



CONGRESSIONAL CUP®

59th Annual



CONGRESSIONAL CUP 24

Hosted by **The Long Beach Yacht Club**





APRIL 24 – 28, 2024

RACING BEGINS EACH DAY AT 1130-1700 depending upon conditions

- ★ Complimentary Continental Breakfast daily Tuesday-Sunday for participants from 0800-1000
- ★ VIP Boats leave dock at around 1030 Friday-Sunday, and pier commentary starts at noon Wednesday-Sunday
- ★ Select live commentary and video at www.thecongressionalcup.com or Facebook page "Long Beach Congressional Cup" and in the LBYC lounge
- ★ Press conference commences 30 minutes after the boats return to LBYC - Pool Deck (approx. at 1730)

TUESDAY, April 23rd 1100-1700

- ★ Sailing practice ~ Belmont Veteran's Memorial Pier
- ★ **1830:** Meet the Skippers Congressional Cup Dinner (Blazer, Cocktail attire) ~ (tickets required)

WEDNESDAY, April 24th: 1st day of racing 1130 – 1700

- ★ LBYC Member and Public Viewing from the Belmont Veteran's Memorial Pier ~ Buoy's on the Pier Patio (no host)
- ★ Club 100 & Sponsor Viewing ~ Loft (no host)
- ★ No-host cocktails in the bar after Press Conference

THURSDAY, April 25th: 2nd day of racing 1130 – 1700

- ★ Public Viewing from the Belmont Veteran's Memorial Pier - East wing side only
- ★ Club100 / Sponsor and LBYC Member viewing ~ Buoy's on the Pier Patio (no-host)
- ★ LBYC Congressional Cup Ladies Day Luncheon ~ Loft (reservations required)
- ★ No-host cocktails in the bar after Press Conference

FRIDAY, April 26th: 3rd day of racing 1130 – 1700

- ★ Public Viewing from the Belmont Veteran's Memorial Pier - East wing side only
- ★ LBYC Member Only – Viewing from private, tented West wing side of the pier (no-host bar, food)
- ★ Club 100 & Sponsor Viewing from Loft and Buoy's on the Pier Patio (hosted)
- ★ **1800:** Press conference commences after the Jr. / Skipper race ~ Pool Deck
- ★ **1830:** Autograph Session with Skippers ~ (tickets required)
- ★ **1830:** Jr. Congressional Cup and Club Celebration Party ~ (tickets required)

SATURDAY, April 27th: 4th day of racing 1130 – 1700

- ★ Public Viewing from the Belmont Veteran's Memorial Pier - East wing side only
- ★ LBYC Member Only – Viewing from private, tented West wing side of the pier (no-host bar, food)
- ★ Club 100 & Sponsor Viewing from Loft and Buoy's on the Pier Patio (hosted)
- ★ Fleet Race to LBYC
- ★ Congressional Cup Saturday Celebration ~ (tickets required)

SUNDAY, April 28th: Final Day of Racing 1130 – 1700

- ★ Public Viewing from the Belmont Veteran's Memorial Pier - East wing side only
- ★ LBYC Member Only – Viewing from private, tented West wing side of the pier (no-host bar, food)
- ★ Club 100 & Sponsor Viewing from Loft and Buoy's on the Pier Patio (no host)
- ★ Fleet Race, Semi-Finals and Finals
- ★ Victory Parade from racing venue back to LBYC
- ★ **1730:** Trophy Presentation followed by Cocktail & Appetizer reception ~ Pool Deck

Reservations are required for:

Tuesday, April 23rd: Meet The Skippers Dinner

Friday, April 26th: Jr. Congressional Cup & Club Celebration Party

Saturday, April 27th: Congressional Cup Celebration Party

All reservations can be made on the Club website www.lbyc.org

MESSAGE FROM
CHAIRMAN
TONY MANSOUR



MESSAGE FROM
COMMODORE
SCOTT DIXON



I'M SO PROUD AND HONORED to welcome all Long Beach Yacht Club members, competitors, and spectators to the 59th Annual Congressional Cup! Since 1965, LBYC has been hosting the only world match race regatta run totally by volunteers and, to all of you I say "thank you!" LBYC members should be proud to call it our own, not just because of the amazing talent drawn to the Congressional Cup, but also all the effort it takes of our 300 volunteers to put it on. If it weren't for our volunteers, this regatta would cost seven figures and for that reason, sailors around the world covet a berth to this great regatta for a chance to win the "Crimson Blazer."

This year, we have an amazing lineup including last year's defending champion Chris Poole and 5 time winner and World Champion Ian Williams. Also returning after a multi-year hiatus is 4 time Crimson Blazer winner Gavin Brady. Crowd favorite Dave Hood will be representing LBYC and we will be welcoming nearly all the highest ranked sailors including the top three finishers of Ficker Cup. Illustrating that this is a world event, we are fortunate to have an incredible international team of umpires from multiple countries.

In addition to the fierce competition among the world's best sailing athletes and the spectacular venue, there are many other exciting activities planned for all ages. Both on and off the water, our members, spectators, and competitors will enjoy not only great racing, but a line-up of very special events at the Club as well. As always, Long Beach Yacht Club membership anxiously awaits the opportunity to share their hospitality that the event is so famous for. We encourage everyone to come out to the Belmont Veterans Memorial Pier to join us for the live action. If you must be elsewhere, please enjoy the live streaming video our team has developed for this year's regatta. This superb live coverage will provide everything but the wind in your face! We take great pride in the Congressional Cup week and it is our sincere wish that your Congressional Cup experience is an enjoyable one. It is always exciting for all of us to reunite with old friends and make new friends as well. Our thanks to all of you who make Congressional Cup what it is. To all the competitors, I wish you the best of luck, steady breeze and exceptional racing. Be sure to enjoy your week with us and the warm hospitality of Long Beach Yacht Club. I look forward to seeing you all on the water, on the pier or at the Club.

AS COMMODORE OF LONG BEACH YACHT CLUB, I am honored to welcome the top sailors from around the world to Long Beach. Long Beach Yacht Club's signature event, Congressional Cup, pushes skippers to put it all on the line as teams will match sail on our fleet of Catalina 37's. This style of match racing levels the playing field as far as equipment and gives skippers and their crew the opportunity to show the world who the top sailors are. The Long Beach Yacht Club established the standard for match race regattas around the world, including America's Cup by piloting on the water umpiring for match race regattas in the 1980s.

Congressional Cup is known by many as the "Grandfather" of modern match racing for this reason. The winning Skipper of Congressional Cup will be awarded the prestigious Crimson Blazer on Sunday night at the closing ceremony. Our Congressional Cup Chairman Tony Mansour and his team have once again set our City and our Club up for success!

This event would not be possible without months of preparation and an army of over 300 volunteers working on the water, the pier or back at the club including our host families. Club 100 continues to elevate Congressional Cup bringing in new members. Our sponsorship team and regatta management team have pulled in the top skippers from around the world for this regatta with a purse of \$75,000. The Belmont Pier is a prime spot for members and the public to watch the race, you can hear and see the skippers call out commands as they start and finish each race. This year we have one if not two Long Beach Yacht Club members skippering in Congressional Cup.

Dave Hood will represent Long Beach Yacht Club in the 2024 Congressional Cup and we are proud to support him. I hope you will join me as I am excited to cheer on all of our sailors as they compete for the Crimson Blazer. This is going to be an amazing week of competition with world class sailors showcasing the City of Long Beach and Long Beach Yacht Club as we look forward to the 2028 Olympics.



On behalf of the World Match Racing Tour, I am delighted to welcome competitors and partners to the 59th edition of the Long Beach Congressional Cup, the Tour's only stage on the West Coast of the USA.

