

HELLY HANSEN



SAILING WORLD

2025 REGATTA SERIES

**ST. PETERSBURG
FEBRUARY 14-16, 2025**





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

WELCOME RACERS!

Dear Sailors,

As Commodore of the St. Petersburg Yacht Club, it is my honor to welcome you to the 2025 Helly Hansen Sailing World Regatta Series in St. Petersburg. Nestled along the beautiful Tampa Bay in downtown St. Petersburg, Florida, our club is thrilled to once again host this premier event. We look forward to your arrival for three exciting days of competitive sailing.

This year is particularly special as we welcome you back to our newly renovated marina, a testament to our commitment to providing top-tier facilities for sailors and guests. We are excited for you to experience the enhancements and enjoy the full scope of what our club has to offer.

From our event chairs and judges to our race committee, volunteers, club staff and management team, everyone has been working tirelessly to ensure your experience is both seamless and enjoyable. Their dedication highlights our mission to make this regatta an exceptional occasion for all participants.

With preparations in full swing both on the water and ashore, we anticipate yet another remarkable event. We invite you to feel at home at the St. Petersburg Yacht Club, immerse yourself in the competition, and enjoy the camaraderie that defines the Helly Hansen Sailing World Regatta Series.

Wishing you fair winds, great success and an extraordinary regatta experience!

Safe travels, and I look forward to seeing you soon.

Warm regards,
Joseph DiVito
Commodore
St. Petersburg 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



HELLY HANSEN

SAILING WORLD

2025 REGATTA SERIES

sailingworld.com/regatta-series

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SAILING WORLD MAGAZINE

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2025 REGATTA SERIES INFORMATION



WHATSAPP REGATTA COMMUNICATION



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 onsite and virtual resources, including:

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



SCAN FOR MORE INFO



ONSITE COACHES

Struggling with tuning? Frustrated with pointing? Overwhelmed by tactics? We're here to help.

Call, text, or connect with our coaches onsite or on the water for expert guidance—whatever you need, whenever you need it.



DAVE GERBER
(312) 213-1181



CARTER CAMERON
(843) 693-9435

QUANTUMSAILS.COM

SCHEDULE OF EVENTS ST. PETERSBURG 2025

THURSDAY FEBRUARY 13 1200

Chalk Talk and Practice with Quantum Coaching

1630-1830

Registration

1830

Skippers Meeting and Weather Forecast

1900-2000

Sailing World Speaker Series: David Reed and Travis Odenbach

FRIDAY FEBRUARY 14 0730

Quantum Weather and Speed Tips
SPYC Breakfast and Box Lunch Available

0730-1830

Helly Hansen Regatta Store

1000

First Warning Signal for 3-Day Race Classes (except A-Cat and Lightning)

1200

Earliest time for First Warning Signal for A-Cat and Lightning Classes

1630-1830

Registration

1700-1930

Hearts & Tails Regatta Social: Appetizers, Drinks, Race Videos and Daily Awards

1800

Mount Gay Rum Cocktail Competition
**Judging begins at 6 pm;
Teams report to SPYC Ballroom by 5:30 pm for complimentary bottles of rum to create their team cocktail

SATURDAY FEBRUARY 15 0730

Quantum Weather and Speed Tips
SPYC Breakfast and Box Lunch Available

0800

Offshore Racing Congress Introduction and Breakfast (Ballroom)

0730-0830

Registration

0730-1830

Helly Hansen Regatta Store

1000

First Warning Signal for All 3-Day Race Classes

1030

Initial Warning Signal for Distance Race

1730-2030

Regatta Social: Dinner, Drinks, Live Band and Dancing
Helly Hansen Giveaways, Race Videos and Daily Awards

SUNDAY FEBRUARY 16 0730

Quantum Weather and Speed Tips
SPYC Breakfast and Box Lunch Available

0800-1830

Helly Hansen Regatta Store

1000

First Warning Signal for All 3-Day Race Classes

1030

Initial Warning Signals for Distance Race

1430

No warning signal will be made after this time

1600-1800

Regatta Awards and Social: Drinks, Race Videos, Awards and BVI Challenger
SPYC Restaurant and Concessions Available

Regatta Socials include entertainment, food and beverage for race weekend. No charge for sailors under 18 years old. Visiting guests to contact St. Petersburg Yacht Club for YC guest privileges.

PURCHASE WEEKEND
SOCIAL PASS



QUANTUM SAILS
WEATHER & COACHING



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RUM COCKTAIL CONTEST



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FOR SERIES HIGHLIGHTS



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Barbados Rum EST. 1703

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THANK YOU, SWRS SUPPORTERS



HELLY HANSEN HERITAGE Norwegian Capt. Helly Juell Hansen founded the company in 1877, making the first supple, waterproof jacket, and allowing him and his crew to sail in rough conditions. The brand's oilskin jackets, trousers and other equipment quickly grew in popularity, giving rise to a loyal following and decades of innovations stemming from Helly Hansen's birthplace in the rugged fjords of Norway. With the introduction of Helly Tech waterproof breathable outerwear, the original fiberpile fleece midlayer, and the first technical base layer with Lifa, Helly Hansen pioneered the three-layer-system principle that sits as the basis of sailing and outdoor clothing.

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 is 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.



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 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, sport boats, 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.



ODENBACH ON WINNING WITH A COOL HEAD

ON THURSDAY EVENING, FEBRUARY 13, AT 6:30 PM AT ST. PETERSBURG YACHT CLUB, TWO-TIME WORLD CHAMPION AND ROLEX YACHTSMAN OF THE YEAR FINALIST TRAVIS ODENBACH WILL JOIN SAILING WORLD'S DAVE REED FOR A FREEWHEELING ONE-ON-ONE INTERVIEW TO GET TO THE HEART OF FINDING HAPPINESS IN SAILBOAT RACING AND WINNING WITH THE RIGHT MINDSET. HERE'S WHAT YOU NEED TO GET UP TO SPEED.

