

May 2015 Storm Trysail Club Newsletter

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STORM TRYSAIL CLUB®

eNewsletter



Volume 77 May 2015

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Commodore's Column

As you become familiar with the new password protected Member-only section of StormTrysail.org take a moment to log in and update your member profile, especially choose the station you are active in, this will help the Larchmont office and the Station Fleet Captains plan and organize events.

Remember we have changed the Larchmont office email address to . Please delete any previous email addresses for the office.

Some upcoming club and foundation events:

Chairman Peter Rugg encourages all members to come out and enjoy Storm Trysail Club Block Island Race Week XXVI. Enter now!

Save the date!

Block Island Race Week Members Party, Wednesday, June 24, 2015.

TransAtlantic Race

Storm Trysail Club is a co-sponsor of this summer's race from Newport to The Lizard and on to Cowes. More information at TR2105

- June 21-26, 2015 Storm Trysail Club Block Island Race Week.
- Wednesday June 24, 2015. Members Party at the Naragansett Inn. Watch for the flyer coming soon.
- Various times and places all summer, Junior Safety at Sea Seminars. The schedule is posted in the Foundation section of the Club website. Contact Kelly Robinson to volunteer. <http://www.stormtrysailfoundation.org/safety-at-sea.htm>
- Team Racing. Teams are currently being formed at various age brackets. Summer and Fall schedules. Contact John Storck III (631-478-8128) and Casey Nickerson (603-387-5427), chairs.
- October 10 & 11, 2015, Intercollegiate Offshore Race in conjunction with Larchmont YC. Contact Barry Gold to volunteer your boat or to volunteer for RC or coaching duty.
- October 10, 2015, Rendez-vous at Larchmont YC after the first day of racing.
- January 18-22, 2016, Quantum Key West Race Week, hosted and managed by Storm Trysail Club. **January's Best ... in Key West!** New website: <http://keywestraceweek.com/>

I know I've missed other events hosted by various Stations, but that's why we need your station affiliation!

Enjoy the summer, whether you're racing in your local Mid-Week Beer Can Series, Block Island Race Week, the TR2105 race across the 'pond', cruising Down East or just messing about in boats!

Lee Reichart
Commodore

Hands-on Safety at Sea

Storm Trysail's Hands On Safety at Sea Seminar Had Over 250 Attendees

The Storm Trysail Foundation held its Hand's-on Safety-at-Sea Seminar at SUNY Maritime College on Saturday, April 18th. Mother nature was very kind and over 250 sailors had an action-packed day!

The above photo has moderator and past Storm Trysail Commodore Rich du Moullin discussing, "**Leadership**,

Seamanship & Heavy Weather". Other speakers included current Storm Trysail Commodore Lee Reichart and past U.S. Sailing President and America's Cup sailor Gary Jobson who discussed the release of his upcoming film, "**Fastnet 1979**", which will be aired on June 5 at 6 pm EDT on ESPN.

The attendees were broken into four manageable groups for instruction and participation in **Fire Fighting** (Firefighter Brook West and AIG's Carl Lessard) and **Pyrotechnics** (Joe Richter of Sea Safety Inc.), **Damage Control** (by well known yacht builder Eric Goetz and Cove Haven Marina's Manager Mike Keyworth), **In Water Pool Demonstrations of Life Vests and Life Rafts** (Dan O'Connor), and **On Board Man Overboard Drills** (Dick York).

The following letter is a review by Paul Grimes reprinted with permission from Scuttlebutt Sailing News. Monday, April 20, 2015 - Issue 4314

Safety Taking a Giant Step Forward

Amid the constant (and healthy) debates about what's right and wrong with sailing, here's one example of a group that got it very right. On Saturday (Apr 18), I attended a hands-on Safety at Sea Seminar, hosted by the Storm Trysail Foundation, at SUNY Maritime, just north of New York City.

The hands-on aspect involved rotating the participants through four sessions during the day - man overboard drills on the water while sailing on STF members' boats, in-water PFD/hypothermia/liferaft training in the pool, damage control & emergency steering, and the use of fire extinguishers and flares. Many of the traditional powerpoint presentations were replaced by an extensive event website with videos from US Sailing and other sources.

