

December 2015 Storm Trysail Club Newsletter

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STORM TRYSAIL CLUB®

eNewsletter



Volume 77 December 2015

In This Issue...

Upcoming Events

Station Holiday Parties

Newport; Wednesday,
December 9

Southern; Friday,
December 11

Commodore's Column

With the Holiday Season fast upon us, enjoy some time with fellow Club members at Station parties: Newport (December 9), Southern (December 11) and Marblehead (December 17). Whitney has sent invitations to your email inbox, or you can call her to make a reservation. Office number is (914) 834-8857.

We had a successful first gathering of a budding Eastern Long Island Sound Station at Mason's Island Yacht Club on November 14th. Call Tim Keyworth to

Marblehead; Thursday
December 17

2016 Annual Meeting

*Stamford Yacht Club,
Saturday January, 9, 2016*

Ft Lauderdale to Key West Race

*Part of this winter's SORC.
Race to Key West and stay
for Quantum Key West
Race Week. January 13,
2016. [Enter now!](#)*

Quantum Key West Race Week

Event Chairman John Fisher encourages all members to come out and enjoy the [2016 Quantum Key West Race Week](#). January 17 - 22, 2016. Enter now!

Key West Members Party

Tuesday, Jan. 19, 2016.
Watch for details.

STC Hands-on Safety at Sea Seminar Presented by Storm Trysail Foundation

*Both USSailing and ISAF
Certifications available.
Butch Ulmer, Chairman.
(718) 885-1700.*

get involved. You can find his full contact information in the Members section of the club website, but I'll give you his cell phone number here: 203-314-3990.

Storm Trysail will host the 2016 Quantum Key West Race Week, January 17-22, 2016. We have organized a committee charged with making it a big success. The Organizing Committee is headed by past Commodore John Fisher, supported by Dick Neville, On-the-Water Chair; Nick Langone, Onshore Chair; John Storck, Jr., Marine Operations and Bill Canfield, Event Manager. Check out the website: [keywestraceweek](#).

Remember: January's Best ... in Key West!

Plan to attend the Annual Meeting and Dinner at Stamford Yacht Club, 1700 Saturday January 9, 2016. Special guest dinner speaker will be Brad Van Lieu followed by the traditional jokes and the awarding of the Monte-Sano Cooler Trophy!

Lee Reichart

Commodore

Key West Preview: new features in same great place



The Storm Trysail Club's taking the reigns of Quantum Key West Race Week has brought positive change to the event in two general respects: the new regime brings positive enthusiasm, energy and some greater resources to implement new features to the event, but without compromising on event quality since many of the same management personnel are in place that have been running things for the past several years.

Register:
stormtrysailfoundation.org

SUNY Maritime College, Ft Schuyler, Bronx, NY, April 16, 2016

Block Island Race

May 27, 2016, Awards May 29, 2016, Stamford YC

Ray Redniss, PRO (203) 912-8858

Grandmasters Team Racing

June 3-5, 2016 Lake Winnepesaukee, NH

Casey Nickerson, (603) 387-5427

USSailing Umpire Training Seminar, American YC, Saturday Feb. 6, 2016. [Sign up here](#)

Not to mention a long history Storm Trysail has in race week organization in the US: for 50 years they have managed the biennial Block Island Race Week to endure as an iconic fixture on the yachting calendar.

The Race Committee is being headed by past-Commodore Dick Neville, a role he's played for years with great success, making the tough decisions on where to place the 13 organized classes in their respective three course areas positioned off to the south and southeast of the island. With help from Dave Brennan, Bruce Bingman, and Bill Canfield, they divide the fleet into divisions of classes and decide where best to place them based on their speed and numbers to lay out the best courses possible in any wind direction.

And something the sailors don't know but is vital to the event is that every year Storm Trysail has to petition to receive permission to hold the event from the Florida Keys National Marine Sanctuary: the racing is conducted in a protected zone that features 6000 species of sub-tropical marine flora and fauna unique to the world's third largest barrier reef system. This is part of the attraction of being in Key West: more than just the warm winter temperatures, the azure blue clear waters hold significant sea life to marvel and enjoy (while hiked out hard to squeeze out another tenth of a knot in upwind speed).