TRAVIS ODENBACH had a singular and lofty goal for 2024: to win a J/24 world championship. He'd been trying long enough, and enough was enough. The long and twisting ascent to that peak included the class's Midwinter, National and North American championships.

To his surprise, Odenbach and his teammates won the big two, and then it was on to the promised land.

"We did well in the beginning of the year," says the Rochester, New York, native. "Then we kept doing well, we kept winning."

The royal "we" were teammates Monica Morgan, Jeff Sullivan, Jay Miles and David Hughes, an ace squad that ultimately won the Worlds in Seattle. Odenbach finally checked that box, but then somewhere, somehow, the J/22 Worlds came into the conversation. And what the heck. Why not?

And that, too, Odenbach won weeks later, this time with Rochester mate Justin Damore and tactician Geoff Becker. Bagging a J/22 world title wasn't even a consideration when he rolled into Annapolis to face a fleet stacked with big names.

"There were two things that could have happened," he says. "I could be humbled by losing aggressively, or I could win. Either way, those are two good things."

The year 2024 was indeed a good one for Odenbach, who can now look back on a string of highlights that landed him on US Sailing's Rolex Yachtsman of the Year short list alongside Olympic bronze medalists Ian Barrows and Hans Henken, and Melges 24 and J/70 world champion skipper Jeremy Wilmot.

Today, Odenbach, who took to competitive sailing later in life than most of his pro-sailing peers, is enjoying the work-life balance as a father to two young daughters. With age has come maturity and a recently tweaked perspective on winning. "It used to be, I have to win this regatta or that regatta," he says.



J/22 world champs Travis Odenbach (center), Justin Damore (right) and Geoff Becker (far right) celebrate their win alongside their families.

PHOTO: COURTESY TRAVIS ODENBACH

"But now I'm like, I'd love to win it, but I just want to do well."

Odenbach has been at it long enough to know that regattas are won and lost before they actually start, a maxim reinforced by Hughes, who brings a state of organization honed from multiple Olympic 470 campaigns.

"What Dave brought was spreadsheets upon spreadsheets," Odenbach says, "organizing boat work, the tuning guides, the schedule, you name it. That was a big eye-opener to us."

At the Worlds in Seattle, team Honeybadger started with a 4-3, but then posted an 18th, their throwout in the 56-boat fleet. Their results improved over subsequent races, allowing them to pad a 13-point lead going into the final race. In that one, Odenbach says, their ability to live in thin lanes off the start was vital, a skill developed over countless lineups and tuning sessions.

"Having a speed instrument on the boat is huge," Odenbach says. Holding a thin lane is all about boatspeed and recognizing the speed crash before it happens.

Easier said than done, but in the J/24, it's a feel thing that comes with a deeper understanding of the forces at play. The mainsail, he says, can be treated as essentially a giant trim tab, and when the driver and genoa trimmer are in sync, magic happens. "The boat seems to just

kind of crab upwind," he says. "It can kind of go to weather sideways."

New sail designs developed for the Honeybadger Worlds campaign also dramatically changed the way Odenbach steered the boat, especially in light air. "I had a little more weather helm in the lighter air than I normally would," he says. "Normally I'd sail at like 8 to 10 degrees of heel to give me some feel, but now I'm sailing at 3 to 6 degrees, which is completely different and helps a lot."

But the underappreciated adjustment of the J/24 tuning matrix, he says, is the mast butt. "We had six or seven different positions, and then by the time the Worlds came around, we probably only used three of them. That was a big change—we were probably an inch farther forward than I've been in the last five years with a boat. The more you go forward [with the butt], as long as you have headstay sag, the more helm you're going to get."

Having put in yeoman's work before the J/24 Worlds in early October, Odenbach says it was as relaxing as it's ever been for him. He's not afraid to own up to his reputation as a stress basket on the water, and it was all the effort leading into Seattle that helped him saunter right across the hot coals of the J/22 Worlds. He and Damore pulled the boat from the barn, blew off the dust, collected its parts, spit-shined it, and

threw themselves at the mercy of the talent-rich fleet in Annapolis.

To his and his teammates' surprise, they topped the standings at the end of the first day. "My brain changed pretty quickly from, 'We're gonna have some fun' to 'Hey, I think we can do this,'" Odenbach says.

With mere points spread between them and a few other top boats, the last and deciding race should have sent Odenbach back to his shrink's chez. In this final race they had set the rig for lighter winds, but all of a sudden it was blowing 25 at the start.

"For about 80 percent of that race we were losing the Worlds," he says.

They survived a weather-mark scrum, and Odenbach's heart rate was redlining. But at the bottom of the run, he smartly doused the spinnaker early and chicken-jibed to get around the mark. The move advanced them to within striking distance of the leaders, and then, on the final downwind leg to the finish, J/22 class ace Glenn Darden came at them. Odenbach anticipated what was about to happen and hastily called for a spinnaker douse.

"Everyone was like, 'What?' And I yelled, 'Just drop the kite!'"

Darden did indeed go for the hard luff, but without a spinnaker to wrestle with, Odenbach was able to easily defend and follow Darden across the finish line to win by six points in the 48-boat fleet.

Young Travis Odenbach would've blown a gasket during this race's heated moments, but productive sessions with his mental performance coach Tim Herzog now help him keep his emotions in check. "I worked with a lot of people this year on understanding myself and what happens when I get to a certain point," Odenbach says, acknowledging this important and overlooked aspect of the sport. "I'm not perfect, and there are times where I lose my mind, but those are becoming shorter and shorter."

—Dave Reed

SAILING INSTRUCTIONS



Check the Official Notice Board for race updates.

The Organizing Authority (OA) for this regatta is Sailing World in cooperation with the St. Petersburg Yacht Club (SPYC). This is a US Sailing sanctioned event.