A founding event of the World Match Racing Tour, the Congressional Cup has long been a favourite of the world's top match racing skippers and sailors including Olympic and World Champions, and America's Cup sailors. We are very proud to continue our long-term partnership with the Long Beach Yacht Club and to feature the Congressional Cup as a world championship stage of the World Match Racing Tour.

I would also like to recognise the many members and volunteers of the Long Beach Yacht Club for dedicating their valuable time to the organisation of this event. The hospitality which the club and its members extends to competitors every year is simply world class, and it is no surprise that invitations to the Congressional Cup are so sought after from around the world.

I look forward to an exciting week of championship match racing here in Long Beach, and I encourage everyone to come and watch the racing up close from the end of Belmont Veterans Memorial Pier.

And best of luck to all competitors!

James Pleasance

CEO World Match Racing Tour

HONORARY CRIMSON BLAZERS

Awarded to distinguished yachtsmen who, in the unanimous opinion of the Crimson Blazer Committee, have contributed exceptionally to the advancement of competitive yacht racing and the success of Congressional Cup.

Henry H. Anderson, Jr. *

F. Gregg Bemis *

Frank Butler *

Gordon M. Curtis, Jr. *

William T. Dalesi *

Gerry Douglas

Thomas Fisher *

Barney Flam *

Cy Gillette *

Andrew Gram II *

Pete Ives *

Gary Jobson

Arthur Knapp, Jr.*

Julian K. Roosevelt *

**deceased*

#WHERE CHAMPIONS AREMADE

Proud supporters of the 59th Congressional Cup Regatta, an official world championship stage of the World Match Racing Tour.

WMRT.COM



Here are
the ways you
can follow the
action on the water



WATCH from the Belmont Pier. The view from the pier is excellent. You can see the entire "Congressional Cup" Stadium race course. Nearby metered parking is available.

WATCH from a Boat/Flotilla. You can anchor, rent a mooring or cruise slowly in the spectator areas. Be sure to not interfere with the race boats.

LISTEN LIVE & READ Postings on the Internet. Live commentary and video will be available Thursday - Saturday at <https://www.thecongressionalcup.com>. Please refer to website for private radio channel. Social media updates can be found at:

- facebook.com/CongressionalCup
- @LBYCConCup
- #lbycconcup

Scan me!
Be in the know...



VIEW racing highlights of on-the-water video and results each evening at <https://www.thecongressionalcup.com>.

VIEW the Action at LBYC. Live streaming video can be viewed Thursday - Saturday during the day at **Long Beach Yacht Club**. There will be a monitor in the Lounge and live

video that will keep you up to date on every match, as it happens.



MAYOR REX RICHARDSON

Dear skippers, sailors, crews, and race fans,

On behalf of the City of Long Beach, welcome to the 59th annual Congressional Cup! Since 1965, the Long Beach Yacht Club has launched this thrilling and unique race from our beautiful waterfront thanks to a deed of gift from the United States Congress in 1964. It is a true honor to bear witness to the incredible skill and courage of the top-class sailors who participate in the event from all over the world.



The Congressional Cup is an excellent opportunity to showcase our unique waterfront, which hosts the only waterfront Downtown between San Diego and San Francisco. As the 7th largest city in California and one of its most diverse coastal destinations, Long Beach offers the best of big city convenience and the friendly, relaxed atmosphere of an oceanside community while also being recognized as the aquatics and watersports capital of the United States.

It's the perfect place to enjoy yourself before, during, and after the Cup. The efforts and legacy of the Long Beach Yacht Club are an integral part of the fabric that makes our city the aquatics capital of the world.

During Congressional Cup race week, the eyes of the global sailing community are on Long Beach—and soon, the eyes of the entire world will be as well. Our city's ability to host the Congressional Cup was a determining factor in bringing the Sailing Venue right to Long Beach for the 2028 Olympics.

Again, my thanks to those enjoying the Cup and to those visiting Long Beach. We are all thrilled to watch the race, and I hope you all have a memorable and exciting week.

Best,

Rex Richardson
Mayor of Long Beach



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**After more than five decades,
Congressional Cup remains a
magnet event for the world's finest
skippers and crews, all thanks to our
visionary founder Bill Dalessi.**

By Jo Murray

On this occasion of the 59th Congressional Cup, LBYC and worldwide sailing community salutes and thanks PSSC William "Bill" Dalessi, one of the visionaries who created "The Grandfather of Modern Match Racing!" The establishment of Congressional Cup markedly influenced the long-term nature and focus of Long Beach Yacht Club. The Congressional Cup trophy has become what PSSC Bill Dalessi and the LBYC Board envisioned... "a most highly sought after trophy by the yachting fraternity." It is the oldest continuously held match race event in the world and pioneered the concept of on the water umpiring. This regatta sets the standard for top-level match racing, and the list of past winners reads like a Who's Who of America's Cup champions!

On August 25 of 1964 the Congressional Cup Deed of Gift was executed and "The Cup" was created. Ralph Egleston, who owned a trophy and engraving shop in downtown Long Beach on First Street near Pine Avenue, worked with Bill to design and create the trophy.

Egleston hand-engraved the Congressional Seal and the nameplate so that the large, hand-wrought silver cup would have instant recognition and significance. Over the years, the

trophy has "grown," thanks to PSSC Mike Elias to accommodate the names of the winning skippers and their yacht clubs. Today, "The Cup," one of the most striking trophies in existence is proudly displayed in the lobby of Long Beach Yacht Club!

The first Congressional Cup yacht race took place on February 5-7, 1965, less than six months after execution of the Deed of Gift. The inaugural regatta included a Long Beach Yacht Club skipper, seven skippers from local California yacht clubs and Arthur Knapp Jr. from the Larchmont Yacht Club in New York. Arthur was just one of many national skippers who became infected with the "Congressional Cup Fever" as a skipper and later as a judge. His book, "Race Your Boat Right" is the bane of many a skipper when it is awarded to the winner of the 10th place.

Bill was also part of New York Yacht Club's America's Cup challenger and defender syndicates in multiple years. In December 1975, George R. Hinman, chairman of the America's Cup Committee of the New York Yacht Club, wrote fellow NYYC member Bill requesting his Congressional Cup expertise in advising America's Cup officials on starting procedures. The collection of letters between Hinman and Dalessi confirm the influence of Congressional Cup upon world match racing.



THE EXECUTIVE COMMITTEE:

(left to right) CHAIRMAN ASHORE **TOM DECKER**, PIER CHAIRMAN **TOM CAMP**,
CHAIRMAN **TONY MANSOUR**, VICE CHAIRMAN **STEVE MEYER**, CHAIRMAN AFLOAT **KEN MATTFELD**

2024 FLAG

Commodore Scott Dixon
 Vice Commodore Lisa Meier
 Rear Commodore Bob Piercy
 Fleet Captain Greg Magnuson
 Port Captain Tom Camp
 Jr. Staff Commodore Blair Carty
 Fleet Surgeon Ashore Peter Welty, M.D.
 Fleet Surgeon Afloat Rick Adams, M.D.
 Judge Advocates Shannon Gallagher,
 David Weil, Paul Carter
 Club Secretary Michele Blackmore
 Treasurer Scott Meyer
 Fleet Chaplain Richard L. Miller, Blair Carty
 Quartermaster Richard Paice, Mike Corzine
 Protocol Officer Blair Carty

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 Charlie Legeman
 Drew Satariano
 Jon Shull
 John Strong
 Jon Turigliatto

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 Wendy Corzine
 Mike Gehring
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 Liz Palmer
 Alexandra Weiss Roeser
 Joe Seibert
 Bob Snow
 Kellie Woodworth
 Joshua Wootten

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 Pin Design Riley Dickens
 Pin Photography..... Dick Seward
 Skipper Bios Christine Delabre
 Announcer/Emcee Tucker Thompson
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 Press Officer..... Alison Kent

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 Catering Director Marisela Link
 Yachting Director Cameron MacLaren
 Sailing Director Matt Peter
 Head Sailing Coach..... Rob Rice
 Aquatics & Activities Director Jake Evans
 Director of Marine Operations.... Craig Jarvis
 Marine Assets Manager..... Jacob Samborn
 Maintenance Supervisor..... Chris Lowen
 Controller Marcia Pettway
 Human Resources Kim Eastwood
 Accounting Rudy Ramirez
 Communications & Social Media.....
 Tyler Appel



WENDY CORZINE
PRINCIPAL RACE OFFICER

Wendy has been involved with Congressional Cup for most of her life. She has volunteered in many different capacities – helping clean up the boats as a Junior sailor, serving as a boat hostess, and organizing housing for competitors. Wendy joined the Race Committee 10 years ago and volunteered on the Congressional Cup signal boat soon after. She has been Deputy Race Officer for the last 3 years and is excited to serve as PRO this year. Wendy is certified as a Regional Race Officer by US Sailing.

