibilities have definitely evolved. These days, he helps clients make choices about their sails and crew—and then works to optimize both. As he puts it, “There's always a way to make a boat go faster, so that's the fun of it.”

He says that most invitations start with a specific regatta, and “that leads to a discussion.” For each option, he unfurls one finger on his left hand: “They might say, ‘We'll just go and see how we do.’ Or they might ask, ‘Tell me what I need: How many people?’” Most superyachts race with as many as

30 on board, including a full-time crew of six to eight.

A third finger extends.

“If they say, ‘Let's really try to win this and be as competitive as we can,’ I try to get a read on how much they want to put into it—and how much they want their boat invaded by a bunch of strangers.” Superyachts, he explains, are cruising boats at heart. “These boats travel all over the world. They'll decide to race, and then they might go cruising for two years, and then race again. It's really taking a hotel and getting it ready to race against other hotels.” That's why he encourages all of his customers to bring friends, even if they've never raced before.

## STEP 2: MELD STRANGERS INTO A COHESIVE TEAM.

Before a regatta, Toppa researches the crew list. “Every boat's collective skillset is at a certain level, and then within that group, individual skill levels are different, so I'll do some homework—who I know, who I don't know, what their background is—just to get a sense of what to expect.”

Even the captain's and crew's abilities might range from novice to expert, and “they're about to get invaded by 15 sailors who want things done in a certain way, which might not be the way they usually do things. So there has to be a balance there.”

**“I'M ALWAYS LOOKING AT PERSONALITIES FIRST. BECAUSE IF YOU CAN GET PEOPLE WHO ENJOY WHAT THEY DO AND INTERACT WITH PEOPLE WELL, YOU'RE WAY AHEAD.”**

To achieve that balance, Toppa says that he tries to explain the reasons behind doing things differently, “how it affects performance and how it's a good thing.” That takes time, so “you can't do it in the middle of a race. You gotta try to anticipate the things that might cause conflict, and try to figure that out. And that, as I said, requires homework to understand who's there and what their experience is.”

Personalities are another big factor, he continues. “There are a lot of good sailors out there, but too many professional sailors step into every program and act as if they're on a grand-prix boat with grand-prix sailors, saying, ‘This is how we're going to do it, and you're an idiot if you can't do it that way.’ That just ruins everything,” Toppa says. “But some people just can't read the room and figure it out.”

When he's asked to suggest teammates, he says: “I'm always looking at personalities first. Because if you can get people who enjoy what they do and interact with people well, you're way ahead.”

## STEP 3: SET ACHIEVABLE GOALS.

Once he steps aboard, Toppa tries to align expectations with experience by stating one simple goal: to improve as a team. “I'll tell everybody on the first day of practice: ‘Take the results of every day and how we do things, and put it in the bank; learn and do better the next day. Just every day, incrementally get better and better. And by the end of the regatta, we're going to be the best team on the water.’”

The surefire way to improve, of course, is practice. Without it, Toppa warns, “especially when you're bringing people in who are

new to the boat, something or somebody is going to break.”

But just like any one-design program, it's rare to get enough time before a regatta to really gel as a team. “So when there's a new crew together, I tend to look for the easy things: What are the areas where the gains are biggest? Typically, that's efficiency. If you can't tack the boat or get the spinnaker up and down efficiently, you're just giving away seconds and minutes on the racecourse. No rating is going to make up for that, so getting those basics down is really, really important.”

When the sails do go up, Toppa calls for a bit of time sailing upwind so that he can tweak things. “What I really enjoy is getting on a boat for the first time and making sure the sails are doing as well as they can, that they're set up the right way and trimmed the right way, and that everybody has an understanding of their range.” His smile widens. “That's a fun challenge.”

Fun as it is, sail tweaking is only a bit player in Toppa's overall goal: “Doing as well as we can and everybody having a good time, because that means they'll come back again. If you turn them off, it's just not good for anybody.”