1. RULES

- 1.1** The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2** For the J70 Class: Class Rules Part III Sections I.3 (Support Boat) [DP] and I.4 (Corinthian Division) will apply.
- 1.3** The ORC Rules (orc.org) for ORC classes.
- 1.4** The WFPHRF Rules for PHRF classes.
- 1.5** The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.
- 1.6** RRS Rule 47, prohibiting the practice of allowing bands on spinnakers to fall in the water (even if the material used is biodegradable) will be in effect.

2. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 0800 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1** The Official Notice Board [ONB] is online at <https://yachtscoring.com/emenu.cfm?eID=16895>
- 3.2** [DP] All boats shall carry a VHF radio capable of communicating on US channels. On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. This may change a class rule.

3.3 VHF channels are as follows: Division A: 68; Division B: 69; Division C: 72; Division D: 05; Distance Race Division: 63.

3.4 The race committee may report times and visual signals displayed by the race committee over VHF. Errors or omissions on the part of the race committee broadcasts will not be grounds for granting redress. This changes RRS 62.1(a).

3.5 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. [DP]

4. SIGNALS MADE ASHORE

- 4.1** Signals made ashore will be flown from the yardarm on the flagpole located in front of the St. Petersburg Yacht Club. Flag AP (Answering Pennant), with two sounds (one sound when lowered) means: "The race is postponed. Do not leave the harbor area." The first warning signal will be made not less than 60 minutes after the AP is lowered. This changes Race Signals AP.
- 4.2** When the AP is flown with a division flag, see SI 6. The AP applies only to that division. When no division flag is flown, the AP applies to all divisions.

5. SCHEDULE OF RACES

- 5.1** Except for A-Cat and Lightning classes on Friday, the first warning signal for the 3-day Buoy races is scheduled for 1000 each day. There will be no warning signal after 1430 on Sunday.
- 5.2** No warning signal for the A-Cats or the Lightning Class will be made prior to 1200 on Friday February 14. This change only applies to A-Cat and Lightning classes racing on Friday.
- 5.3** The first warning signals for the 2-day Distance Races on Saturday and Sunday will be 1030.

5.4 The race committee intends to run as many Buoy races as viable each day.

6. CLASS FLAGS

Division Circle Locations and Division Class Assignments are to be posted. There are no class flags. Division flags are as follows:

- Division A - Pink with an 'A'
- Division B - Blue with a 'B'
- Division C - Purple with a 'C'
- Division D - Green with a 'D'

Distance Racing on Saturday and Sunday only:

- PHRF Spinnaker - White
- PHRF Racer Cruiser - Purple
- PHRF Cruising - Yellow

7. COURSES

- 7.1** Windward/Leeward and Triangle Course diagrams will be posted.
- 7.2** The designated course, approximate compass bearing, and distance from the starting line to the first windward mark will be displayed from the race committee signal boat for each division. Except when passing through a gate, all rounding marks shall be passed to port.
- 7.3** An offset mark, Mark 1a may be placed approximately 75 yards from Mark 1 perpendicular to the course axis (see the course diagrams). If the offset mark is not in place, boats shall leave the windward mark to port.
- 7.4** The leeward mark will be a gate. In the event there is only one leeward mark, it shall be rounded to port.
- 7.5** Courses and marks for the 2-day Distance Races will be posted. The starting area will be in the vicinity of the St. Petersburg Pier.

8. MARKS

- 8.1** The starting marks will be race committee boats at each end of the starting line. If the port-end line race committee boat is not in place, it will be replaced with an inflatable buoy.
- 8.2** For Division A, original marks will be an orange tetrahedron with

a small orange ball as the windward offset. The starting mark may be an orange ball. The finishing mark will be a yellow inflatable mark. Windward change marks will be a yellow tetrahedron with the offset a small orange ball.

8.3 For Division B, original windward mark and offset will be red Helly Hansen tomatoes and original leeward marks will be orange tetrahedrons. The starting mark may be an orange ball. The finishing mark will be a yellow inflatable mark. Windward change marks will be a yellow tetrahedron with the offset a small orange ball.

8.4 Division C, original windward mark and offset will be red Helly Hansen tetrahedrons and leeward marks will be yellow tetrahedrons. The starting mark may be an orange tomato. The finishing mark will be a yellow inflatable mark. Windward change marks will be a green tetrahedron with the offset a small orange ball.

8.5 Change to: For Division D, original windward mark will be an orange Marlow tetrahedron with a small orange ball as the windward offset. The original leeward marks will be green tetrahedrons. The starting mark may be an orange ball. The finishing mark will be a yellow inflatable mark. Windward change marks will be a green tetrahedron with the offset a small orange ball.

8.6 When a new mark is replaced in a subsequent change of course, it will be replaced with an original mark.

9. THE START

- 9.1** A boat starting more than 5 minutes after its starting signal will be scored DNS without a hearing. This changes RRS 63.1, and A5.1.
- 9.2** The race committee will attempt to broadcast any boat recalled. Failure to hear, timing of the broadcast, and order of the broadcast are not grounds for redress. This changes RRS 62.1(a).

SAILING INSTRUCTIONS

10. CHANGE OF THE FIRST LEG OF THE COURSE (DURING A STARTING SEQUENCE)

The race committee may signal a change of the first leg of the course for a class as follows: At the preparatory signal, flag C will be displayed on the signal boat with repetitive sound signals, and will remain displayed until the starting signal.

11. THE FINISH

- 11.1** The 3-day Buoy racing finish line will be between a staff displaying a blue flag on a race committee boat and the course side of the nearby finishing mark. For courses "3," "5" and "7," the finish line will be located approximately 100 yards to windward of the windward mark. For Courses "4," "6," and "T," the finish line will be placed on the side at the RC signal boat opposite that of the starting mark.
- 11.2** The finish line for the 2-day Distance Races will be posted in Distance Race Courses Addendum A.