As a member of Long Beach Yacht Club, she currently serves on the Board of Directors and is a member of the Regatta Management and Yaching Committees. She participates in fleet and match racing events and is the skipper for the LBYC Women’s Sailing Team. Wendy spends all the time she can on the water either as a race officer, as a competitor, or with her husband watching their two daughters compete in regattas.

THE RACE COMMITTEE TEAM

- Principal Race..... Officer Wendy Corzine
- Deputy PRORandy Smith
- Recorder, ScribeTina Ives
- Timer/SoundsMeggie Williamson
- FlagsMary Beth Ives
- Flags Laurel Seibert
- Flags, Scoring..... Kelly Johnson
- Weather Mark Set Derek Williamson
- Weather Mark SetStephen Hansen
- Gate/Line Mark SetDoug Bower
- Gate/Line Mark SetTom Decker
- Shore Support Sally Miller



RACE COMMITTEE BOAT FLAGS

The Race Committee will start the racing only after it has decided there is enough wind, the wind direction is stable enough for fair competition, and all racing marks are in their proper locations. Through a sequence of sound signals and flags, the Race Committee communicates with the race boats telling them when to prepare for their respective starts.

Here’s what to watch for, keeping in mind that — because this is match racing and there are 10 boats — there will be a sequence of five starts with two boats in each start. This sequence is called a “Flight.”

FOR THE FIRST START IN A FLIGHT OF FIVE STARTS

◆ Start minus 7 minutes: the “F” flag is hoisted along with 1 sound signal.



“F” Flag

◆ Start minus 6 minutes: the “F” flag is lowered.

◆ Start minus 5 minutes: a numerical pennant is hoisted denoting the pair racing (in this case, Pennant “1” for the first pair of racers).



Pennant 1

◆ Start minus 4 minutes: the preparatory “P” flag is hoisted along with 1 sound signal, and the first 2 boats enter the starting area and begin their maneuvering in an attempt to gain the most advantageous start (the boat entering from the left side of the starting line has a blue flag on its backstay, and the boat entering from the right side has a yellow flag on its backstay).



“P” Flag

◆ Start minus 1 minute: the preparatory “P” flag is lowered with 1 sound signal.

◆ Start: all other flags come down and the starting sound signal is given.

If a boat is over the starting line early, the Race Committee displays a blue or yellow flag denoting the boat, along with 1 sound signal.

FOR THE FOLLOWING FOUR STARTS IN THE FLIGHT

The sequence repeats for each subsequent pair of boats at the Start minus 5 minute point, beginning with Pennant “2” and continuing with Pennants “3,” “4” and “5” until all boats have been started for the



Pennant 2



Pennant 3



Pennant 4



Pennant 5

Abandonment Flag

If the race, or racing, must be abandoned, the Abandonment Flag is hoisted.



Postponement Flag

If the racing must be postponed, but is likely to resume later in the day, the Postponement Flag is hoisted.



WHAT DO THOSE FLAGS MEAN?

When the boats are on opposite tacks, the port boat must keep clear of the starboard boat. The tack a boat is on corresponds to her windward side. If the boats are on the same tack and overlapped, the windward boat (closest to the wind) must keep clear.

Umpires follow each pair and make instant penalty decisions. A green and white flag means 'no penalty,' but a yellow or blue flag means the boat in the match with the corresponding flag on the back of their boat must take a penalty before finishing.

A penalty turn on a beat to windward is a 270° turn that includes a gybe and coming to a close hauled course. A penalty turn on a leeward leg is a 270° turn that includes a tack and coming to a downwind course.



FLAVIO NAVEIRA
IU/IJ CHIEF UMPIRE

Flavio Naveira is from Argentina and has been an International Umpire/ International Judge since 2006. He's been a member of the International Umpire team for the Congressional Cup four times and has served thrice as Chief Umpire.

Flavio has umpired many top-level match racing events worldwide during his career -including the Olympic cycle of the Elliot 6M Women's MR Class- along with umpired fleet racing (TP52s, Soto 40, J70, Volvo Ocean Race, etc) and team racing (Optimist Worlds/ Regional Championship, British Universities Championship, etc).

He is a rules advisor for Panamerican & Olympic Teams. He served as one of the instructors at the World Sailing International Umpire Seminar (Match Racing) in Auckland, New Zealand in November 2022, and at the World Sailing International Umpire Seminar (Medal and Fleet Racing) in Lanzarote, Spain, in December 2023.

He is thrilled to return to Congressional Cup!

THE UMPIRE TEAM

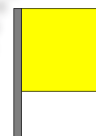
- Flavio Naveira, Chief UmpireARG
- Kathy Lindgren, Deputy Chief UmpireUSA
- Svenja Huensch.....GER
- Kevin Hawkins USA
- Ryan Parkin.....NZL
- Bjorn Sandell.....SWE
- John Busch..... USA
- Dave PyronCAN
- John Christman USA
- Patrick Burks USA
- Andrew Alberti.....CAN
- Colleen Cooke..... USA
- Cheri Busch-Umpire Secretary



BLUE FLAG

When flown by umpire.

Penalty signal from umpires or premature start (from race committee) on blue-flagged boat (flag on backstay).



YELLOW FLAG

When flown by umpire.

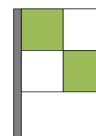
Penalty signal from umpires or premature start (from race committee) on yellow-flagged boat (flag on backstay).



PROTEST FLAG (CODE Y FLAG)

Protest flag flown by competitor.

A competitor requests a decision from the on-water umpires believing a rule has been broken.



GREEN & WHITE FLAG

Flown by umpire.

An umpire signaling that there isn't any penalty "NO PENALTY" to action.



RED FLAG

Flown by umpire.

An umpire signaling the Red Flag together with Blue or Yellow Flag; indicates that boat must perform a penalty turn immediately.



BLACK FLAG

Flown by umpire.

An umpire signaling the Black Flag together with Blue or Yellow Flag; indicates that the boat is disqualified from the match in progress.



Umpires work in pairs positioned close to the action so they see incidents accurately. They call these incidents as they happen and signal a decision when required.

MATCH RACE SAILING IS EASY TO FOLLOW.

A match race consists of two identical boats racing against each other.

With effective boat handling and prudent use of wind and currents,

a trailing boat can escape the grasp of the leader and pass.

The leader uses blocking techniques to hold the other boat back.

This one-on-one duel is a game of strategy and tactics.

THERE IS ONLY ONE WINNER.

THE COURSE: The boats sail upwind to mark # 1 (the 'windward mark') where they round and set their spinnakers for mark # 2, which is placed in close proximity to the starting line. The yachts will sail back upwind to mark #1, round, and begin the run to the finish line (start line) downwind. Legs # 3 and # 4 are a repeat of the first two legs. The four-leg course will take approximately 20 minutes to sail.