## THE CHALLENGE OF TEMPTATION

When Art Santry acquired use of the 2007 J/V 66 that became *Temptation-Oakcliff* for summer 2024, he asked Toppa to get involved—and it turned into the perfect test of his team-building skills...



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# RACE RESULTS CHICAGO 2024

## FINAL CUMULATIVE RESULTS

### ILCA 7

1	218766	Laser	Roman Plutenko	5
2	USA 176204	USA 176204	Robert Christie	13
3	218761	ILCA	David Poquette	15

### ILCA 6

1	170722	Fuu	Csilla Gal	8
2	187719	Babe	Kate Moon	9
3	TBD	N/A	JP Crabb	16

### ILCA 6 - Junior Crew

1	TBD	N/A	JP Crabb	16
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### ORC 1 - APH Less than or equal 509

1	USA 26	Renegade	Thomas Papoutsis	2
2	USA 73232	Sagamore	Laura and Tone Martin	4
3	USA 25580	Cheep N Deep II	Jim Richter	7

### ORC 2 - APH Greater than 509

1	USA 99	Rambler	Ben Wilson	3
2	USA 53581	Evvai	Matthew Songer	4
3	USA 88222	elbow room	Douglas Evans	5

### PHRF 1 - DHCP Less than or equal to 74

1	USA 52411	KOKO LOKO 2	Tomasz Kokocinski	5
2	12115	Reflection	Mark Croll	6
3	USA 25578	Paradigm Shift	Dave Dickerson	7

### PHRF 2 - DHCP Greater than 74

1	USA 51541	RADIANCE	Benjamin White	3
2	52395	Ranger	William Bartz	6
3	15630	Amateur II	Michael Platzke	8

### Beneteau 40.7

1	USA 404	Mojo (Corinthian)	Scot & Yvonne Ruhlander	9
2	USA 51146	La Tempete (Corinthian)	Thomas Weber	19
3	60102	Sociable	Robert Arzbaecher2	4

### J/109

1	US 368	Bull	Michael Hendrie	14
2	USA 224	Courageous	Raymond Douglas Kristine Maybach	20
3	USA 141	Smee Again (Corinthian)	G Miz/Dreher/ Hatfield/Neenan	23

### ORC

1	USA 38006	Eagle	Shawn/Jerry O'Neill	9
2	USA 52144	Eagles Wings	John Gottwald	13
3	USA 24	Momentum	Kevin Saedi & Raman Yousefi	22

### PHRF Spinnaker

1	USA 1173	Blondie	Tod & Heidi Patton	15
2	USA 33	Ravn	Jamie Downing	18
3	USA 61063	Ohana	Robert Smetters	21

### PHRF Spinnaker - Mixed Plus

1	USA 61063	Ohana	Robert Smetters 2	1
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### Tartan 10

1	30475	Erica	Brian Kaczor	14
2	404	Diamond Girl	Amy Cermak 1	5
3	217	Two Trailer Park Girls	Adam Prettyman	22

### Tartan 10 - Mixed Plus

1	USA 411	Minister	Blane & Cindy Boynton	36
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### J/70

1	USA 152	Hestia	Callisto Racing	9
2	USA 639	Norboy	Laura Sigmond	14
3	USA 230	Rip Rullah (Corinthian)	Bob Willis	31

### J/70 - Junior Crew

1	USA 390	waffle	Grace Renz	70
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### J/70 - Mixed Plus

1	USA 639	Norboy	Laura Sigmond	14
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### DragonForce

1	USA 775	Blind Squirrel	Sue O'Neil	13
2	USA 96	BlueHHO	Daniel Burns	14
3	USA 776	Party Sapling	Conor O'Neil	15

### Beneteau 36.7

1	USA 52051	Free Radical	Robert Nelson	17
2	USA 1313	Program (Corinthian)	Earle Atwater Chris Metcalf	23
3	USA 60310	Soulshine (Corinthian)	Jarrett Altmin	29