One group of that may not be hiked out quite so hard to enjoy the view is a new class making its debut this year: the Performance Cruisers. This is a group of boats and teams, sometimes also termed the "Navigator class," who want to race and be part of the event, but on a more casual basis. Accordingly, Neville's race committee will set up a start line close to the harbor and have this group set off on one course per day that will follow a combination of government buoys and drop marks, with the goal of being finished back in the harbor after a few hours of nice sailing around the keys.



Joe Mele's Swan 44 Mk II, TRIPLE LINDY, a Performance Cruising Class entrant. Photo courtesy of Nautor's Swan

“This is an idea borrowed from Block Island and other events, where it’s been very popular and we hope will help open our event to a broader mix of participants,” says Neville. “We hope this might attract continued participation among some of the boats who race down to the island the prior week in the Lauderdale-Key West Race and are not keen to spend another week racing around buoys. We also see this as an important component to not only enhance the entries for this event, but also build awareness and opportunities to grow for the future as well.”

This group will use ORC Club handicaps rather than PHRF, and as of press time there is a respectable seven entries among a broad mix of boat types entered in this class.

The use of ORC Club is another innovation to the event this year to try and reduce the perennial complaints of there not being predictable and consistent ratings in the use of PHRF, which in the US is managed locally in each of dozens of regions throughout the country. In the past those not entered in a one-design class or IRC or HPR would opt for PHRF, but then have to go through a consortium of

handicappers to get a rating assigned to them for the event since the rating issued by their home fleet was rarely consistent with ratings issued by the home fleets of their competitors. With ORC Club being calculated from this international system's VPP and rating tools, there is less inconsistency, with differences arising only from the input of declared measurement data. Working with US Sailing, the tech staff of ORC has made use of its extensive database of some 87,000 measurement records as well as other tools to vet this data to generate certificates. Race managers will use time-on-time scoring options for the inshore course racing in Light, Medium and Heavy wind conditions.

While at 13 boats and not broken up yet at press time, Neville will likely divide this class of entries on the Division 3 course area into sport boats and non-sport boats to make the racing more fair and manageable. The standout boat type featured among the sportboats is the several Jim Donovan-designed GP 26's built in Turkey at Wraceboats. Not all are the same – there are subtle variations in sail plans and engine type – but the ORC's experience with their own Sportboat rule should help equalize these with the other entries that are less than 2000 kg in weight and under 9 m in length.

Among the non-sportboats it will be interesting to see how a couple of well-sailed J/122's owned by Robin Team and Paul Milo will fair against a racer/cruiser design by Matteo Polli, the brand-new imported Italia Yachts 9.98 cheekily called High Noise in reference to its reigning Class C ORC World Champion sistership in Italy, Low Noise.

At the other end of the size and speed scale out on the Division 1 course will be the Maxi 72's, whose class manager Rob Weiland says this should be a hard fight among four well-honed entries than the two and three seen here in recent years. Bristling with the week's top talent and some well-managed and

optimized programs, this could be one of the most competitive classes at the event, and reigning World Champion Bella Mente may very well have their hands full trying to defend their class title from 2015.

Steve and
Heidi
Benjamin's
TP52



SPOOKIE. Photo credit: Dustin Burrell

The IRC 1 class will also be hard-fought, with three veteran TP 52's on the line with the smaller but newest and most successful IRC design of the 2015 season, Austin and Gwen Fragomen's Botin 44 Interlodge. Even against TP's, this team has won every regatta they've raced thusfar, so the question is can they do the same again in a tight 4-boat class that includes veterans of the TP 52 circuit, including their own last boat, now being raced by Steve and Heidi Benjamin as Spookie.

In IRC 2 class of six entries there's a mix of designs, some purpose-built to the rule, like the Weiss's Long Island Sound-based Sydney 43 Christopher Dragon and a new MAT 1180 called Tschuss from Ireland, to Peter Krueger's West Coast-based J/125 Double Trouble, who has won Rolex's for him racing in the HPR class at the Big Boat Series.