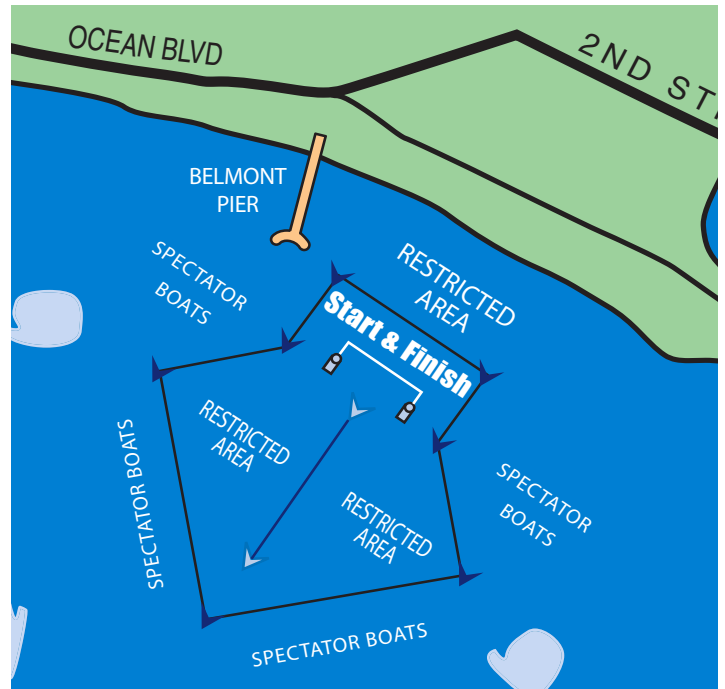
THE START: The race begins with an attention sound and Flag F displayed from the Race Committee signal boat 7 minutes prior to the start of the first match of the race. Flag F is removed at 6 minutes to go. Another sound is blasted at five minutes prior. The two boats (each flying either a blue or yellow flag) enter the start area from opposite ends of the starting line four minutes prior to the actual start. During the next four minutes, the boats will engage in a furious pre-start battle, in which each will try to gain an advantage over the other. The goal is to make the other boat cross the starting line early, which is a penalty, or to start legally ahead of the other boat.

LEG ONE: The yacht which crosses the starting line first has a decided advantage because it can hinder the other boat by 'covering' it (blocking its wind). The trailing yacht will counter by tacking (altering course from one tack to the other) to gain clear wind. This usually results in a 'tacking duel' between the contestants. If the boats were even at the start, each uses speed and wind shifts to try to pull ahead.

After sailing to the first mark upwind, the boats will round the mark to starboard (clockwise), then set colorful spinnakers and race downwind, in what is called 'the run' to the second or 'leeward' mark.

LEG TWO: In this leg, the trailing boat has the advantage because it is in a position to 'cover' the leader and slow it down by blocking the wind from the leader's sails. The leader must then work to keep its air clear while positioning itself between the trailing boat and the next mark.

UMPIRING: Each race is officiated by two umpires in a small power boat who follow each pair of boats and make on-course penalty decisions. When a foul is allegedly committed, the um-



pire boat will fly one of the following flags: blue - the blue boat is penalized, yellow - the yellow boat is penalized, or green/white - indicating there is no penalty. When a boat is penalized, it must complete a penalty turn. The penalized boat may complete its penalty turn at any time during the race prior to the finish line. If penalties are offsetting, penalty turns need not be completed.

Cumulative penalties are indicated by blue and yellow flags displayed on the umpires' boat. If one boat receives three penalties, it is disqualified and the race is over.

RULES: There are two basic right-of-way rules. The boat with the wind coming across its right, or starboard, side has the right of way and the other boat must stay clear. Within two boat lengths of a mark, the inside boat has the right to pass inside and ahead. The races are typically very close. Often, the winner is determined within several boat lengths of the finish line.

(Guide courtesy of ISAF – www.sailing.org)

BOW The forward part of a boat, the pointy end.

STARBOARD Refers to the right side of the boat when facing forward. A boat is on a “starboard tack” when the wind is on its starboard side (coming over the right side of the boat).

PORT Refers to the left side of the boat when facing forward. A boat is on a “port tack” when the wind is on its port side (coming over the left side of the boat).

ASTERN Behind the boat

WINDWARD A boat’s windward side is the side that is toward the wind.

LEEWARD A boat’s leeward side is the side that is away from the wind.

BACKING Pushing out a sail so the wind fills it from the opposite side. Used to slow a boat or turn the bow away from the wind.

BEATING To sail upwind, close hauled, tacking to make way to the upwind mark.

RUNNING Sailing downwind, with the wind behind you (i.e. Sailing with the wind).

CLEAR ASTERN One boat is clear astern of another boat when her hull and equipment are behind the aftermost point of the other boat. The other boat is clear ahead.

CLEAR AHEAD The opposite of Clear Astern.

OVERLAPPED The boats are overlapped when neither is clear astern. When two boats are on the same tack overlap, the one on the leeward side of the other is the leeward boat. The other is the windward boat. Windward boat must keep clear of a leeward boat.

CLOSE-HAULED Sailing as close to the wind as possible.

KEEP CLEAR A boat keeps clear of a right-of-way boat.

LUFF OR LUFFING When a sail is waving back and forth as the sail is “eased” out too much or the boat is heading into the wind, the sail is said to be luffing, like a flag flying in the breeze. When a boat turns its bow toward the wind the boat is said to be luffing.

JYBE Turning the boat away from the wind so the stern passes through the wind and the sail switches sides.

TACKING Turning the boat into the wind so the bow passes through the eye of the wind and the sail switches sides.

GIVE-WAY The boat which must alter course to avoid another boat, the burdened boat in the Rules of the Road.

ZONE The area around a mark within a distance of two boat lengths of the boat nearest to it. A boat is in the zone when any part of her hull is in the zone.

**I
LONG BEACH
S
P
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R
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D**

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BERNTSSON SAILING TEAM SWE

ROYAL GOTHENBURG YC

WS Ranking 3

JOHNNIE BERTSSON began his sailing career in an Optimist dinghy at the age of nine, quickly jumping over to a keelboat at age twelve. Since then, he raced at the local level to gradually broaden the competition arena, first within Sweden and then within Europe.

Johnie made his entrance to match racing in 1997. He is the two time champion in King Edward VII Gold Cup and has won Swedish (2022), Scandinavian and European Match Racing Championships. In 2012, the Swedish Sailing Federation crowned Johnie and his team “Swedish Sailors of the Year.”

Johnie is a three-time winner of the Argo Group Gold Cup (2008, 2014, 2023) and finished 3rd overall in the 2011 WMRT. He returns for his 14th Congressional Cup appearance, seeking his second Crimson Blazer to match the one he won in 2009. He took home a silver medal in 2021.

Crew: Herman Andersson, Filip Carlsson, Fredrik Laangström, Erik Malmberg, Jesper Stålheim



BORCH RACING DEN

ROYAL DANISH YACHT CLUB

WS Ranking 4

JEPPE BORCH Jeppe Borch began sailing at a young age and quickly developed a passion for the sport. He went on to become one of Denmark’s most successful match racers, achieving numerous victories.

Jeppe’s sailing career began in dinghy racing, and he quickly showed a talent for the sport. He won multiple national and international championships in Optimist, Laser, and 29er classes. He then moved on to keelboat racing and match racing, competing at the highest levels of the sport.

Today, Jeppe represents Denmark in international competitions and strives to push the boundaries of what is possible on the water. His dedication to the sport and his skill as a sailor have made him a role model for aspiring sailors around the world, and he remains one of Denmark’s most respected and accomplished sailors.

This is Jeppe’s third Congressional Cup. He and his team took home a silver medal in 2023.