### Beneteau 40.7 - Mixed Plus

1	USA 51219	Rhumb Runner	Katie Goldman Finnegan & Brian Goldman	30
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### J/88

1	USA 88	Exile (Corinthian)	Andy Graff	18
2	USA 14	Sin Duda!	Lindsey Duda	22
3	USA 05	Piranha (Corinthian)	Dave Dennison	23

### J/105

1	USA 163	Pura Vida (Corinthian)	John Kalanik	18
2	5	FIVE	Team Stearns / Kestler	24
3	129	Nyctosaur (Corinthian)	Mark Fruin	26

### J/105 - Junior Crew

1	USA 163	Pura Vida	John Kalanik	18
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### J/105 - Mixed Plus

1	5	FIVE	Team Stearns / Kestler	24
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Built for those who live by the wind.*

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# UPWIND PERFORMANCE THROUGH MODING

THE MAJORITY OF SAILORS DON'T THINK ABOUT MODING WHEN SAILING UPWIND, BUT THE BEST SAILORS AND THE ONES WINNING REGATTAS DO IT WAY MORE THAN YOU MIGHT IMAGINE. START MODING CORRECTLY, AND YOUR RESULTS WILL IMPROVE DRAMATICALLY.



**MODING** involves three ways of sailing upwind: sailing in a VMG mode, which is the best angle and speed for your boat in the given conditions; sailing in a high mode, which means higher and slower; and sailing in a low mode, which means lower and faster. Why would you want to sail anything other than optimal VMG? Generally speaking, a high or low mode can help you with lane management and racecourse positioning. The overall idea is that you are always working to have a great lane and position yourself between your competition and the next mark, thus reducing risk.

## MODE FOR LANE MANAGEMENT

We've all been there before—you come off the starting line, hoping to have a nice big lane, but the boat to leeward is a little bow-forward of you and could end up pinching you off. Rather than waiting for that to happen, you shift into a high mode to keep your lane. Of course, this assumes your bow is forward of the boat to windward of you, which is usually the case at the

start if the pin is at all favored.

Shifting into high mode involves very subtle changes in steering and trimming. The difference between steering in VMG mode and high mode is only a degree or two. In VMG mode, you're usually steering so that the inside jib telltales are streaming straight back in light air and slightly lifting in medium to heavy breeze. Go into high mode, and those telltales will now be lifting more. If it's really windy, high mode might mean bubbling the front of the jib a bit. For trim, the main is usually brought in a couple of clicks, and the jib might come in one click of the ratchet. If you're on a boat with inboard/outboard jib leads, moving the lead in a touch also helps get into high mode.

A common mistake when in high mode is to overdo how much you trim the sails. If you overtrim the main and jib to the point where they start stalling, nothing works, and you'll end up losing on everybody.

Pay close attention to how your speed changes when you enter high mode, and learn how

high you can go without losing speed, which will vary based on the type of boat you're sailing. A while back, I was sailing in an FJ and was often using a high mode for big gains. We were in full hike, tight main, bubbling the jib, and the boat didn't seem to slow at all. It was flat water, which helped, because pinching puts you on the verge of stalling. This is much riskier in any sort of chop.

I've used high mode with great success on the Etchells too. Some boats pinch better than others. Wind strength is also a big factor. The windier it is, the easier it is to do. The lighter the wind, the more careful you have to be. At some point, if you get comfortable with the amount of leeward gauge you have, put the bow back down, matching the boat to leeward in VMG mode, release, and go straight. When we bear away, we ease the main and jib just the small amount that we trimmed them when shifting to high mode.