Here's the amazing thing: All of this was done for over 250 participants in a one-day event. Nine boats were provided with owners and instructors onboard; multiple launches, run by SUNY Maritime students, ferried participants to/from the boats quickly; everyone got in the pool with full foul weather gear, and into a liferaft; everyone lit off two types of flares and put out a fire. It was

professional-level training made available to amateur sailors, and obviously took a huge level of planning, volunteerism, coordination and expertise.

I've been to a few Safety at Sea Seminars over the years, and all have been informative, but this one was a giant leap forward - a clear example of accomplished sailors going to great lengths to give back to the sport. Congrats to everyone involved on a fantastic new format and an amazing event!

- Paul Grimes; Portsmouth, RI

Block Island Race

***Comanche* Takes Three Top Trophies and a Place in the Record Books**

The 70th edition of the Storm Trysail Club Block Island Race yielded winners in ten classes - four IRC (including one for Double-hand), four PHRF, J/44 and Multihull - and a place in the record books for Jim and Kristy Hinze Clark's new 100-foot Maxi *Comanche*. Fifty eight boats started the 185 nautical mile race (from Stamford Yacht Club in Connecticut, down Long Island Sound, around Block Island, R.I. and back to Stamford) on Friday afternoon (May 22) of Memorial Day Weekend, with *Comanche* finishing exactly one second after 2:50 a.m. the next morning, giving her an elapsed time of 11 hours 25 minutes and 01 second.

"Each year I ask the fastest boat in the fleet to give me a call when they are abeam of New Haven on the return," said Event Chair Ray Redniss about *Comanche's* call that came in at 0024 Saturday morning. "This was the earliest one yet, and a new record was established!"



***Comanche* before its record-breaking run at the 70th Storm Trysail Club Block Island Race. Photo credit: Randy Tankoos.**

Redniss said that to be precise, this year's race was one mile shorter than that on which the 90-foot *Rambler's* 2013 record of 13 hours 15 minutes and 55 seconds was set. "After 15 years of being at the entrance to Stamford Harbor, the finish line was moved out to the The Cows (Red Bell "32") in order to allow enough water depth for *Comanche* to compete; with a draft of 22 feet, only a high tide would allow her to finish in the harbor," he said. In 2013, *Rambler* completed the 186 mile course with an average time of four minutes and 17 seconds per mile.

Comanche's completion of the 185 mile course this year was with an average time of three minutes and 42 seconds per mile.

"Speed-wise, this translates to *Comanche* averaging 16.2 knots and *Rambler* averaging 14 knots."

Comanche, which won her IRC 4 class, took home the Governors Race West Trophy for best elapsed time in the IRC Fleet; the William Tripp, Jr. Memorial Trophy for best corrected time in the IRC Fleet; and the self-explanatory Harvey Conover Memorial Overall Trophy.

"If I could have drawn the weather map, I think it is what I would have drawn," said *Comanche's* Navigator Stan Honey. The favorable conditions included winds of 15-27 knots and outgoing/incoming tides at all the right times, especially at "The Race" and "Plum Gut," two notoriously difficult passage choices for exiting and re-entering Long Island Sound.

For Greg Gigliotti (Stamford, Conn.), owner of the 62-foot Gunboat *Tribe*, which won the first-ever multihull class, nothing could have been more perfect than averaging 20 knots of boat speed and reaching in flat water from The Race to Block Island in a short six hours, then fetching the finish line after returning through Plum Gut. "Everything tipped in our favor; it was a big part of getting a good time (finishing as the second boat, three and three-quarter hours behind *Comanche*). We had eight adults and three Opti sailors, all sons of fathers onboard. It was their first overnight, so we spent most of the race explaining that most races aren't like this; normally you are on the rail and normally you're not moving along at 18-20 knots. They were very lucky to be part of something special."