Crew: August de la Cour, Thor Maltte Andersen, Sebastian Pieters, Matias Rossing, Gustav Wantzin



TRUE BLUE RACING USA

WS Ranking 13

GAVIN BRADY has competed in six America’s Cups; three Whitbread and Volvo Ocean races; the 2000 Olympic Games; the Grand Prix Circuit; and countless match racing events as well as numerous offshore races. He is a well-known skipper / helmsman / tactician for 30

years.

He has led and been part of more than 15 championship teams. More recently, he won the 2023 Offshore World Championships on board the TP52 ‘Beau Geste’.

Gavin was also tactician aboard the Maxi ‘Vesper’, winner of the 2022 Maxi Yacht Rolex Cup.

In 2023, Gavin re-joined the World Match Racing Tour with his True Blue Racing Team founded as an ambassador and advocates for our oceans and environment. In September 2023, he competed in the US Grand Slam Series making the finals in all four events. Gavin, a four-time Congressional Cup winner (1996, 1997, 2006 and 2008) returns after a dozen-year hiatus.

Crew: Chris Cowan, Harry Hall, Ryan Houston, Chris Larson, Joshua Wijohn



KNOTS RACING NZL

ROYAL NEW ZEALAND YACHT SQUADRON

WS Ranking 8

NICK EGNOT-JOHNSON, better known as EJ, was introduced to sailing at a young age, learning to sail in an Optimist from the age of seven years old. EJ represented New Zealand at Optimist regattas in Mexico, Portugal, Korea, New Caledonia, Canada, and Australia

where he became the first Kiwi sailor to win the International Optimist Australian and Open Championships when he headed a 150-strong fleet.

EJ discovered match racing in 2018 and since then has had a long string of great achievements with his Team. Him and his team were awarded the 2019 Performance Award by New Zealand Yachting and is currently shortlisted as potential skipper of the New Zealand Youth America’s Cup team. EJ holds multiple Match Racing and Keelboat National New Zealand titles. In his spare time he has been sailing on various boats, including the foiling moth, TP52’s and Melges 40’s.

He and his team were the 2022 World Match Racing Champions and have finished 3rd in last year’s prestigious Congressional Cup.

Crew: Taylor Balogh, Sam Barnett, Alastair Gifford, Zak Merton



DH3 RACING USA

LONG BEACH YACHT CLUB

WS Ranking 38

DAVE HOOD, Dave Hood, originally from West Point, New York and Long Beach Yacht Club Staff Commodore, has accumulated an impressive record of performance and consistency domestically and internationally.

In 2023 Dave competed in the following WMRT events: Ficker Cup, Congressional Cup, French Nationals, Oakcliff International, the Bermuda Gold Cup and the Finals in China. Recently went 14-0 for the Gold Medal in the Butler Cup, qualifying the team for this year’s Ficker Cup.

Dave is 8-time Club Champions at Long Beach Yacht Club, 2- time LBYC Yachtsman of the Year, and 5-time Class/National Champions in the Catalina 37s. DH3 has finished in the top 4 in 70+% of their match racing events.

LBYC has many excellent match racers – Dave is happy to be among them and proud to be representing LBYC. “Enjoying the Journey.”

Crew: Nick Blackman, Chris Steele, Chris Main, William Tiller, Steve Natvig



CAPVIS SWISS MATCH RACE TEAM SUI

SEGEL CLUB STAEFA

WS Ranking 2

ERIC MONNIN learned sailing at the age of six on his family’s Surprise yacht, similar to a J24, but also tried his hand in the Optimist, Laser and 470 dinghy classes. For Monnin, match racing has always been a family affair with his father, two brothers and, more recently, his wife.

Eric has a PhD in physics and works as an engineer when he isn’t sailing, however, his focus for the past decade has been on match racing. Eric is considered among the best monohull match racing sailors, and a familiar face on the World Match Racing Tour with his Capvis Swiss Match Racing Team. Since joining the tour in 2006, he has always finished in the top 20. Other notable wins include the Knickerbocker Cup (2014, 15), Championnat de France Elite (2016), Thompson Cup (2018), CER Match Race Cup (2018), Match Race Germany and the European Match Racing Championship (2018, 19, 22).

Eric will make his tenth trip to Congressional Cup in pursuit of the elusive Crimson Blazer.

Crew: Simon Brügger, Julien Falxa, Marc Monnin, Ute Monnin-Wagner, Mathieu Renault



RIPTIDE RACING USA
SEAWANHAKA CORINTHIAN YACHT CLUB
WS Ranking 1

CHRIS POOLE, from Westport, CT started sailing at the age of ten years old in an Optimist out of Portland Yacht Club in Falmouth, Maine. Today, he ranks at the top of the match racing leader board.

Having grown up on small boats along the coast of Maine, Chris diversified his skills at Maine Maritime Academy where he started honing his match racing skills. In the summer of 2011, he interned at the Chicago Match Race Center and finished 2nd in his first ever match race.

In 2023, Chris and the Riptide Team won the 58th Congressional Cup undefeated with a total of 24 race wins. The team went on to finish second at the GKSS Match Cup Sweden in Marstrand, first at the U.S. Match Racing Championship, and eighth at the Shenzhen Bao'an Match Cup World Match Racing Tour Final. Chris also joined the Golden Eagles team for the unique challenge of representing the USA at the SSL Gold Cup.

Chris returns to Long Beach for his 9th time, looking to win his 2nd Crimson Blazer.

Crew: Joachim Ashenbrenner, Bernardo Freitas, Mal Parker, Luke Payne, Harry West



**FEDERAZIONE ITALIANA VELA /
RBYS RACING ITA**
CENTRO VELICO 3V
WS Ranking 7

ROCCO ATTILI, from Rome-Italy, started sailing at the age of 10. After a youth career in dinghies, he started a match racing team competing at various events in Europe and winning the Youth Match Racing Europeans in 2019.

In 2022, Rocco qualified for the World Match Racing Tour Final in Sydney, Australia finishing in 8th place. In 2023, he won the Porto Montenegro Match Race (WMRT event) and the Italian Match Racing Championships.

Rocco has attained a BSc in Aerospace Engineering at Politecnico di Milano and a MSc at La Sapienza. He is currently working as a System Engineer.

This is Rocco's first Congressional Cup.

Crew: Edoardo Mancinelli Scotti, Ludovico Mori, Gianluca Perasole, Luc Camilli Meletani, Andres Guerra, Alberto Corneli



GLADSTONE'S LONG BEACH GBR
ROYAL YACHTING ASSOCIATION
WS Ranking 11

IAN WILLIAMS started racing in the International Cadet Class and at sixteen was selected to represent the UK at the world championships in Belgium. The next year he won his first Youth Match Racing National Championship and has since become one of the most recognizable names.

Ian is a 3-time nominee for the ISAF Rolex World Sailor of the Year Award, and also a 3-time nominee for the UK's YJA Yachtsman of the Year award. The former lawyer turned professional sailor was the first British skipper to gain the ISAF World Champion and World Match Racing Tour Champion titles. He made history winning the prestigious title a further six times. Ian has competed in a diverse range of classes and series, winning fleet racing championship titles in four different keelboat classes and a World Championship in the M32 catamaran, and competing in well-known circuits like the Audi MedCup, Farr 40 World, and Extreme Sailing Series.

Ian is back in Long Beach fighting hard and smart to win his 6th Congressional Cup and becoming the winningest skipper of the coveted Crimson Blazer.

Crew: Garry Mitchell, Richard Sydenham, Ricky McGarvie, Ted Hackney, Oisín Mclelland

IT HAS BEEN A VERY ACTIVE YEAR FOR MATCH RACING

It seems that there is a resurgence in the USA and around the world. This produced a bumper crop of strong competitors. It was difficult to narrow down to eight skippers for the 2024 Ficker Cup. You saw some of the best sailors coming to Long Beach.