Low mode can be a powerful tool in helping to maintain your lane as well. Suppose you come off the line strong on the boat

to leeward of you, but the boat to windward is going fast, and the threat is that you might get rolled by that boat. The helm bears off a degree or two, and you sail "fat." The telltales will still be streaming, and you might ease the sails a bit, but not necessarily. The key is not to let the boat heel over more when bearing away. If you anticipate the heel, ease the sails a bit, ease the traveler down, or put on a little more backstay. This scenario occurs a lot off the starting line, but it also frequently happens on the open course.

The effectiveness of sailing in a low mode is really boat-specific. An Etchells, for example, doesn't gain that much when you go low; it doesn't accelerate a lot, and you just lose height. In that boat, it's usually VMG mode or high mode—streaming the telltales or lifting 45 degrees. The slower the boat, the subtler the boat-speed change will be. An FJ likes to go high and doesn't accelerate that much when you go low. On the other hand, a 420 accelerates more when you put the



bow down. So, moding in a 420 compared with an FJ is slightly different, although it works with both boats. In catamarans and high-performance boats, the speed gain can be huge with a burst of low mode.

It's important to have immediate communication from the rail about whether to shift modes. When you come off the starting line, assess the position you're in relative to those around you and make the call: VMG mode, high mode or low mode. I might tell my skipper: "The threat is to leeward of us. We're good high," meaning we can go into a high mode without the threat of being rolled by a boat to windward of us. We then come up a degree or two, trim in the sails a click or two, and sail slightly higher, trying to increase our gap on the boat to leeward. Meanwhile, we'll probably end up pinching off the boat above us.

Or I might say: "The threat is high. We're good low." It's really important to have good input from the rail about your height and speed, no matter where you are on the course. Always talk about your boat's height and speed compared with another boat.

For example, you might say, "We're faster but same height" or "We're higher and slower." In low mode, when I look under the boom, I want to see us moving forward on the fleet, and that's another good piece of information that you'll want to communicate. It's an especially good technique if you don't have a knotmeter.

If you do have a knotmeter, communication can be a lot more specific. Suppose you're sailing in VMG mode at 6 knots, and there's a boat above that might roll you. You might say, "Let's go 6.2 here," which tells the helm to move into low mode, increasing your speed two-tenths. Or you come off the line and have a boat close below you, and to defend, you need to go into high mode. Then you might say, "Let's go 5.8 here." On a boat that has target speeds posted, as a tactician you would say, "Let's go posted here" or "Let's go four-tenths over

posted," meaning low and fast. Or you might say, "Two-tenths under posted," which is bow up slightly, higher and slower. It's all based on lane management or positioning.

Say you're on the open course and happy with the direction you're heading, but other boats are threatening your lane. Time to choose a mode. Think of it as a time trial around the racetrack, and the other boats are simply in your way. In this scenario, you might pinch or foot to keep your lane and keep going the direction you want for big-picture strategy. This is very important because losing a little VMG in the short term but gaining on the next shift or a racecourse feature (favorable current) is totally worth it. Tacticians are always calculating gains and losses to make the best decisions possible. Moding to go the way you want is often the right call.

#### **MODE FOR COURSE POSITIONING**

Use the same moding techniques to maximize your time in the most wind on the racecourse and also to position yourself in the best possible place relative to the rest of the fleet. Tactical rule No. 1 is to sail in more wind. You can use moding to get to the stronger wind quicker. For example, you're coming out of the left side of the first beat on a puffy day, and you see a puff coming from the left layline area, over your left shoulder. In this scenario, you could shift into a slightly high mode to connect with the puff sooner. Once you are in the puff, release, and sail VMG or fast forward if it's a lift. Another scenario to maximize wind is when you see a nice puff straight ahead. Here you would sail slightly fast to reach the puff sooner. Once in the puff, you sail VMG, thereby increasing your time in the strongest wind.

Tactical rule No. 2 is sail toward the mark, on the long tack. You can use moding to manage your lane as previously mentioned, and as the

best sailors do, to reduce risk by positioning yourself between the fleet and the mark when exposed on a side of the racecourse. You essentially should use moding to reduce risk and put your boat in a favorable, strong position. For example, using the same scenario above, once you connect with that left shift and puff, release forward, and sail fast to reduce your leverage since you are already on the left side, especially if most of the fleet is to your right.