Repeating its PHRF class (3) victory from last year was American Yacht Club's J/105 *Young American*, another entry with junior sailors, but in this case, the kids were the majority onboard with Peter Becker serving as the team's single adult safety officer and coach. "Last year, we won our class and finished third overall, which was a huge moment," said Becker. "This year, we were first in PHRF division *and* first overall in PHRF, so we bested our performance by a big margin. The kids are on fire; they love it!"

The *Young American* team was pressured up at the start for their spinnaker run in 25 knots. When the tack of their chute blew out, they switched to a spare and were surfing down Long Island Sound at 15 knots. "We were all hiking off the stern and hanging with the big boats and double-handed boats. They started the double-hands, then small to large classes in order, so *Comanche* was the last start. It was really cool when it went whizzing by us doing 18-20 knots."

Had *Comanche* not competed, Andrew and Linda Weiss's (Mamaroneck, N.Y.) Sydney 43 *Christopher Dragon* would have won overall. The team started ahead of *Comanche* in the third-to-last start (for IRC 3) and finished the race in a little under 23 hours. "It's the fastest race I've ever done, and I've been competing in this since the mid-1970s," said Andrew Weiss. "We got to 1BI in nine hours and were the second monohull around Block Island behind *Comanche*. Then, coming up the Sound, *Snow Lion* and *Temptation* passed us. They normally pass us *before* Block Island."

We've never won overall before; this was the closest we've ever come, but Comanche...it's a different kind of boat, so we still feel like we won!"

Chairman Redniss said this was a tough year for getting boats prepared for the Block Island Race, which was a week earlier than usual. "It was quite cold and harbors were frozen; yards were simply weeks behind. Overall, we had 68 entries; however eight notified us before race day that they weren't going to make it, and another two did not make the start. Conditions for the race were near perfect, but of course, another 10 or 12 degrees warmer would have been nice! We were cold on the Committee Boat overnight; I can imagine there was a lot of shivering on the rail!"

The Block Island Race was first held in 1946 and is a qualifier for the North Ocean Racing Trophy (IRC), the Double Handed Ocean Racing Trophy (IRC), the New England Lighthouse Series (PHRF), and the Gulf Stream Series (IRC). The Block Island Race is also a qualifier for the Caper, Sagola, and Windigo trophies awarded by the YRA of Long Island Sound and the "Tuna" Trophy for the best combined IRC scores in the Edlu (40%) and the Block Island Race (60%). This year's Tuna Trophy was won by Christopher Dragon with first place finishes in both events.

Complete results: <http://www.yachtscoring.com/emenu.cfm?eID=1263>

Contributed by Barby MacGowan

Down the Bay Race

Callinectes captures Virginia Cruising Cup for second consecutive year

Cuker plots rhumb line course, corrects to top of fleet once again

This year's Down the Bay Race saw a slight increase in entries and Benjamin Cuker joked with organizers from Storm Trysail Club and Hampton Yacht Club that he was responsible.

"I was saying that when other skippers saw that a schmuck like me could win with a smaller, slower boat they figured they had a good chance as well," Cuker said with a laugh.

In all seriousness, Cuker did wonder if other participants considered it somewhat of a fluke that an IOR-influenced design launched in 1976 was able to secure overall victory in a historic race that has always been considered a true challenge of seamanship and skill.

Cuker and his crew aboard Callinectes proved that what happened last year was certainly no fluke by capturing a second consecutive Virginia Cruising Cup. Patrick O'Bryan served as co-skipper as the Cal 3-30 posted a corrected time of 13 hours, 40 minutes and 50 seconds in placing first in PHRF C and earning the overall victory for the 66th Down the Bay Race.

"It's absolutely fantastic to win this great race again. I'm still on Cloud Nine," Cuker said when contacted on Tuesday night. "Going in as the defending champs, there was a measure of pressure. I give all the credit to the crew for working hard from start to finish. It was another rewarding result."

Callinectes crossed the finish line off Fort Monroe just prior to

5:15 a.m. with an elapsed time of 19 hours, four minutes and 50 seconds. That was almost three hours faster than its winning time in 2014 and the crew's attentiveness throughout proved crucial in the end. Callinectes wound up winning on corrected time by just 3 minutes and 15 seconds over PHRF B victor Invictus, a Jeanneau Sunfast 3600 skippered by Paul Fenn of Annapolis.