Between Ficker Cup and Congressional Cup, we have 7 of the top 10 ranked skippers according to World Sailing's rankings in February. Make that 12 if you go to the top 20. We have a diverse field this year with strong representation from both women and youth skippers from around the world. We just wrapped up Ficker Cup a few days ago and it was fun and exciting!

With the strong field this year, the 59th Congressional Cup was expanded from 10 teams to 12 teams to accommodate the overwhelming growth yacht racing has experienced coming out of COVID.

THE TOP THREE TEAMS from Ficker Cup received invitations to Congressional Cup this year. Expect more exciting racing!

THE COMPETITION AT FICKER CUP

Ceilia Wilison	NZL	3rd ranked women's match racer in the world.
Dave Hood	USA	2023 Butler Cup winner and LBYS Club representative
Aurelien Pierroz	FRA	12th in the world and as high as 2nd in 2023
Megan Thomson	NZL	14th in the world, and 3rd at 2023 WRMT Final
Nicole Breault	USA	20th in the world, and 2023 California Dreamin' Series winner
Peter Wickwire	CAN	26th ranked Canadian skipper
Cole Tapper	AUS	Ranked 1st in youth match racing and 2nd at 2023 Governor's Cup
Scotty Dickson	USA	Winningest skipper in Ficker Cup history – 13 times

(World Sailing rankings are as of April 2024)

The Ficker Cup Match Race was established by Long Beach Yacht Club to honor Bill Ficker, Star class world champion in the '50s and winner of the 1970 America's Cup as skipper of the 12-meter class yacht, *Intrepid*. Bill was also the winner of Congressional Cup in 1974.

Ficker Cup is a World Tour WS Grade 2 qualifier event for Congressional Cup.





The top three skippers from this event receive the final invitations to the 2024 Congressional Cup, hosted by Long Beach Yacht Club.

Ficker Cup was established by Long Beach Yacht Club to honor Bill Ficker, who passed at the age of 89. Ficker was a renowned yachtsman, winning the Star Class World Championship in 1958, and helmed Intrepid to become victorious in the 1970 America's Cup, earning the nickname "Ficker is Quicker." Four years later, he won Congressional Cup.

Although Ficker Cup is considered the gateway to Congressional Cup, it is a distinction in its own right, and an invitational World Sailing Grade 2 match racing event. Established in 1980, past winners include Johnie Bertsson, Phil Robertson, and Chris Steele ... in 1991 Terry Hutchinson won Ficker Cup, and Congressional Cup in 1992. Simone Ferrarese triumphed in Ficker Cup in 2011, and Congressional Cup in 2013; while Taylor Canfield won Ficker Cup in 2013, and went on to become the first to win five Crimson Blazers.



SCOTTY DICKSON
USA
Dickson Racing



SCOTTY DICKSON, originally from New Zealand, participated in 21 Congressional Cup as a skipper, representing the Long Beach Yacht Club. In 2019, Scotty and his team took home a prestigious silver medal.

Scotty triumphed in the qualifier event, Ficker Cup, an impressive 13 times. From 2000 through 2007, he owned the event, winning every title except for 2005.

Scotty has been a member of Long Beach Yacht Club since 1995. When not at the helm of his own team, he remains actively engaged in sailing events both locally and worldwide, assuming roles as a coach and commentator.

In 2017, Scotty showcased his expertise as the commentator of the World Match Racing event in Russia, captivating audiences with his insightful analysis and charismatic presence.

As Scotty sets his sights on the upcoming Congressional Cup, he eagerly anticipates the opportunity to secure a coveted berth by excelling in the Ficker Cup event.



MEGAN THOMSON
NZL
WSA RANK 14
Two Point Zero Racing



MEGAN THOMSON and her RNZYS Performance Programme team 2.0 Racing have been one of New Zealand's premier match racing teams for the past few years. The 2.0 Racing team campaigned throughout the 2022 World Match Racing Tour's US Grand Slam and impressing against some of the world's best open Match Racing teams.

In 2022, Megan and her team competed on the newly launched all-female Women's World Match Racing Tour finishing in 5th place from 26 teams. She also finished in 5th place at the 2022 Open Match Racing World Championship in Sydney.

In 2023, her team finished an impressive 3rd place on the Women's World Match Racing Tour, before returning home to New Zealand to win the 2023 Women's Match Racing Championships. Megan was the only female skipper at the 2023 WMRT Final.

Megan finished in 2nd place at the 2023 Ficker Cup event, which earned her one of the final spots in the Congressional Cup.



COLE TAPPER
AUS
WSA RANK 19
CYCA Youth Sailing Academy



COLE TAPPER won the NSW and Australian Optimist Teams Racing Championships and was first several times in NSW and Australian Schools Teams Racing Championships.

In fleet racing Cole has had podiums in the NACRA 15 and 420 class including first places in the New Zealand Nationals and 2018 U17 Junior European Championships.

In Match Racing, he has won the NSW and Australian Youth Championships, the Bolle Youth International and scored 3rd at the World Match Racing Tour US Grand Slam in 2023. He gained 9th on the Overall World Match Racing Leaderboard for 2022.

Cole won a second place at the 2023 World Sailing Youth Match Racing Championships.



Photo credit Ian Roman / WMRT

Pictured from left to right, top row: Scott Dixon, Commodore LBYC; Scotty Dickson (USA); Deon McDonald, daughter of Bill Ficker; Steve Meyer, Ficker Cup Chair; Tony Mansour, Congressional Cup Chair. Bottom row: Megan Thomson (NZL) and Cole Tapper (AUS).

SCOTT DICKSON WINS 14TH CAREER FICKER CUP HOSTED BY LONG BEACH YACHT CLUB

LONG BEACH, CA 21 APRIL 2024 -- Long Beach's champagne conditions and superior racing by eight world class skippers over three days ended with Scotty Dickson claiming his 14th Ficker Cup over 24 years!

Scotty Dickson originally from New Zealand went 12 and 2 in the Double Round Robin dropping only one match in the semifinals against Australia's Cole Tapper. Dickson went on to sweep the finals against another New Zealand skipper, Megan Thomson.

Skipper Scotty Dickson noted, "it was very tough conditions with breeze on. Any of the semi final teams could have won the event today. All sailed incredibly well. By the time we got to the final my team was sailing superb. I've won this event multiple times but take nothing for granted. Very proud of the team!"

Ficker Cup Chairman Steve Meyer concluded, "It's been a fantastic three days of racing with optimal weather, flawless race committee work, superior umpiring and competitive racing."

Today's finals marked the end of a thrilling weekend for Long Beach, with the excitement of Ficker Cup yacht racing punctuated by the distant zoom of Indy Cars at the 49th Long Beach Grand Prix, which another Scott Dixon, veteran driver and fellow Kiwi

took the checkered flag for his second career victory!

It's been a very busy event season in Long Beach and now the spotlight turns to the 59th Congressional Cup also hosted by Long Beach Yacht Club which runs from Wednesday April 24th through Sunday April 28th. The top three ranking Ficker Cup skippers, Scotty Dickson, Megan Thomson and Cole Tapper have qualified and move on to the Congressional Cup.

Spectators can watch the races live free from Belmont Veterans Memorial Pier at 39th Place & E. Ocean in Long Beach starting daily at 11:30AM and online at <http://www.thecongressionalcup.com>.

2024 Ficker Cup Final Placement:

- Scotty Dickson, USA
- Megan Thomson, NZL
- Cole Tapper, AUS
- Dave Hood, USA
- Peter Wickwire, CAN
- Aurelien Pierroz, FRA
- Nicole Breault, USA
- Celia Willison, NZL



LBYC Junior Sailors

Long Beach Yacht Club has a rich history of producing competitive sailors through our renowned Junior Sailing Program. Congressional Cup and Ficker Cup skippers and crew are an inspiration to our youth.