One way to think of it is from a drone's perspective. If you are to the left of the majority of the fleet coming out of the left corner but would rather be ahead of them, which is between them and the mark, when you get an advantaged shift and puff, mode forward to position yourself in the ideal spot.

Let's explore a more detailed look at the above scenario: The left puff is a 10-degree lift, but instead of taking all of the 10-degree lift and staying on the same ladder rung and climbing away from the fleet laterally, you come up only 7 degrees, ease your sheets slightly, and go fast forward with the remaining 3 degrees. In doing so, you're advancing forward on the boats to your right and moding toward the mark. Also, if it's shifty and you're in a left shift, the most likely next shift will be a right shift, and by getting bow-forward on those boats to your right, you'll be in a much stronger position when that happens.

Another time to mode: Traditional wisdom is that if you're headed while sailing upwind, you should tack, but suppose you're exiting a corner and you don't have much real estate remaining the other way because you're near layline. Here, when you get the header, you should shift into a high mode to sail as best as you can toward the mark and the next shift, which will probably be a lift. When the wind shifts back, return to a normal VMG mode sailing faster to the mark. And if it starts lifting you even more,

bear away a degree or two and get into a low mode, sailing fast to the mark. Sail in VMG mode only if you're on the long tack, feel you're in a great position on the fleet, in the most wind, and everything is perfect.

#### **MODE FOR A TACTICAL PLAY**

Here's another boat-on-boat time to mode: Tactically, a great tip is anytime you're going to come together with another boat, increase your speed. They say in match racing that the faster boat wins in an interaction. So, if you're on starboard sailing upwind, and a boat on port can almost cross but can't and it's clear they're going to lee-bow you, go into a slight low mode, hike hard, crack the main a hair, and really ramp up the boatspeed. Then, when they've committed to their tack, shoot up into a high mode to gain separation. Once there, work to hold your lane. By going bow-down, you make them tack sooner; increase your speed and you can shift into a high mode easier, with a better chance of holding your lane. If you simply do nothing, the chance of holding your lane is reduced.

In summary, if you get a header but don't want to tack, go into high mode. If you get a lift but don't need all of it, go into low mode for positioning. If you're trying to secure a lane on those around you, moding will help you get there.

I'm always thinking that I'm racing the racecourse, and if I can go the way I want, it's very powerful, so it's incredibly important to be able to hold lanes. The wind doesn't care about you. It's doing its thing. If you can sail on the long tack and in more wind more often than your competitors, you're going to do really well. If you can reduce risk by positioning yourself between the competition and the next mark, you will also secure top finishes. Moding helps you do all of the above, and if you incorporate it into your sailing game, you'll be shocked at how much better you'll do. ■

—Steve Hunt

# BATTLING IN BAREBOATS

THE STRAW HAT CREW HAD THE CARIBBEAN CHAMPIONSHIP IN THEIR GRASP, BUT THE DEFENDERS HAD THE ENDGAME.

BY MICHAEL WELCH

**WE ALL KNOW** what happens when six champion one-design keelboat teams meet in the British Virgin Islands to race for glory in 43-foot bareboats of dubious equality. It's a whole lotta fun, frustration and challenges by the day, but it's one heck of a sailing adventure that comes with an equal-size rum buzz. For my teammates from the J/35 Falcon, winners of the 2024 Helly Hansen Sailing World Regatta Series in Detroit, and present in our signature straw hats, that's how this Caribbean Championship plays out.

Our BVI adventure begins at the Sunsail base in Road Town, Tortola, where the first order of business is to source a whisker pole for the boat's furling jib. Fellow team member Jim Allen and I set out to recon nearby boatyards, where a friendly charter captain merely wishes us luck in securing one. So, it's Plan B: With a trip to a local lumber yard, we score 14 feet of two-by-four. Our crewmate Freddie Blackmer drills for four hours, and rigs the lines and blocks he's packed with him.