Callinectes is the seventh boat to claim the Virginia Cruising Cup two seasons in a row and the first since Smoke, a Nightwind 35



skipped by Dan Smoker, accomplished the feat in 1998-99. Prior to that, the last back-to-back winner had been Al Van Metre's famous Running Tide in 1975-76.

O'Bryan and bowman Ronnie Triplett were holdovers from last year's crew. Joining the team for this year's race were Greg Peak (mid-boat, winches) and Nicholas Rupnerine (helmsman, trimmer).

Cuker, 61, has been a professor of Marine and Environmental Science at Hampton University since 1988 and also serves as faculty advisor for the school's intercollegiate sailing team. Rupnerine, a 34-year-old native of Trinidad, was the star skipper for the Hampton co-ed dinghy team from 2001 to 2004. O'Bryan is a 27-year-old civil engineer, the 57-year-old Triplett works at the Newport News Shipyard while Peak is a 51-year-old retired veterinarian.

"Our strategy was to stay in clear air and sail the shortest distance possible. There were several boats in our fleet that we knew would be tough, but we focused on sailing our race rather than trying to cover or get into passing battles," Cuker said. "Indeed, right after the start, three of our competitors got into a fight, bringing each other up and out to the edge of the course while the rest of fleet sailed the rhumb line."

Cuker was proud that Callinectes, rated as the second-slowest boat in the fleet, passed several boats during the 120-nautical-mile passage that began off Annapolis on Friday morning. Dick Neville of the Storm Trysail Club-Chesapeake Station started the 32 boats in four classes in 18-knot northwesterly winds that enabled most boat to cross the line under spinnaker.

Cuker was thankful for a new headsail he recently received from Jim Miller of Doyle Sails in Hampton. Miller cut down an old Pentax No. 1 genoa and created a 130-degree No. 2 that was ideal for when Callinectes sailed too tight to carry a spinnaker.

"Sheeted to the outboard tack, this blast reacher gave us more effective speed than the rest of the fleet carrying number ones," Cuker said.

Cuker said it proved fortuitous that Blew By You, a Tartan 10

skipped by Austin Powers, attempted to overtake Callinectes upon approach to the finish. "Having a crew of five meant that nobody really slept during the race and by five in the morning we were all mentally fatigued. It was a good thing the Tartan 10 tried to roll us several times about three miles out as that got everyone woken up and prepared for the finish," he said. "Considering how close the final result was, our focus coming into the finish clearly paid off."

Donnybrook, an Andrews 80-footer skippered by Annapolis Yacht Club member Jim Muldoon, easily secured line honors with an elapsed time of 11 hours, 21 minutes and 51 seconds. Willy Keyworth and Bert Collins served as watch captains while James Gray was navigator aboard Donnybrook, which achieved a maximum speed of 22 knots on multiple occasions.

Muldoon said Down the Bay was the first overnight race he ever entered, capturing class honors aboard a C&C 41 some 35 years ago.

"I've always enjoyed this particular race because you get the challenge of sailing the whole Chesapeake Bay," Muldoon said. "This year was another fun race and I cannot say enough about the wonderful welcome we received at the Hampton Yacht Club."

Donnybrook fell into a lull near Point Lookout and the crew changed sails seven times in the span of an hour with the wind coming from all directions. Muldoon said the breeze eventually piped up to 15 knots and the Andrews 80 reveled in close reaching conditions the rest of the way.

Heron, a J/120 skippered by Greg Leonard of Bowie, Md., placed first in PHRF A and wound up third in the overall standings with a corrected time of 13:50:01. Amara, a Tartan 3700 owned by Ed and Aimee Darling of Portsmouth, Va., took first place in the PHRF Non-Spinnaker class.

For complete results, visit the official Down the Bay Race for the Virginia Cruising Cup website:

http://www.yachtscoring.com/event_results_detail.cfm?Race_Number=1&eID=1275

Contributed by Bill Wagner

Member Spotlight - Rich Wilson

By Bill Wagner

After achieving one of the greatest feats in competitive sailing, Rich Wilson wasn't sure he would ever take to the ocean again.