12. PENALTY SYSTEM

- 12.1** For the Melges 24, S2 7.9, and A-Cat classes only, US Sailing Prescription V1 (PENALTY AT THE TIME OF AN INCIDENT) will apply.
- 12.2** RRS Appendix T (ARBITRATION) will apply.

13. TIME LIMITS

- 13.1** The time limit for the first boat to sail a windward/leeward course in accordance with RRS 28.1 is 90 minutes. Boats still racing 30 minutes after the first boat in that class finishes will be scored TLE (Time Limit Expired, see Scoring). This changes RRS 35.
- 13.2** The time limit for the first boat to finish the Distance Races is 1500 hours. Boats failing to finish within 90 minutes of the first boat in that division will be scored TLE (Time Limit Expired, see Scoring).

14. HEARING REQUESTS

- 14.1** Protests and requests for redress shall be written on US Sailing protest forms (available at the protest desk in the Regatta Room or online) and delivered there within one hour of the docking of the race committee finish boat for the division involved.
- 14.2** The times of hearings and the parties involved will be posted on the Official Notice Board. This posting constitutes the notice required by RRS 61.1(b) and 63.2 (Time and Place of the Hearing).

15. SCORING

- 15.1** One race will constitute a series.
- 15.2** A boat's series score will be the total of its race scores without discard.
- 15.3** 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 2 points by the race committee without a hearing. This changes RRS A4, and A5.
- 15.4** ORC classes will be scored using the TOT 5-Band windspeed ratings. Decisions on course type and windspeed will not be grounds for redress.
- 15.5** PHRF classes in the Distance Races will be scored using WFPHRF ratings.

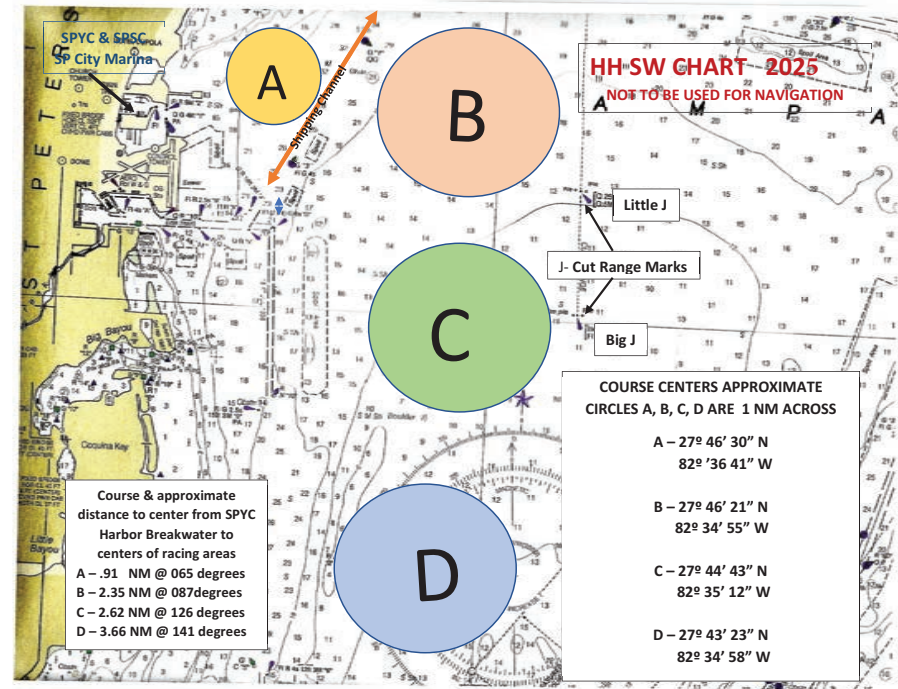
16. SAFETY REGULATIONS

Boats retiring from a race shall inform the race committee before leaving the racing area. [DP]

17. PHOTOGRAPHY AND TV 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.

CHART FOR CIRCLES



DISTANCE RACE MARK LOCATIONS AND COURSES

DESCRIPTIONS; COURSE OPTIONS FOR ALL DISTANCE RACE CLASSES

Mark #	Mark Name	Description	Approximate Lat-Long
Start	Start (Vicinity of St. Petersburg Pier)	Vicinity of "3" FL G 4s Buoy	27° 45.9 N, 082° 36.6 W
Mark #1a	Cut "J" Range (Little J)	Q W 4s 10ft	27° 45.9 N, 082° 34.3 W
Mark #1	Cut "J" Range (Big J)	Iso 6s 50ft 2FL 2.5s 3m	27° 45.0 N, 082° 34.3 W
Mark #2	Cut "B" Range	Q 18ft	27° 41.3 N, 082° 34.7 W
Mark #3	Cut "C" Lower Range (NE end of Range)	QR 27ft	27° 40.2 N, 082° 36.3 W
Mark #4	Cut "C" Lower Range (SW end of Range)	Iso R 6s 56ft	27° 39.8 N, 082° 37.1 W
Mark #5a	ICW Marker "5"	FL G 4s 15ft	27 42.50 N, 082 36.62 W
Mark #5	ICW Marker "7"	FL G 6s 16ft 5m "7"	27° 43.1 N, 082° 36.6 W
Mark #6	Skyway Bridge	Go through 1 of the 3 center spans	27° 39.1 N, 082° 39.2 W
Mark #7	ICW Marker "70"	Westerly of the Skyway	27° 34.4 N, 082° 41.1 W

All marks shall be rounded on the starboard side, except where noted with (P) for port side.