With our whisker pole approved by the regatta's "technical committee," the bareboat's bottom cleaned by local divers, and the vessel properly provisioned, we're as ready as we can be. Over on the mothership catamaran, which is packed with friends and family, the Straw Hat Crew is eager for whatever comes our way.

The first race of the weeklong island-hopping regatta is our first chance to see how we measure up against the competition. The long first leg is an upwind beat, which is a learning curve, to say the least. Our baggy Dacron sails certainly aren't what we're used to trimming, but we work them hard, playing the vang and halyard tension in the puffs, and easing everything in the lulls.

The charter captain we'd met during our pole search had tipped us off to which way to go on this leg, and he was spot-on, but Annapolis' Team



Mirage—two-time defending champs led by Cedric Lewis and his partner Fred Salvesen—is right on our tail when we score our first race win at the finish inside Tortola's Trellis Bay. We celebrate with a few adult beverages and dancing by the fire on the beach, comfortable with the knowledge that we had a competitive boat.

After spelunking the boulders of The Baths the next morning, it's a bareboat battle to Leverick Bay, in Virgin Gorda Sound. We're late for the broad-reach start, tangled with Team Casting Couch, from Annapolis, but we battle like heck searching for puffs over the next few hours and score a third. It's a keeper, but Team Mirage finishes ahead of us.

Our plan for this night is to win the Mount Gay Rum drink-recipe contest with a BVI version of the Hummer (a nod to Bayview YC's legendary bartender Jerome Adams). But ice cream is nowhere to be found, and our provisioning expedition returns with half-and-half, vanilla extract and ice cubes. The results are terrible. Expedition No. 2 returns with a bizarre rum-raisin, lactose-free, fat-free healthy alternative, and in the end,

the judges agree that rum and ice cream are a winning combination.

Having overserved Hummer test batches, we have a crack-of-0800 race start to the island of Anegada the next morning. And what do you know? We're cozy with the Casting Couchies again. But after a long and fast race, we break free and score another win. Mirage is fourth. Time to bar-hop and chow down some fresh lobster.

Scrub Island is our next destination—a long upwind slog across the Caribbean Sea and a second-place finish. Team Mirage is back in fourth place again, and we start thinking that maybe, just maybe, we can pull off an upset. It's not looking good for the champs.

Popping into the Scrub Island Resort for the night is a welcome change from life on the mooring ball. Real showers, shore power and tank refills get the Straw Hat race boat and mothership crews back to civility. And here I finally have a chance to chat with our PRO Dick Neville, who maybe senses that we're taking this whole thing too seriously.

"It's supposed to be fun," he says. To treat it otherwise is the wrong idea. "It's not the North Americans."

**Michael Welch and the Straw Hat Crew—Helly Hansen Sailing World Regatta Series Detroit winners—enter Virgin Gorda Sound, with Cate and Allen Terhune's Casting Couch team in pursuit.**

PHOTO: NICK WOVIOTIS

I smile politely. But I'm not buying all of what he's selling. We race to win, right? And why is he telling me this? Do I look stressed? We're having a ball, but honestly, we are here for the double: We want the title and the party. But I know what he's getting at, and his words linger in my head as I wander back to the poolside bar to hang out with the crew.

Scrub Island to Sandy Cay is the next challenge, and the angle is a beamish reach. We haven't yet used our two-by-four pole contraption, and while we nail the start and jump into a big lead, deploying the cumbersome piece of lumber takes a good 10 minutes. *To be continued...*



Head over to [sailingworld.com](https://sailingworld.com) to read the full story.



# RISING THE TIDE

THE HELLY HANSEN SAILING WORLD REGATTA SERIES' MOUNT GAY RUM DRINK RECIPE CONTEST RETURNS.