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On behalf of the Congressional Cup Sponsorship Team, Congressional Cup Executive Team, and the members of Long Beach Yacht Club, we thank you for partnering with Long Beach Yacht Club and sponsoring the 59th Congressional Cup Regatta.

This event would not be a success without the generous support and commitments you have provided us. We deeply appreciate the willingness in which you have continued to sponsor our efforts to help us to continue to grow Congressional Cup into one of the premier sailing championships in the world. Partnerships with our sponsors are vital to the success of this regatta. None of this would be possible without all of your gracious and unwavering support.

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As strong a Sponsor as any International Corporation, "Club 100" continues to lead the way in Member Sponsorship. With over 16 years in the making, our members have raised well over \$250,000 in support of the Catalina 37s and Congressional Cup.

Club 100 is an exclusive group of LBYC members who believe in all the benefits the global recognition of Congressional Cup brings to Long Beach Yacht Club.

We give a special thanks to our "Club 100" members. As individuals, they're Long Beach Yacht Club Members, together we make a sustainable driving force in what makes Congressional Cup one of the premier sailing championships in the world.

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IT TAKES A TEAM

In the sport of match racing, the skipper is the one who gets all the glory and fame. But every skipper will tell you that without their team, they are nothing. The Congressional Cup Catalina 37s are big, heavy boats with large sails and high loads. Racing with a crew of six takes an incredible amount of timing, strength, balance and teamwork. Much like an NFL football team — one tiny mistake by one crewmember can be the difference between a win and a loss, and ultimately the Congressional Cup. Let's take a closer look at each crew member's many responsibilities.

1

BOW The most athletic position on the team, the bow crewmember has many responsibilities. From the five-minute warning, the bow calls time and distance to the start box entry at four-minutes. Get it right and you can enter the pre-start with a nice advantage. Get it wrong and you receive a penalty. As the boats enter the typical "dial-up" maneuver in the pre-start, the bow is responsible for holding the jib on either side to help steer the boat as the boats move backwards. It takes a "sixth sense" to feel the boat and anticipate what the skipper is going to do next. As the five-minute pre-start progresses, there are many moments when the bow of the trailing boat is inches from the stern of the leading boat. Through the use of hand signals, the bow signals to the skipper they are clear or not clear to turn. One bad call here and a collision and penalty result. As the race progresses, the bow is in charge of making sure the spinnaker and pole can be hoisted cleanly at any time, on either gybe, under complete duress. As the boats approach the leeward mark, the bow must make sure the jib gets up and the spinnaker and pole come down. In a close match where the boats are pushing the limit, the bow often determines the outcome of the match by who can pull off the move faster.



2

PIT The pit is in the center of the boat at the front end of the cockpit. This is where all the halyards, topping lift, boom vang, foreguy and cunningham are adjusted. There are two winches, five halyard jammers and various other adjustments. Get one wrong at any moment and the team loses the match. The pit crewmember is typically very strong but also has quick hands. In the prestart, the pit helps the trimmers as needed to grind the winches. The pit's primary function is at every mark rounding, he controls the halyards and topping lift. The problem for the pit is that he has three or four things to do, but only two hands. Each time the boat rounds a mark, the jib, spinnaker and pole are either going up or down. The pit has to make sure it all happens at the right time and, when the breeze picks up, make sure that the proper settings are made every time with things under a very high load.



7 SKIPPER As most skippers will tell you, if the team is performing well, all that is left is to just drive the boat. Seriously, the most important function for the skipper is to be able to steer the boat to maximum efficiency at all times and to instinctively react immediately to every boat-on-boat situation to either avoid a penalty or gain one over the opponent. An expert understanding of all match racing rules and umpire calls, and the instinct to never flinch under pressure, are what separates the top skippers from the rest.

6 TACTICIAN The primary strategist on the boat, the tactician starts early in the morning reviewing weather forecasts, tidal currents, race documents, pairing sheets and any other information needed to make sure the team is prepared to get the most out of the day's conditions. Once on the water, the tactician makes the primary calls on where to place the boat in the pre-start, which end of the starting line is favored, and which side of the course (left, right or middle) has the best breeze. The tactician has one of the toughest jobs as he must constantly make calls - when you are right and you win, or you are wrong and you lose. Thick skin is a requirement.

5 MAIN SHEET TRIMMER On many match racing teams, the main trimmer will also serve as the tactician, or the pit person will trim the main in the pre-start and then the tactician will trim the main once the race starts. With only six crew, there is much multitasking going on. The primary job of the main trimmer in the pre-start is to keep the boat at top speed with perfect trim, to stop the boat as needed by backing the main and throwing the mainsheet and boom from side to side in the gybing maneuvers. Once the race starts, the main trimmer is feeding information on wind, the other boat and any advantages on the course from one side or another to assist the skipper and tactician with strategic calls and decisions.

3 SPINNAKER TRIMMER The spinnaker trimmer is in charge of the downwind trim of the spinnaker and also the primary tailer of the jib sheet on tacks going upwind. On many teams, this person also calls the puffs coming down the course while sailing upwind. The spinnaker trimmer is all about having the feel of the boat downwind and communicating to the skipper about the pressure of the breeze on the sail so that they can get every last inch of VMG (velocity made good) downwind. When a close boat-on-boat situation develops, the spinnaker trimmer must be strong enough to trim both sides of the sail at the same time and gybe the sail back and forth during the many changes of course.

4 JIB TRIMMER The jib trimmer controls the final trim of the jib on the upwind legs and trims the afterguy downwind. On most teams, the jib trimmer is the primary grinder on every tack upwind. In every critical moment of boat-on-boat engagements, the jib trimmer is trusted to keep the sail adjusted perfectly at all times, let go of the sheet at the right time to slow the boat in a dial-up situation, and manage all the sheets and guys throughout the race to make sure they are set up for any maneuver at any time.

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A Long Beach Tradition

The Port of Long Beach is pleased to sponsor the Congressional Cup and Ficker Cup and wishes the Long Beach Yacht Club a happy 95th anniversary.





The Catalina 37 fleet, donated by Frank Butler, the president of Catalina Yachts, has been used for Long Beach Yacht Club's signature event, Congressional Cup, for more than three decades. The Long Beach Sailing Foundation, a 501 (c)(3) nonprofit organization was formed in 1991 to own, manage and maintain the eleven "37s." As a part of its mission, the Foundation undertakes activities that promote national and international amateur sailing, maritime education, and youth sailing opportunities. In the process you will find the Catalina 37 fleet at the core of all the work the Foundation does.

This Congressional Cup week you will see the Catalina 37s in the hands of some of the most talented match racing crew

and skippers from the United States and around the world. To provide the fairest possible racing, the Foundation maintains the boats to an identical standard in all performance-related areas: weight, equipment, rig tuning and sails. This is possible through the tremendous efforts of dedicated volunteers, contractors, and supporters. The Foundation is grateful for the wonderful partners that are essential to maintaining the fleet. Special thanks go to Catalina Yachts, Bahia Marine/Quantum Sails Long Beach, our maintenance partner, and to Samson Rope Technologies for "keeping the fleet rigged." The Long Beach Sailing Foundation is proud to be the steward of the Catalina 37s, the official boat of the Congressional Cup, and to support the exciting sport of match racing.

Catalina Yachts

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Photo credit: WMRT





This article is by the late Chris Law, winner of 12 Grade-1 Match Race Regattas including Congressional Cup, and previously ranked Number 2 in the world.

It is excerpted with permission from an article he wrote in 2000. It was updated to this Congressional Cup by the late Pete Ives, 2012 Principal Race Officer.