DISTANCE RACE CHARTS

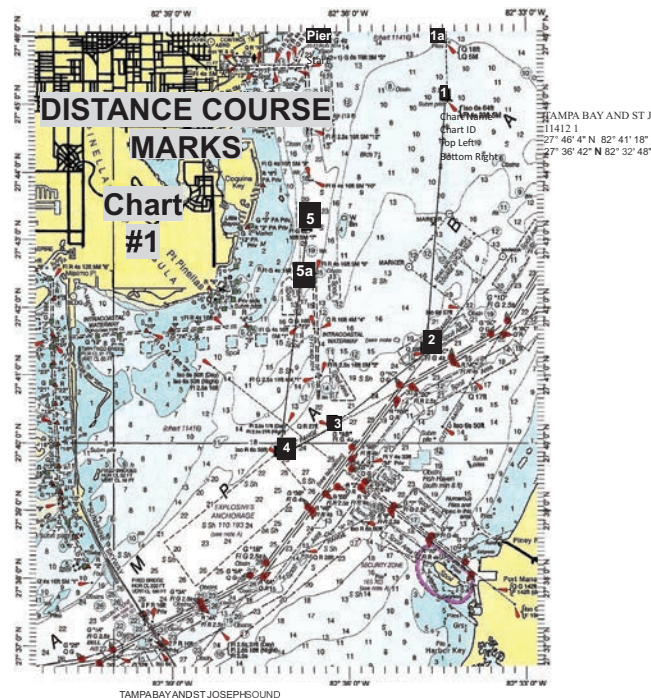


Chart Name: TAMPA BAY AND ST JOSEPH SOUND
 Chart ID: 11412.1
 Top Left: 27° 46' 4" N 82° 41' 18" W
 Bottom Right: 27° 36' 42" N 82° 32' 48" W

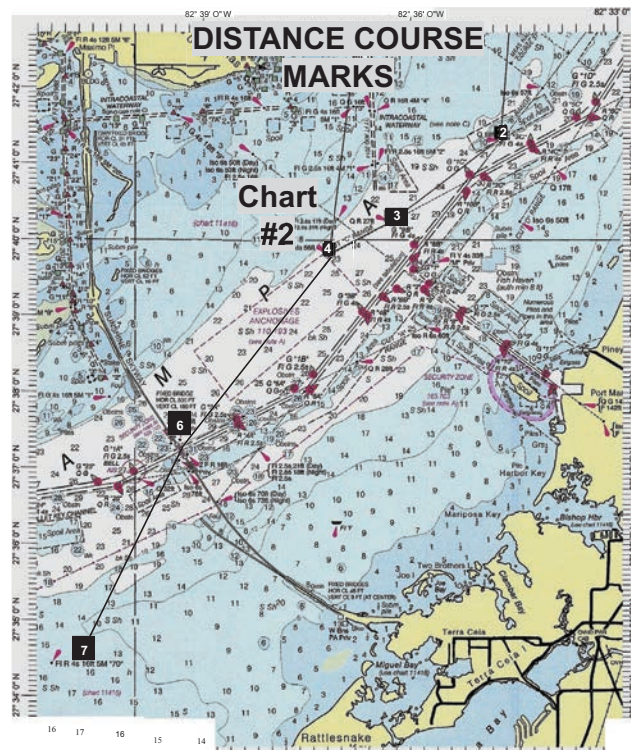


Chart Name: TAMPA BAY AND ST JOSEPH SOUND
 Chart ID: 11412.1
 Top Left: 27° 42' 42" N 82° 41' 25" W
 Bottom Right: 27° 33' 20" N 82° 32' 55" W

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Pier Start - Eastbound Courses

Course A	Pier -1a -1 -2 -3 -4 -Finish at 5	12.7 nm
Course B	Pier -1a -1 -2 -4 -5 -2 -Finish at 5	17.6 nm
Course C	Pier -1a -1 -2 -4 -5 -3 -Finish at 5	17.7 nm
Course D	Pier -1a -1 -2 -4 -5 -2 -3 -Finish at 5	19.7 nm

Pier Start - Southbound Courses

Course E	Pier -5a(P) -2 -3 -Finish at 5	10.6 nm
Course G	Pier -5a(P) -2 -4 -Finish at 5	11.9 nm
Course H	Pier -4(P) -2(P) -3 -Finish at 5	13.3 nm
Course J	Pier -4(P) -2(P) -1 -2 -3 -Finish at 5	20.7 nm
Course K	Pier -4 -6 -7(P) -6 -4(P) -Finish at 5	22.3 nm

Pier Start - Southbound Courses

Course L	Pier -1a -2 -4 -6 -7(P) -6 -4(P) -Finish at 5	25.5 nm
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Check the Official Notice Board for race updates.

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, 1/3 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 St. Petersburg YC'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

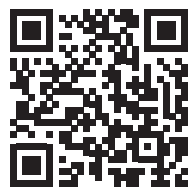
1/3 oz banana liqueur

5 drops angostura bitters

4 drops Peychaud's bitters

How to Make:

Mix ingredients in a stirring glass, cover cocktail glass with dark simple syrup, layer rum, float banana liqueur, grate cinnamon, garnish with cinnamon and cherries.



SCAN THE QR CODE TO SIGN UP FOR THE 2025 CONTEST



Photo: Samuel Hodges



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PHOTO GALLERY ST. PETERSBURG 2024



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 WOVIOITIS

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 to read the full story.