**WE ALL KNOW** the preferred spirit of the sailing gods, and all we all know that it can be savored in so many ways. We are, of course, talking about Mount Gay Rum: Eclipse, Black Barrel, Extra Old and the many other special blends—all of them silky and full-flavored, delivering to our taste buds a complex explosion of vanilla, banana, honey, ginger, nutmeg and so much more. Whatever the preference for our Mount Gay elixir, be it neat, chilled, mixed with tonic and garnished with a lime, or paired with fruit juices or, yes, even ice cream, it's a cocktail that calls for another.

No matter how you serve it, the essence of Barbados always radiates.

Sir John Gay Alleyne, credited for perfecting this versatile Bajan spirit back in the 18th century, would likely lean neat, but were he alive today to judge the Helly Hansen Sailing World Regatta's Mount Gay Rum Recipe Contest, he would no doubt cast his vote for mixologist Mark Macke's Low-Tide Old-Fashioned, our undisputed 2024 winner in St. Petersburg (and, frankly, the best of the entire series).

The ingredients of Macke's winning concoction were curious yet simple, but the delivery to the judging panel's palate was complex. The submitted recipe card read: 2 ounces Mount Gay Black Barrel, ⅓ ounce banana liqueur, 5 drops angostura bitters and 4 drops Peychaud's Aromatic Cocktail Bitters.



How to make Macke's Low-Tide Old-Fashioned is even simpler: Mix ingredients in a stirring glass, then dress your cocktail glass with a dark simple syrup and generous ice ball, layer the rum and add the banana liqueur. Dust with a grate of cinnamon, and garnish with a cinnamon stick, dried banana chip and cherry of choice.

Sit back, sip, savor and let your worries go out with the tide. Could Macke's winning recipe be topped this year in St. Petersburg? Impossible to say, but Macke, a sail trimmer on board Michael Cichon's Beneteau Oceanis 41 *Va Bene*, has been mixing in his home laboratory for

several months and will be aproned and concocting at the Chicago Yacht Club's ballroom during the post-racing party. Entrants (a sign-up link is at the QR code below) will be provided for Mount Gay Rum and basic mixers, but mixologists are encouraged to bring their own special ingredients. With limited mixing stations available, selected teams will be announced at the Skippers' Meeting on Thursday evening and on the regatta's social channels.

Mixing starts Friday after racing from 4:30-5:30 pm, with judging and sampling to follow. ■

—Dave Reed



## LOW-TIDE OLD-FASHIONED

Team: *Va Bene*

### Ingredients:

2 oz. Mount Gay Black Barrel  
 ⅓ oz. banana liqueur  
 5 drops angostura bitters  
 4 drops Peychaud's bitters  
 Dark simple syrup

For garnish:  
 Cinnamon stick  
 Dried banana chip  
 Cherry of choice

### How To Make:

Mix ingredients in a stirring glass. Cover cocktail glass with simple syrup. Layer rum; float banana liqueur; dust with cinnamon. Garnish with banana chip, cinnamon and cherry.



SCAN THE QR CODE  
 TO SIGN UP FOR  
 THE 2025 CONTEST

# PREP FOR SUCCESS

AFTER THREE INCREDIBLY COMPETITIVE DAYS OF RACING AT THE HELLY HANSEN SAILING WORLD REGATTA SERIES IN ANNAPOLIS, QUANTUM SAILS CUSTOMER ANDY GRAFF AND HIS TEAM ON THE J/88 EXILE SECURED THE CLASS WIN ON TIE-BREAK AND EARNED THE REGATTA'S COVETED OVERALL AWARD—A BERTH AT THE CARIBBEAN CHAMPIONSHIP IN THE BVI IN OCTOBER. EXILE, A TOP TEAM WHEREVER AND WHENEVER THEY'RE ON THE COURSE, IS ALWAYS AS PREPARED AS THEY CAN BE.