Wilson had just become only the second American to ever complete the arduous Vendée Globe - a singlehanded, nonstop circumnavigation of the world. The Massachusetts skipper, racing an Open 60 named Great American III, placed ninth out of 11 finishers after completing the 28,790-nautical mile course with an elapsed time of 121 days.

To understand how difficult it is to finish the Vendee Globe one must consider that 19 other boats that started the 2008-2009 edition had to abandon along the way. There were dismastings, capsizings and groundings; keel breakages, rudder failures and cracked hulls.

Wilson showed his skill, determination, toughness and seamanship en route to achieving the ultimate challenge for an offshore sailor. He braved sub-zero temperatures in the Southern Ocean, survived a potentially catastrophic crash gybe off Uruguay, endured two broken ribs sustained when he was violently thrown out of his bunk and across the cabin while pounding upwind into heavy seas in the Indian Ocean.



"There is simply no way to prepare for just how grueling it is: the pure physicality of the sail changes, being so cold for so long in the Southern Ocean, the many injuries you inevitably suffer," Wilson said. "I was really worn down and beat up after that race. I seriously was thinking that I might never go sailing again."

That was before the Marblehead resident had time to

decompress and begin to truly comprehend what he had done. In France, where solo sailing is a major sport followed with as much fervor as soccer, Wilson became a folk hero - the plucky, senior skipper from the United States who successfully navigated one of the most challenging voyages one could ever undertake.

"It was really the French people who pulled me back to thinking about possibly going around the world again," Wilson said. "The French attitude is: if you are reasonably good at this, and we were, and you have an important objective, and we did, the rest is a calculated risk, so why wouldn't you consider doing another Vendee."

Wilson does have important objectives that would make a second solo circumnavigation of the planet worthwhile. As has been the case for the past 25 years, Wilson would use such a sailing voyage as the foundation for a diverse educational program that reaches millions of students worldwide. This time around, he wanted to add programs that target asthma patients and senior citizens.

So a rejuvenated and reinvigorated Wilson has made the ambitious decision to enter the 2016-2017 Vendee Globe, which begins and ends in Les Sables d'Olonne, France. Wilson will be 66 years old when the race gets underway, meaning he will attempt to sail around the world alone and without assistance at an age when most Americans are retiring.

"I think this is another opportunity to excite and engage a large number of people who know nothing about sailing," Wilson said during a recent interview. "I believe we can build on the basic model that has worked so well in the past and reach an even wider audience."

Wilson, who received a mathematics degree from Harvard in 1972, looks more like a mild-mannered professor than a hardened offshore sailor. He's as highly-educated an individual as you will find, having also earned a Master's Degree in Ocean Resources Management from Massachusetts Institute of Technology and an MBA from the Harvard Business School.

In keeping with his diverse nature, Wilson has enjoyed a wildly varied professional career - managing an 85-man private security force for rock concerts while with New England Promotions,

teaching math at Hyde Park High in Boston during the first year of forced busing, and working as a cold-war era analyst in DC for B-52s and cruise missiles. He is also an entrepreneur, having founded a firm that designed and produced emergency strobe lights (National Instrument Corporation) as well as a drug firm that developed a test for endotoxin contamination in medical devices (Wilson Laboratories).

Wilson initially achieved prominence within the sailboat world in 1980 when he skippered Holger Danske, a heavy Aage Nielsen ketch, to overall victory in the prestigious Newport-to-Bermuda Race - capturing the St. David's Lighthouse Trophy. He entered the world of short-handed sailing as skipper of a 35-foot trimaran called Curtana - winning the Bermuda 1-2, then taking first place in Class V in the C-STAR (United Kingdom to United States) as a singlehanded racer.

In 1989, Wilson established Ocean Challenge Inc., a corporation created to interactively link live adventures, expeditions and events to students in classrooms and families at home through newspapers, newsletters and online computers.