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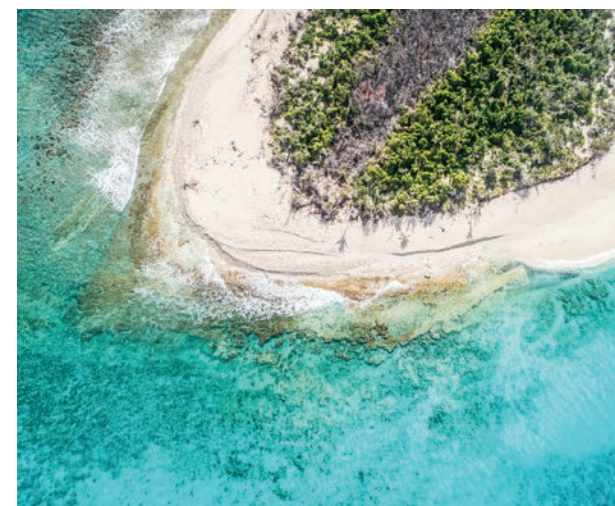
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RACE RESULTS ST. PETERSBURG 2024

DISTANCE RACE RESULTS (PHRF)

Spinnaker				
1	9354	Shark Rider	Bob Harkrider	3
2	Usa 152	Semper Fi	Raymond Mannix	6
3	USA 83198	Fire & Ice	George Cussins	8
Non Spinnaker				
1	632	CAYENNITA III	Antonio F. Sanpere	2
2	usa 92	Shiva	Jeff Janus	6
Racer Cruiser				
1	USA 8484	Liquid Time	Gail Heausler	2
2	USA 711*	Va Bene	Michael Cichon	5
3	USA 164	Mother Ocean	David Lemke	5
Cruising				
1	USA D2	SALT D	Dan Gross	2
2	83	Slow Bell	Jeff Lewis	6
3	115	Legacy	Dave Roberts	8

BUOY RACE RESULTS (ONE DESIGN)

Melges 15				
1	USA 242	Electric Pickle	Mike Schroff	15
2	USA 297	Abaco Rage (Corinthian)	Rob Britts	30
3	497	Ungrateful Colonist	Finnegan Cox	36
Melges 15 Top Corinthian				
1	USA 297	Abaco Rage	Rob Britts	30
Melges 15 Top Mixed Plus				
1	USA 242	Electric Pickle	Mike Schroff	15
Contender				
1	CAN 2757	Shifty	Michael Smits	9
2	USA 2535	Still Hangin' Out	Ethan Bixby	19
3	CAN 2397	Contender	Raines Koby	26
Flying Dutchman				
1	NZL 145	Copacabana	Paul Scoffin	3
2	USA 36	Sojourner	Lin Robson	12
3	USA 8	The Sailor Family	Ovidiu Adam	13
Windmill				
1	USA 5707	Graffiti	Patrick Huntley	6
2	5705	Pig headed	Lon Ethington	6
3	4489	ROSE	Roy Sherman	8
Lightning				
1	USA 15166	Black River Racing	Jody Lutz	26
2	USA 15561	Danilu	Augie Diaz	30
3	USA 15456	15456	Tom Starck	33
Sonar - Midwinters				
1	USA 715	Fawkes	Kevin Holmberg	6

2	1	Allegedly	Stephanie Cox	14
3	3	EEEEK	Elizabeth Fahsbender	21
A Cat - Classic				
1	USA 73	none	Oscar Rodgers	5
2	USA 99	Thirty Nine	Ben Hall	8
3	USA 777	Little More Trim	Gilbert Macpherson	16
A Cat - Foiling				
1	CAN 44	The Cross Trainer	Larry Woods	6
2	CAN 66	2wood	Todd Woods	10
3	USA 320	Practice	Bailey White	10
Weta				
1	1156	ACS	Pete Merrifield	4
2	USA 254	USA 254	Keith Rice	10
3	USA 437	437	Toni Sacco	14
J/70				
1	USA 65	Catapult	Joel Ronning	23
2	USA 1513	Very Odd	David Jannetti	23
3	USA 34	Casting Couch	Cate Muller-Terhune	25
J/70 Top Corinthian				
1	USA 2	Ayacucho	James Gary	55
J/70 Mixed Plus				
1	USA 34	Casting Couch	Cate Muller-Terhune	25
J/24				
1	USA 5443	5443	Mike Ingham	12
2	USA 49	Ice Cube	Michael Quaid	16
3	USA 5208	Bogus	George Braddon	20
J/24 Top Corinthian				
1	USA 4202	Evil Twin	Robin Van Vilet	31
Melges 24 - Midwinters				
1	USA 839	The 300	Steven Boho	7
2	USA 545	Smile and Wave (Corinthian)	Jaime Torres	16
3	USA 760	SNAFU (Corinthian)	Mark Thiem	18
Hobie 33 - Midwinters				
1	USA 7741	Rhumblin	Steven Attard	7
2	USA 77699	Hoof Hearted	Craig and Deborah Wilusz	9
3	USA 15287	Guess What	Scott Maust	11
S2 7.9 - Midwinters				
1	USA 496	Rebel	John Spierling	5
2	533	Ginger	Andrea Hill	8
3	USA 432	K2	Jeff Padnos	11
ORC				
1	USA 16	Fireball	Bill & Jackie Baxter	18
2	217	Ghost	Adam Prettyman	20
3	Usa 232	Sitella	Ian Hill	23



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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 boatspeed 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

MEET THE ON-THE-WATER TEAM

DICK NEVILLE

Dick Neville serves as the PRO for the Helly Hansen Sailing World Regatta Series, and serves as chairman of the Storm Trysail Club Race Committee and co-chair of the Annapolis YC Race Committee. He lives in Annapolis and has been a race officer for 25-plus years. He has been fortunate to be invited to help run regattas in locations like South Africa, Croatia, Sardinia, the Caribbean, Michigan, Florida and Rhode Island. His favorite place to sail or be on the water is the Caribbean.

MARK DEGUIRE

Course A - VHF Channel 68

Mark Deguire is a certified US Sailing Regional Race Officer. He also serves on the Race Management Committee for the South Atlantic Yacht Racing Association (SAYRA) and is a Senior Race Officer with the Inland Lake Yachting Association (ILYA). As a longtime resident of Pewaukee, Wisconsin, Mark crewed on a C Scow for many years and was involved with local race management very early. Now a full-time resident of Charleston, South Carolina, Mark serves as a PRO in Charleston, across the Southeast and in the Midwest.