BY KRIS WERNER

"Preparation is the key to a good performance." Cliche? Maybe. But I say this all the time because it's absolutely true. My teammates and I on Andy Graff's J/88 *Exile* live by this rule, and that's why the program enjoyed a successful spring season with class wins at Charleston Race Week and the Helly Hansen Sailing World Regatta in Annapolis.

## KNOW BEFORE YOU GO

Our road map to a positive regatta experience always starts with a team Zoom or Google Meet about two months before the event. What we discuss in these virtual meetings might be surprising: We cover logistics much more than what happens on board the yacht during racing. Logistics cover the basics: crew arrivals, accommodations check-in times, who's responsible for the boat's rigging and launching, and equally important, who's handling team meals each day.

Then, it's lining up a diver for cleaning the bottom and determining who's charging and bringing the VHF and instruments each day. It's answering the mundane questions: Do we need to bring our own life jackets? What is the regatta's social schedule? What nights are we eating at the club or venue, and are we eating out or cooking at the team house?

Next is the boatwork to-do list. Specifically, what gear needs to be fixed or upgraded, is the bottom fair, do we have all the right sails, and how do we get this done before our practice day? Every possible detail gets discussed, and a plan is laid out. The goal is to avoid any distractions from the time we want to practice to the very last race. The focus of the



**"THE GOAL IS TO AVOID ANY DISTRACTIONS FROM THE TIME WE WANT TO PRACTICE TO THE VERY LAST RACE. THE FOCUS OF THE TEAM NEEDS TO BE ON SAILING FASTER AND BETTER, NOT FRETTING OVER WATER BOTTLES, MISSING PARTS OR MEALS, OR SCHEDULING."**

team needs to be on sailing faster and better, not fretting over water bottles, missing parts or meals, or scheduling conflicts. Sailboat racing has a zillion variables on the water, so the fewer variables we face off the water, the more we can focus on controlling what we can on the racecourse.

We'll have another shorter team call, about a week out from the regatta. For this meeting, we discuss any changes to the original plan or modifications that we need to make. Then we might move to a more finite practice plan and schedule, determining the focus of the practice and lining up a tuning partner.

## PRACTICE WITH PURPOSE

Setting distinct goals for the practice day is essential. An example for us might be the following: Boat call at 0900 with final rigging, tuning, and prep, then off the dock at 1030. Let's say the goal is to work on boathandling. We'll check off several tacks, jibes, sets and douses, and then take a quick break to evaluate and hydrate. Then we join up with another boat for upwind tuning, then practice starts and races.

We try to be back at the dock before most teams so that we can get a jump on registration, apply bow numbers or decals, and deal with other last-minute items without

being at the boat past 4 p.m., allowing us to get back to our house, debrief, have an early dinner and make sure we're rested.

## ROUTINES FOR FLUENCY

On race day, we follow a routine of setting a boat call time to allow for morning checklists and enough time to get to the course an hour before the start. On the way out to the course, I like to set the plan for the day, discuss the weather forecast, improvements from the previous day, and then get right into our pre-start/tuneup routine. All that's left to do at this point is to go race. Next day, repeat.

At Charleston Race Week, our preparation was the reason we prevailed, we were the most prepared team. At the SWRS in Annapolis, the fleet was a little bigger and the competition a good bit stronger. My suspicion is that some of the teams in Annapolis had a similar preparation plan, but looking back on what set us apart for the win, I'd say it was our time in the boat in Charleston that gave us a bit more confidence and the ability to change gears better. We had nearly the same exact crew, and that cohesiveness was something the other top teams did not have, which is proof that preparation is the key, and it comes in many forms. ■

*Kris Werner, Director of Eastern US Sales, joined Quantum with his Rochester, New York, loft, and has been instrumental in the growth of Quantum's Great Lakes region. With numerous national and North American titles to his name, Werner brings a strong foundation in one-design racing and regional development.*





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