That outreach effort centered on a voyage aboard the 60-foot trimaran named Great American. He and Steve Pettengill were attempting to complete a passage from San Francisco to Boston when the boat capsized in horrendous seas off Cape Horn. 90 minutes later the boat was re-righted by a wave, a first in maritime history. Rescued 17 hours later by New Zealand Pacific, that containership's logbook showed 20-meter seas (65') in the storm.

"To this day, I believe some of the best sailing I've ever done involved keeping that boat upright for as long as we did," said Wilson.

Undeterred, Wilson acquired a Nigel Irens-designed 53-foot trimaran he named Great American II and teamed with Bill Biewenga to complete the approximately 15,000-nautical mile passage from San Francisco to Boston. This time, the duo succeeded in a big way, establishing a world record with an elapsed time of 69 days, 20 hours.

That voyage provided a tremendous educational platform with 12

newspapers publishing a 12-part series that reached a total of 13 million readers. "That proved the point that a live ocean voyage was a great way to engage youngsters," said Wilson, who wrote the onboard articles.

That education success led to producing 45 more full semester, live, interactive K12 programs from rainforests, marine biology labs, and sailing schoolships globally, before Wilson went back to sea. Wilson then got on a roll, setting world records for the New York to Melbourne (Australia) route in 2001 and Hong Kong to New York passage in 2003. Wilson then sailed Great American II singlehanded in The Transat Race, crossing the Atlantic Ocean from the UK to the US in 15 days to secure second place.

Ocean Challenge morphed into the Sites Alive Foundation with Wilson continuing to develop curriculum for geography, math and science. Entering the 2008-2009 Vendee Globe gave Wilson the opportunity to reach a broader audience through the help of improved technology and three content partners. He negotiated "Team of Expert" partnerships with three museums, four hospitals and five maritime institutions.

Great American III was a 2000 generation Open 60 designed by Bernard Nivelt and raced extensively by Frenchman Thierry Dubois under the name of Solidaires. At 58, Wilson was easily the oldest skipper when he started the Vendee Globe with the ultimate goal to deliver the Sites Alive multi-disciplinary interactive educational program.

Not only did Wilson join Bruce Schwab (2004-2005) as the only Americans to complete the Vendee Globe, he also reached an audience of 7 million readers and 250,000 students in 15 different countries. While at sea, Wilson wrote 15 weekly features that were published in 50 U.S. newspapers.

Now Wilson is prepared to do it all again. Still motivated and possessed of indomitable spirit, Wilson acquired 2006 generation Open 60 that came off the boards of Owen Clarke Design (Great Britain) and was built by Southern Ocean Marine in New Zealand. It was campaigned extensively as Mirabaud by skipper Dominique Wavre and now will sail the seas as Great American IV.



Great American 4 before her recent refit.

"This is a more modern boat that is simply faster than the previous Great American," Wilson said. "In the last Vendee, my average speed was 10 knots. My goal is to get more comfortable with pushing this boat at higher speeds. Obviously, the goal is to complete the course in far less time than before."

Great American IV has undergone a major refit at the Maine Yacht Center, a facility that Wilson has come to trust implicitly. Wilson sailed the exotic canting keel racer across the Atlantic Ocean from France to Portland, Maine in August 2013. Maine Yacht Center, under the direction of owner Brian Harris, has performed rig modifications; removed the canting keel to inspect the pivot bearings and hydraulics; removed the twin asymmetric dagger boards and replaced the bearings; removed the rudders for bearing service; modified the deck hardware; constructed an ergonomic chart table with custom chair; installed new electronics and wiring; updated the instrumentation, satellite communication and computers; installed new charging system and created a higher life-line configuration.

"Maine Yacht Center has done a marvelous job on a complex and sophisticated refit, and all with diligence and humor," Wilson said. "Brian Harris is the only person in the U.S. who has dealt with Open 60s that race solo around the world. He's worked on our boats for four voyages. For the 2008-2009 Vendee Globe, only 11 of 30 starters finished the course. There was a tremendous

amount of attrition in that fleet, but the boat prepared by Maine Yacht Center came home safely. That's why we've come back to Maine Yacht Center for our 2016 attempt."