Except for a small group of multihulls, the rest of the classes and the great majority of the 132 entries to date are in one-design classes. This has been the case with this event for the past decade and more, with the J/70's leading the entry count with 40 boats and probably more by race time, 17 Melges 24's who are the most international class at this event but are also making a come-back in popularity in the US, 9 domestic J/111's, 5 J/80's, 8 J/88's, five Farr 280's and 11 C&C 30's.

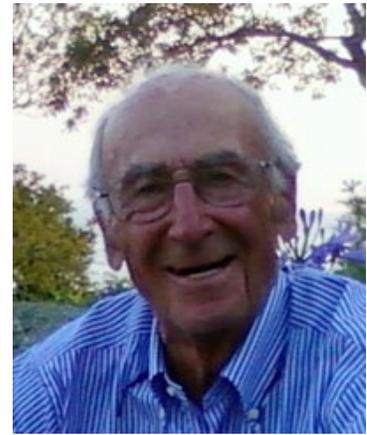
These last two – the Farr 280's and C&C 30's – are making class debuts at Key West, an encouraging sign that this event is regaining its lustre as a showcase for the latest and hottest new designs. Similar in size but different in concept, the 280's bring carbon-fiber sophistication to the light and fast keelboat genre, whereas the C&C's feature a larger, more offshore-capable platform with plenty of horsepower to attract many owners who come from a background of even larger designs to want high-performance in a stable but smaller package. Like in many classes, for the C&C's Key West will be the kick-off regatta of an ambitious 2016 season of six events.

Predicted winners in these classes? No way to tell, the competition will honestly be that close among several favorites. But one thing for sure: after five long days and 10 races, those making it to the podium on Friday night will have cause to celebrate their well-earned awards.

By Dobbs Davis, reprinted from Seahorse Magazine

Member Spotlight - Peter Ross, Sr.

Peter Ross captured the Cruising Canvas class in the annual Red Lobdell Memorial Regatta this past summer. Spike Lobdell, who founded the Stonington Harbor Yacht Club event in memory of his father, congratulated Ross on winning for at least the sixth time. "Peter told me it was the last time he would be competing in the Lobdell Memorial," Spike recalled. "I laughed and said 'Peter, you told me that 10 years ago – when you were 82!' I'll bet Peter is still winning his class when he's 102."



Ross is a living legend in southeastern Connecticut sailing circles, having won just about every major race held in the region aboard his renowned Ohlson 38 named Tynaje. Still spry and extremely active at age 92, Ross is one of the oldest and longest-tenured members of the Storm Trysail Club.

"Peter is a great sailor and a truly wonderful man. He is the epitome of a Corinthian racer because he is such a gentleman and a real role model to others in the sport," Lobdell said. "I call him the Swamp Fox because he knows every current and eddy of Fisher's Island Sound."

Ross was first introduced to sailing while attending summer camp on Lake Umbagog in Winthrop, Maine. He has fond memories of learning the basics of maneuvering a small sailboat and learning how to catch the wind while steering a Cape Cod Cat. "The owner of the camp taught us how to sail. I absolutely loved it immediately," Ross recalled.

Ross went into the United States Army in 1942 and was put through dental school, eventually serving in the Medical Administrative Corps. After leaving the

Army, Ross opened a dental practice in Manhattan and became very active in horseback riding, actually working as a volunteer mounted patrolman for the Central Park Auxiliary Police for a couple years. Ross was recalled to military service in 1953 and this time around entered the Navy, which stationed him at the Naval Submarine base New London, located in Groton, Conn. While working at that facility, Ross got into competitive horseback riding in open-jumping classes out of a stable in nearby Mystic.

Sailing was a second hobby for Ross in those days, until a close friend recommended he spend more time on the water than in the saddle. "Blunt White was a famous old sailor and he convinced me to choose between sailing and horses," Ross said. "So I gave up the horses."

It was 1963 and Ross purchased a 39-foot Concordia yawl that he named after his first wife. Tynaje is Janet spelled backwards with a Y replacing the E and an E added to the end, he explained.

Ross moved permanently to Mystic in 1955 and joined the Mason's Island Yacht Club. He became a member of the Storm Trysail Club in 1977 and has also been at various times a member of the Cruising Club of America and Ram Island Yacht Club, serving as commodore of the latter in 1974.