JENNIFER STEFLER

Course B - VHF Channel 69

For over a decade, Jennifer Stefler has been serving as race committee in her hometown of Chicago and throughout the Southeast and Midwest regions. She is proud to have been the PRO for some of the largest regattas at her home club, Chicago Yacht Club, including Chicago's Race to Mackinac, the Helly Hansen Sailing World Regatta Series and many others. When not sailing on her Cape Dory 27, she enjoys spending time spoiling her Westie. Jen's favorite place to spend time on the water is Lake Superior off Isle Royale.

TODD FEDYSZYN

Course C - VHF Channel 72

Todd Fedyszyn is a National Race Officer and the Race Director at the St. Petersburg Yacht Club and oversees on-the-water management of all major events. Todd has been the PRO on Course C since 2013 and is looking forward to ensuring a great event for all the out-of-town guests. "I have been fortunate to travel all over the world as a sailor, coach and PRO, and live by the words, 'Any day on the water is a good day!'"

DARCY COOK

Course D - VHF Channel 05

A Chicago-born girl, Darcy Cook has been racing on the Great Lakes for the last 30 years. Realizing she couldn't race without the race committee, she "gave back to the sport" and became a certified Race Officer. In the past 15 years, Darcy was the first female PRO for a World Tour Match Race and has served as the Race Officer for many events, including world and national championships, qualifiers, and even a fun basic buoy race. She is a Regional Race Officer and a Judge in Training. Her favorite place on the water is the Caribbean with its constant winds, blue water, endless white, black and pink sand beaches, and friendly locals.

MIKE KASPER

Chief Judge

Mike Kasper 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, Mike can be found rock climbing.

Thank you to the 75 members of the St. Petersburg Yacht Club Race Committee Team for your volunteer service on and off the water.

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LAUNCHING & HAULING LOGISTICS

Vehicle Parking in Downtown St. Petersburg

No parking available from Wednesday to Monday at SPYC or SPYC Sailing Center.

*Al Lang Stadium is not available on Saturday, February 15; Note all parking restrictions.

**There is no tolerance for camping or staying overnight in vehicles in downtown St. Petersburg.

All visiting boats and trailers must obtain docking information and trailer tags from the SPYC Waterfront Director. All arrangements must be coordinated in advance per the NOR.

**SPYC Sailing Center - 250 2nd Ave. SE, St. Petersburg
SPYC Docks - Entrance across from main clubhouse
Wednesday, February 12 to Sunday, February 16**

Launching: Keelboats using a 2-ton and 3-ton crane for launching purposes

The Lightning Fleet will launch & haul daily from SPYC Sailing Center.

Docking: Contact Dockmaster per NOR 13 for docking assignments

*Only pre-approved Trailers may park at the Sailing Center.

**All boats/trailers must be removed from the Sailing Center by 6 pm on Monday, February 17.

Contact SPYC Waterfront Director for local marina to launch larger keelboats.

**Derby Lane - 10490 Gandy Blvd. N, St. Petersburg
Wednesday, February 12 to Monday, February 17**

Classes: All class trailers for storage

*Advance registration and parking tag required. Space is limited.

Derby Lane (trailer parking)



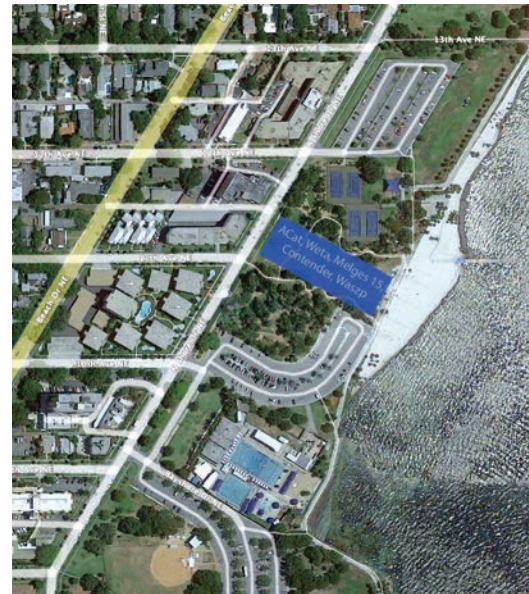
**Elva Rouse Park - 901 North Shore Drive NE, St. Petersburg
Wednesday, February 12 to Sunday, February 16**

Classes: A-Cat, Melges 15, Windmills and Weta

Overnight security provided; property left is at the owner's risk.

*No overnight parking or camping; competitors may be disqualified if reported.

Elva Rouse Park (beach launching)



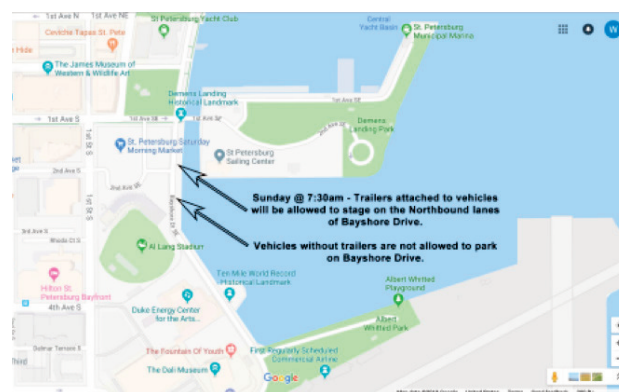
**SPYC Sailing Center Haul-Out - 250 2nd Ave. SE, St. Petersburg
Sunday, February 16**

Staging: No earlier than 7:30 am Sunday; only trailers attached to vehicles allowed on northbound lanes of Bayshore Drive (see map). Vehicles only may be towed.

Dockside: One crew to report to vehicle and trailer for the active lineup.

Washdown/Derig: After haul-out, move boat/trailer to Sailing Center parking lot.