Wilson will now spend the next six months putting substantial mileage on Great American IV to see how it holds up. He needs to be totally confident the systems work and the hardware holds up. Meanwhile, the Sites Alive Foundation is steadily putting together a curriculum that will incorporate several new elements, such as asthma and senior citizen education.

"I've had really bad asthma since I was a little kid. My lungs work at about 70% of normal" said Wilson, whose only asthma attack during an offshore voyage came when Great American III was knocked down in the Indian Ocean during the last Vendee Globe. "Considering my age, and the fact I just filled out my Medicare information today, it also made sense to add a senior audience."

New Member Profiles

Collin Alexander - Junior - Collin has been sailing big boats regularly since he was 8 and is now one of the top juniors on American Yacht Club's Junior Big Boat team. He is not only a good seaman but a good shipmate. At age 13 he was standing night watch during frequent deliveries between Rye and Newport. Collin lives in Rye.

Jonathan Bartlett - Regular - Jonathan is one of the most respected sailors on the Chesapeake. He is respected for his sailing ability both as a helmsman and as a tactician. He capably served as Annapolis Yacht Club's Fleet Captain for 3 years as well as on their Nominating Committee and Membership Committee. He and his wife Molly live in Annapolis, MD.

Ron Bazil - Regular - Ron is an experienced sailor who campaigns his Beneteau 40.7 on Lake Michigan. He has competed in every Chicago-Mackinac Race since 2000 in a variety of conditions including the extreme storm during the 2011 race. He and his crew demonstrated superb seamanship skills when they went to aid Wingnuts which had capsized during the storm. In addition, Ron served our country for eight years resigning his Commission as a Captain. He and his wife Debi live in Chicago.

Key Becker - Junior - As a teenager Key has been one of the leaders in the American Yacht Club Junior Big Boat Program earning the reputation as an unstoppable bowman willing to run forward at a moment's notice. He has competed in no fewer than seven Stratford Shoal/Edlu/Beachpoint Overnight races, two Block Island Races, skipper of the overall Vineyard race winner. Key has been offshore in a delivery from Bermuda to Newport and sailed from the Bahamas to Jacksonville, FL. Key currently lives in Rye, NY.

William Canfield - Regular - Bill cruised and raced his Pearson 28 sailboat for 15 years between Puerto Rico and Antigua. He also raced in almost every Caribbean Regatta on numerous occasions in an assortment of sailing conditions and vessels over the past 40 years. In his 12,000 odd Caribbean miles, 20% has been done in stormy conditions with winds approaching 30kts in heavy seas offshore. Bill is also excellent at the helm of any regatta, having been the director and organizer of the Rolex Cup in St. Thomas for several years. Bill currently lives in St. Thomas, USVI. Bill will be playing a major role on the Quantum Key West Race Week Storm Trysail Organizing Committee.

Robert Connell - Regular - Bob has sailed all over the Eastern Seaboard, from the coast of Nova Scotia to Long Island Sound, from Newport to Bermuda. Safety at Sea is a priority for Bob and his passion for competition and good seamanship are qualities that he promotes and exemplifies both on and off the water. He is active in the CCA, Off Soundings and Duck Island Yacht Club organizations. He manages Brewers Pilots Point Marina and lives with his wife Sue in Clinton, CT.

Mark Elliman - Regular - Mark has sailed many thousands of miles, both cruising and racing over the last thirty years. He is a highly experienced, stalwart ocean racer, sailing his Morris Ocean Series 45, always double-handed, in many Newport-Bermuda and Marblehead-Hallifax Races, in all weather conditions. He is a Past Commodore of Beach Point Yacht Club, and served as Co-Chair of their Junior Sailing and Race Committees and PRO of the BPYC Overnight Race. He and his wife Nancy live in New York City.

Russell Hoadley - Regular - Russ has 60 plus years sailing off the coast of Florida, on the Charles River in Boston while at college,

Baja California and several Daytona Beach, Fla to Bermuda Transatlantic races. He's even transited the Panama Canal while delivering a Swan 44. Whenever aboard, Russ always distinguished himself as a key member of the crew. According to one of his shipmates, Russ is "the best galley-mate I ever had aboard." He and his Mary Anne live in Tampa, FL and New Orleans, LA.