Ross competed in the inaugural edition of Block Island Race Week in 1965 and did not miss the biennial regatta until 1981, which is the year he lost his first wife. "Block Island was always one of my favorite events, and we did pretty well over the years," he said. He recalls capturing the Concordia Trophy at Block Island Race Week along with the team trophy one year.

In 1971, Ross sold the Concordia and bought an Ohlson 38 - a decision made for practical reasons. The Concordia had just four berths while the Olson slept seven crew members comfortably. "My children

were teenagers and they wanted to bring their friends on the boat when we went cruising to Nantucket or Martha's Vineyard, Cape Cod or Long Island Sound," Ross said.

Ross would wind up enjoying immense success aboard the Ohlson 38, which he also named Tynaje and still campaigns to this day. He has logged thousands of ocean miles, completing the Newport-to-Bermuda Race three times aboard his own boat and the Marblehead-to-Halifax Race three times as well. As recently as 2007, Tynaje was first to finish and second in class on corrected time for Marblehead-Halifax.

"Peter is very competitive and works really hard at making his boat go fast," said current Storm Trysail Club Commodore Lee Reichart, who grew up sailing against Ross while crewing aboard his father's Pearson 40. "Around this area, Peter knows where to hide to get out of adverse current as well as anyone."

Ross has captured High Point honors from the Eastern Connecticut Sailing Association many times and just this past season won four of the six events he entered. Peter Ross Jr., who is 59 years old, has shared the helm with his father in recent years.

"I do all the starts and finishes and also downwind while my son steers upwind," the elder Ross said. "My son is a fabulous sailor and has really been the backbone of our program for a long time. He insisted I put a brand new main on the boat and that made a big difference. I also have to give credit to Barnaby Blatch, who is a longtime crew member, superb sail-handler and crafty trouble-shooter."

Ross has been an active member of Off Soundings Club, which organizes distance races in the fall and spring to such locales as Shelter Island, Block Island and Martha's Vineyard. He's also competed in the Fort Lauderdale-to-Key West Race on two occasions.

"When they came up with the Energizer bunny they

used this guy as a model," Peter Ross Jr. said. "After all these years, my dad never lost the desire to go out and win. He absolutely loves the victories and there is nothing worse than finishing second on that boat."

Peter Ross Jr. remembers a dominating win at Edgartown Race Week and the time his father refused to drop out of the 1976 Newport-Bermuda Race despite being becalmed for three days. "There wasn't a chance of finishing that race, but he waited until the race committee called it off," Peter Jr. said.

The younger Ross did not hesitate when asked why his father has been so successful in the sport of sailboat racing. "I think it's due to meticulous preparation and just being so detailed in every aspect. My dad always took the tide and current into consideration wherever we were and then there is the competitive intensity.

"You would have to race aboard Tynaje in order to understand the stubborn nature of the man. It's almost uncanny how he can will the boat to victory," Peter Jr. added. "My dad doesn't yell aboard the boat, but he does not like when people make mistakes. He is not a pleasant person if something unexpected results in a bad finish."

Ross remarried in 1990 and notes that his second wife, Joan, is also a fine sailor. They split time between Connecticut and Florida and did extensive distance sailing out of Fort Lauderdale aboard a Gulfstar 43 from 1985-1990. The Ross's have spent considerable time cruising the Caribbean Sea and making port in Haiti, Puerto Rico, the Bahamas, Cayman Islands and various other locales. It was during that period of life that Peter and Joan Ross owned and operated a yacht charter company in Belize.

Ross initially traveled to Belize aboard an Alden 63 that was owned by a friend named David Kellams. While there, Ross became friendly with a local who was trying to get a yacht chartering company off the

ground. Since Ross was retired, he wound up operating the business with a fleet of about six boats ranging in size from 30-40 feet.

“We were pioneers in the sailboat chartering in Belize. Unfortunately, we were there too soon. That has become a big business down there,” Ross said. “My time in Belize was quite an adventure.”

Peter Ross Jr. has performed most of the maintenance on Tynaje in recent years and does not believe for a second that his father is retiring from competitive sailing. The elder Ross began racing in 1956 so next season would mark his 60th anniversary in the game.

“Do I think my dad is done racing? Not for a minute,” Peter Jr. said. “I’ll have the boat ready to go and we’ll wind up doing some regattas.”