Extra time: Boats/trailers with rigs down may park on Bayshore Drive until 6 pm.



FREE /

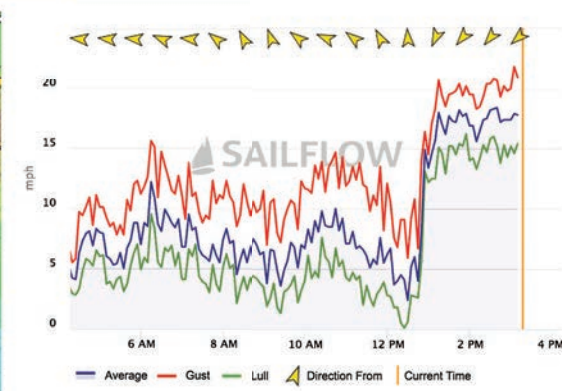
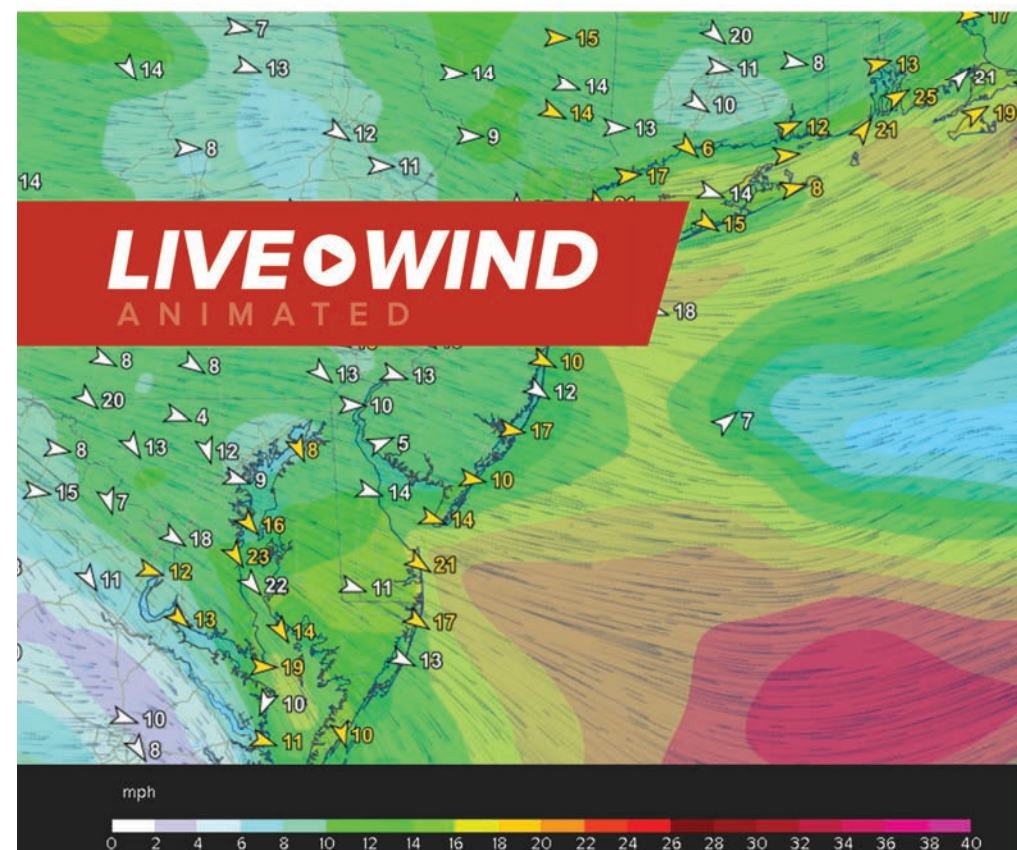
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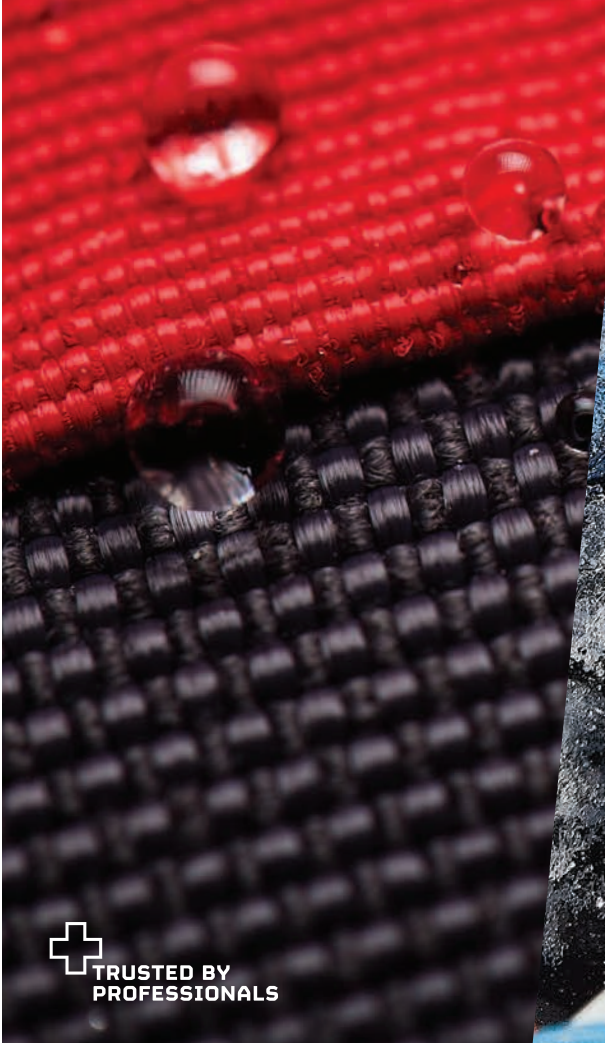
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