Andrew Holt - Regular - Drew has spent more than 20 years racing offshore and around the buoys. He has done multiple Gulf of Maine seasons, numerous Newport to Bermuda races and Ft. Lauderdale to Key West races. According to those who have sailed with him, he is an outstanding sailor, a skipper and competent in all positions on the boat. "He is a very affable shipmate."

Christopher "Dan" Holt - Regular - Dan has been sailing offshore and around the buoys for over 20 years. He is an outstanding bowman and competent at any position on the boat. He has finished 12 Newport-Bermuda races, 9 of which were on Gold Digger. He also sailed 5 of his 6 Ft. Lauderdale-Key West Races on Gold Digger. He has spent many years participating in the Gulf of Maine Racing Series Multiple Overnight Distance Races and successfully delivered several yachts up and down the East Coast. He and his wife Dorothy live in Cumberland, ME.

Christy Prior - Regular - Christy's experience as a well-travelled offshore sailor and her culinary expertise gave her the opportunity to be employed as team chef for one of the high profile Farr 40 teams sailed by European royalty. She has logged over 22,000 bluewater miles and has brought tremendous value to high-end racing teams; in particular the IOR 50 foot Champosa VII that she not only raced on but also helped deliver from race to race. She is married to another sailing living legend Allan Prior. They make their home in Newport and Woodstock, VT.

Matthew Schubert - Regular - Matt grew up in Annapolis, racing and cruising with his family on the Chesapeake Bay, New England and Caribbean Sea, distinguishing himself as a junior sailor at SSA and AYC. He later graduated from the US Merchant Marine Academy winning College All American Honorable Mention and received the USMMA seamanship award. After graduation he sailed as officer aboard merchant ships and completed 3

Bermuda races and 2 Annapolis Newport races. Matt now works as a naval architect and structural engineer in Annapolis where he lives with his wife Lori.

David Shaeffer - Regular - An experienced owner, skipper, navigator and coach, with over 30,000 ocean miles racing and cruising. Owned a Tartan 37, Alberg 30, J-120, and Steiger 26 Block Island. Currently owner of a J-110 (Airbender).

David has competed in Newport to Bermuda Ocean Races, both in Double-handed and full crewed divisions as well as dozens of other long distance overnight races and Annapolis to Newport regattas. While I really enjoy offshore racing, I still consider the nearly 25 years cruising with my wife on our Tartan 37 and J-120 from Maine to USVI's, Newport RI to Key West, Great Lakes, and Tampa Bay, were some of my most exciting and challenging moments. The lessons learned during these cruising years were key to the many safe and successful ocean races that followed. I am a member of the Annapolis Yacht Club. Spent many years as an EMT-P. A US Navy veteran. My wife and I are USNA Sponsors. I currently serve as a volunteer coach and safety officer for USNA Varsity Offshore Sailing Team.

Robert Siegel - Corinthian - Bob is an accomplished big boat sailor. Since 1989 he has entered the full calendar of events in Western Long Island Sound including Block Island Race week, Buzzards Bay, Newport and Key West. In 1999 Stamford Yacht Club named him Yachtsman of the Year. He and his wife Hazel live in Bedford, NY.

Lincoln White - Regular - Lincoln grew up sailing and racing in New England, the Bahamas and the BVI. He competed in 3 Newport to Bermuda races as professional crew and as the safety officer with the U.S. Coast Guard Academy. He has also completed several deliveries as paid crew between Maine, Florida and the Caribbean. Lincoln was the Director of Offshore Sailing and Seamanship Instructor at the Coast Guard Academy. Lincoln and his wife Kristy live in Madison, CT.

Jeremy Wilmot - Regular - Jeremy has grown up in a family of sailors who compete at the highest level. Growing up he was exposed to Americas Cup, Grand Prix Ocean racing, Olympic sailing, Skiff sailing and everything in between. Most notably he

was the skipper of Morning Light in the 2007 TransPac Race.
Since then he has successfully sailed in major ocean competitions around the world. Jeremy currently works for North Sails and resides in Newport, RI.

Storm Trysail Club

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