I have been asked to explain the glorious art of the pre-start, often described as the most exciting (and confusing) part of the race. It is the time period immediately prior to the starting gun when you see both boats often luffing head-to-wind. At other times they're going around in circles, shouting and screaming at each other, while one boat tries to get on the other's transom. It's often quite a comical sight, as if a dog is trying to chase its own tail.

PRE-START

During the pre-start, the teams jostle for position for the all-important start and this is what we will focus on now. By virtue of a draw, boats are assigned to one end or the other of the start line and correspondingly they fly either a blue or yellow flag. Blue denotes the port or left-hand end, and yellow the starboard or right-hand end.

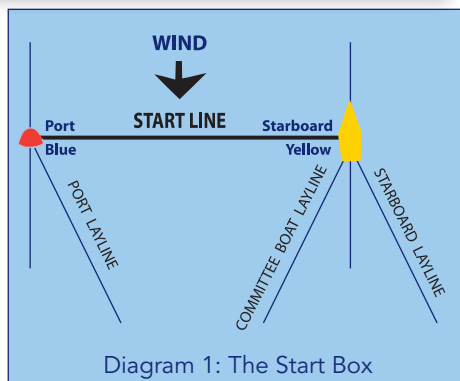


Diagram 1: The Start Box

Diagram 1 is an overall picture of the starting area. The committee boat is always head to wind, anchored and therefore stationary on the starboard end of the start line. There is an imaginary line drawn at right angles to the wind and a buoy is set approximately 100 meters from the committee boat. This buoy, the pin end, forms the outer end of the start line.

At five minutes before the start gun, the committee boat hoists a pennant denoting the pair of boats that will be racing. At four minutes before the start gun, the committee boat hoists a preparatory flag and makes one sound signal, and the two boats racing enter the starting area from their respective ends of the start line (blue from the port side and yellow from the starboard side) by dipping below the start line. Both boats approach each other head to head, and the port boat must give way to the starboard boat. Port usually does this by luffing up head-to-wind.

Then both boats hang head-to-wind, but there is no requirement for them to do this. They could just pass each other if the right-of-way boat (the one entering from the starboard side) allowed the opponent to sail past. The rules are that once the port-hand boat tacks (to starboard tack), it is no longer the give-way boat because both boats are now on starboard tack and the onus to keep clear shifts to the windward boat, the boat that entered the pre-start on starboard tack.

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... STARTING STRATEGIES Continued from page 19

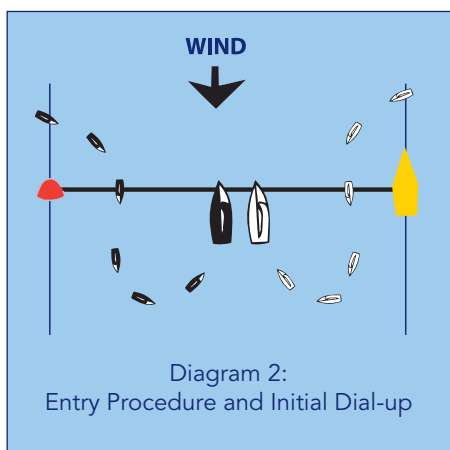


Diagram 2 In response, the starboard or right-of-way boat will also turn into the wind, and this is why it's called a "dial-up."

The boat that entered from the starboard side of the line usually feels uncomfortable as the boats slow to a stop and steerage drops with the loss of momentum. At some point the team will decide to back the headsail, fall off onto port tack and sail away. Its opponent will follow and then the circling commences. This could be referred to as a pre-start war dance.

As skipper, you would very much like to be in control of your opponent. The best way to do this is to get your bow on your opponent's transom. Why? The rules favor you. You can follow your opponent's every move. If he luffs, you can turn inside him and block him from tacking. If he bears away, you can match that too, by bearing away and stopping him from gybing.

As a consequence, both boats are trying to achieve the same goal so one boat chases the other's transom and vice versa, hence the analogy to a dog chasing its tail.

So let's go through it. You're reaching along on port tack and, when you feel you are at maximum hull speed, you turn nicely and slowly into a gybe. Take care not to turn too quickly, otherwise the boat will slow. Speed is the key here. Get the mainsail working as quickly as possible, as it will help turn the boat. You are now on starboard tack, your opponent has to keep clear as he is on port tack, and he will usually fly right past you to windward.

You carry on through the turn, winding the mainsheet drums like crazy and throwing the boat into a tack, trying not to use too much rudder (again because it slows the boat). Turning slightly faster, the headsail can be held on the old tack. This will "back" the headsail to help push the bow through the eye of the wind, and you come out with all guns blazing on the tail of your enemy.

Trouble is, your opponent has the same thing in mind. So now he's started his turn, and off you go again.

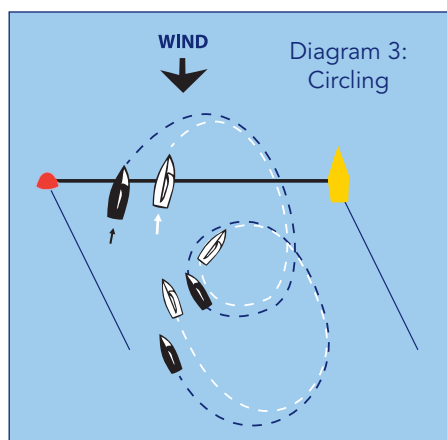


Diagram 3 Now the circles elongate because you build speed on port tack before you go into your new turn, and that's why the boats don't pirouette on the same axis. Usually you have time for two or three circles in the remaining period left before the all-important start gun.

Now we'll talk about the final approach to the start, why the laylines are important, and what on earth "hooking" means.

LAYLINES

There's an imaginary line drawn on the water denoting the course you will sail when you are hard on the wind. There is one at the starboard hand end of the line and another at the port hand end of the line — and these lines will be parallel. Knowing where these lines are is very important to a good start. Why? Because if you end up outside the area defined by these lines and allow your opponent to get on your transom, he can use his position and the rules to block your return to the start line.

HOOKING

Keeping the overall picture in mind, you have decided, as the lead boat, to turn out of your circle first and lead back.

Your opponent will take up position on your transom, and what you hope is that you've got your time and distance right, i.e., time left to the start gun vs. distance to the line. It's remarkably difficult to judge because the wind speed and direction are changing, the crew doesn't always do what you expect them to, spectator wash slows the boat, and its weight inhibits its ability to build speed.

So you start your run at the line, with your opponent chasing hard. If you're early, or you don't handle the boat correctly, your opponent will be able to get his bow overlapped to leeward of you, and this is what is called "establishing the hook."

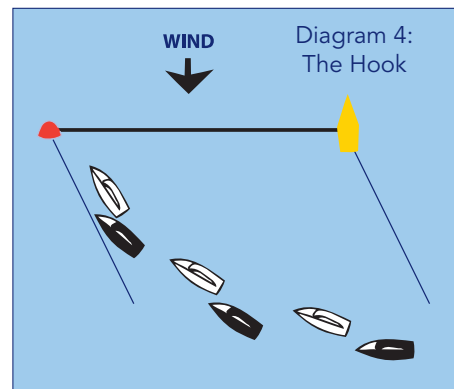


Diagram 4 Both boats are overlapped when the bow of the leeward boat crosses another imaginary line drawn at right angles to the windward boat's transom and the overlap exists for a period of time.

That's important because the right-of-way boat (to leeward) has to allow the give-way boat (to windward) room to keep clear. Initially the leeward boat will luff, and the windward boat has to keep clear. If leeward luffs harder, the windward boat will eventually have to tack away, which opens the barn door for leeward to put its foot on the accelerator, put the revs in the red zone, rattle through the gears and explode off the start line.

To summarize, obviously, you need to know the key rules. But hopefully, this explanation has simplified things and given you a basic understanding.



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