Junior Safety at Sea Seminars

2015 Update: Havana to Newport, CA, to Castine, ME

2015 was another good year for the Junior Safety-at-Sea Program. We had 9 programs in 7 states and 2 countries! We trained approximately 325 kids in big boat sailing and safety. This year’s programs included our first international program held in Havana, Cuba led by *Señior* Barry Gold. Another notable achievement was the establishment of the Foundation’s first program on the West Coast. Held at the fantastic Newport Sea Base, the program has huge potential, and should also bring in a few new members. We also have a great group of new volunteers stepping up to take on leadership roles at several of our sites.

Practice with live flares

at a Junior Safety-at-Sea Seminar.

I want to thank the local leaders of these programs who have worked so hard to recruit, train and excite the next generation of offshore sailors. I started making a list, but when I got to 50 people, I just gave up thinking I could possibly remember everyone. That doesn't count the boat owners, coaches, Lisa and Whitney, our friends at US Sailing, our sponsors; or the local non-members who do so much to make these events happen. You get the idea.



Looking forward, we are constantly reminded that we cannot take kids' participation in these programs for granted. Letting up even a little can result in small turnout that forces a program to be cancelled. Every one of us needs to talk up the benefits of JrSAS and recruit kids to your local program.

Report by Junior Safety at Sea Committee Chair Kelly Robinson

Grandmasters Team Racing

2015 St. Francis Grandmaster Team Storm Trysail/Ida Lewis YC

On



Saturday, October 31, with the wind building through the Golden Gate Bridge the three boat STC/Ida Lewis team was hit with 20 knots of Westerly's with the occasional 25 knot gust. Racing was tight, a couple of hundred yards off the beautiful St. Francis Yacht Club in San Francisco Bay. What a day of sailboat racing. There were three teams battling for the coveted Grandmasters prize. Skippers must be at least 55 years old and the crew at least 45 years of age. A box course was used with windward marks having starboard roundings and downwind port roundings with the start/finish line in the middle. The racing was in J/22's where the rudders are right off the transom and quick turns can launch a crew member off the boat easy. Lots of close calls were watched, with three umpire boats watching for rule infractions. Umpires then award the famous red flag pointed at a competitor where two immediate 360 turns are due. Twenty-seven races were recorded before New York YC was declared the winner with twelve wins, St. Francis second with ten wins and STC/Ida ended up with five wins all against St. Francis.

Storm Trysail member Mark Adams was the event chair of the 2015 St. Francis Grandmasters and did a masterful job organizing the entire regatta. Friday night STC Vice Commodore Peter Rugg organized a cocktail party for STC members and potential members to increase the size of our Northern

California Station, thirty plus people attended the event. Big thanks to STC member Steve Taft for organizing housing for four of the team members. Local sailors from San Francisco Bay sailing for STC/Ida were Bill Barton and Steve Taft. Flying in from the east coast were Dan Faria, Phil Cox, Bob Hunte, Casey Nickerson, John Browning and Heidi Kephart. Next year we are hoping to have an Ida Lewis Grandmasters Team and a Storm Trysail Team. If anyone is interested please call or email me.

Grandmaster regattas are popping up all over the country with New York YC having the longest running event. Noroton YC has won the last three NYYC Grandmasters. Lake Winnepesaukee/Storm Trysail will be holding an eight team Grandmaster event on Lake Winnepesaukee in J/80's this coming June 3-5. Anyone interested in umpiring, race committee, mark boats, racing, please call Casey Nickerson at 603-387-5427 or email .

Note: Vice Commodore Peter Rugg has arranged for a USSailing Umpire Training Seminar to be held at American Yacht Club, Rye, NY Saturday February 6, 2016. Details and sign up at: [Storm Trysail Umpire Seminar](#) Peter's phone: (917) 519-1376

Report prepared by Grandmasters Team Race Chair,
Casey Nickerson

New Member Profiles

MEMBERS INDUCTED IN OCTOBER 2015. ALL REGULAR STATUS EXCEPT AS NOTED.

Bradley Cole. Brad began big boat racing in Annapolis in 1979. He is an avid sailor with extensive racing and cruising experience on the Northern Chesapeake Bay where he resides. His most recent offshore races include Marion to Bermuda Race, where he served as a Coach to the Naval Academy

Varsity Offshore Sailing Team (VOST), Annapolis to Bermuda, and Newport to Bermuda. In addition to offshore racing, Brad has managed boat deliveries from the Caribbean to Maine.

Matt Brooks. Matt is a fifth generation Californian, a descendant of pioneers and ship captains. Matt obviously inherited their spirit of adventure. His home in San Francisco is filled with evidence of his many and diverse interests, from totem poles and antique gilt buddhas to sea shells and exotic orchids. A lifelong workaholic who still actively manages multiple companies, Matt pursues every endeavor with a thoroughness and passion that amazes. Within months of buying *Dorado*, he bought the Clinton Crane designed six-metre *Lucie*, and has campaigned her in Europe and the US, becoming an active member of that community and president of the International Six Metre Association. Matt was named Yachtsman of the Year at both the St. Francis and New York Yacht Clubs.

Edward Carey. Ed spent many summers as a young man sailing and fishing with his father on the South Shore of Long Island, even becoming a first mate during college on a large sport fisherman. Later he has completed many offshore races deliveries including one which required airlifting an injured crewman from the NY42, *Barleycorn*, during the return from Bermuda. See the video:

<https://vimeo.com/45079542>

Peter Fackler has been on boats in and around Long Island Sound his entire life. He started sailing at Larchmont Yacht Club in the junior sailing program, first in Optimists and then Blue Jays, Lasers, and 420s. He jumped to big boats in high school and had the opportunity to be regular crew for 10 years on the Express 37 *Lora Ann* owned by STC past Commodore Richard Du Moulin. Peter was a crew member for the 2015 Transatlantic Race on *Carina* owned by STC member Rives Potts. He has raced in 7 Vineyard Races, 8 Block Island Races, and has gone out and

around Stratford Shoal countless times. He has also competed in many inshore regattas including RYS Bicentenary, Block Island Race Week, NYYC Race Week, Shields Nationals, LYC Race Week, and others. In addition to racing, Peter has done long-distance cruising and deliveries on both sail and power boats throughout the Northeast, including two passages from Bermuda to New York. Peter is also a member of New York Yacht Club. He resides in Greenwich Village in New York City where he works as a cinematographer for film, television, and commercials. www.peterfackler.com

James King. James is from Newport, Rhode Island and began his sailing career in the Ida Lewis Junior Sailing Program. He grew up racing dinghies, small keelboats and an old One Tonner around Narragansett and Buzzards Bays and continued racing in both the individual and team racing formats through high school. After graduating from St. Lawrence University, James spent a number of years in the yachting profession. During that time he sailed on programs ranging from small keelboats to the Maxi's and accumulated thousands of off-shore miles. While he is not as active in sailing as his past, he still has a passion for the "blue water" trips. James now resides in Wakefield, Rhode Island with his wife and daughter.

Michel Mader. Michel is a well known boat builder who helped build *France 1, 2 and 3* and then sailed on them in their America's Cup campaigns. Michel sailed with Bill Koch on *Matador* and the *America 3* America's Cup programs. Michel's offshore experience is deep with 6 Admiral's Cup, 3 Southern Cross and 10 SORC campaigns to his credit. Michel competed in the legendary 1979 Fastnet Race.

Neil McLaughlin grew up sailing around New England. Through high school and college he competed in fleet racing and team racing events nationally for St. George's School and Boston College. After graduating from college he spent a

year working in Perth, WA for Quantum Sails and later returned to Newport where he became active in the local J-24, Shields, and later offshore sailing fleets. He has completed 5 Newport Bermuda Races (finishing first in class in 2008 aboard VAMP), one Annapolis Newport Race in 2015 aboard CARINA (first overall) and also the 2015 Trans-Atlantic Race aboard CARINA. In addition to competitive sailing, he has cruised and delivered boats in the British Isles, Bahamas, South East Asia, Australia over the years. He has recently moved back to Newport, Rhode Island and continues to work in the international shipping industry.

Josh Reisberg. Josh is an intellectual property attorney in New York City. Originally from Bethesda, MD, Josh did not begin sailing until the ripe age of 26. For the past nine years, Josh has cruised and raced a whole range of boats from V15 dinghies to a Swan 56 to his Mini Transat 6.50, *Abilyn*. Josh has participated in many crewed buoy and distance races—mostly as bowman--on the Long Island Sound and beyond, including two Newport-Bermuda races and the 2013 NYYC Invitational Cup aboard Team Larchmont. In recent years, Josh has favored short-handed distance racing aboard his Mini 6.50, *Abilyn*. This past season, Josh raced *Abilyn* singlehanded in the New England Solo/Twin Championship, and double-handed in the Around Long Island regatta. In 2014, Josh completed a solo, 200-mile passage aboard *Abilyn* to qualify for the Bermuda 1-2. Josh intends to sail *Abilyn* double-handed to Bermuda as part of the 2016 Newport-Bermuda Race—as part of an official entry or flying a Jolly Roger.

Tom Sheppard. Tom started sailing in various dinghies with his father as a boy in England, and then went to a summer camp sailing Solo single handers, in Salcombe, Devon. Bitten totally by the sailing bug, he bought and refurbished a traditionally built UK National 12, clinker built (lapstraked) with ribs and rivets and won a few races with it. New National 12s,

and Merlin Rockets (a UK 14 footer) and competing in National Championships in both classes followed. Arriving in Hong Kong in 1977 he first bought a Ron Holland 1/4 tonner but found that didn't really work for him or the family so changed to racing in a 505, with a Hustler 30 cruiser/racer for the family. He raced IOR around Hong Kong and on many Hong Kong to Manila 'China Sea' races, skippering various boats. Meanwhile his small boat racing moved on from 505s to Flying Fifteens, competing in a number of World Championships. Looking for more competition he spent a couple of years in Etchells. He has now returned to sailing a Flying Fifteen and cruising a Bavaria.

Meanwhile he qualified as an IJ and IU in 1991 (and served with 'Tuna' on the Jury at Key West and at Block Island for many years). His aim is now to keep International events down to one a month! He has a son and grandsons who are active sailors at Riverside, Ct. He visits at least twice a year and looks forward to meeting other members and contributing to the Club.

Mark Towill. Mark's passion for sailing began as a child growing up in Hawaii sailing dinghies. He began his offshore career as a member of Disney's Morning Light Project in 2007. Mark went on to sail at Brown University, where he received degrees Economics and Environmental Studies. After graduating, Mark began looking for sponsorship for the Volvo Ocean Race with fellow Morning Light and Brown alum Charlie Enright. Together they formed Team Alvimedica, the youngest team in last year's Volvo Ocean Race.

Nicole Weaver. Nicole currently resides in Annapolis MD after living on the West Coast when she immigrated from England. Nicole is well known for her exploits in the J 80 class as well as skippering her own J120 in races such as Annapolis-Bermuda, Annapolis-Newport and many other deliveries. Nicole has been a regular watch captain on the J 120s *Flying*

Jenny and Shinnecock. Some highlights include wins in the 2009 Annapolis-Newport and 2010 Bayview-Mac Races.

Hands-On Safety at Sea Seminar, Saturday, April 16, 2016

Hands-On Safety At Sea Seminar SUNY Maritime, Sat., April 16th



The Storm Trysail Foundation will conduct a one-day US Sailing Sanctioned Safety at Sea Seminar on Saturday, April 16, 2016 at SUNY Maritime College in the Bronx. This will be a hands-on seminar where attendees will fire distress flares, put out fires, set storm sails and rescue a man overboard among other things. The seminar will be supported by educational videos produced by US Sailing and Gary Jobson, long time Storm Trysail member. The videos will cover required subjects and be available online to attendees prior to the seminar. Attendance at the seminar will bring a US Sailing Safety at Sea certificate. Attendees can also achieve full ISAF certification by successful completion of a test on all the subject matter. Attendance will be limited to 300 and the seminar is open to racers and cruisers. The admission fee is \$295.00 and includes breakfast pastries and coffee, lunch, and afternoon snacks and refreshments.

FOR MORE INFORMATION OR TO REGISTER:
stormtrysailfoundation.org

Storm Trysail Club

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