



54TH ANNUAL

Congressional Cup[®]

HOSTED BY LONG BEACH YACHT CLUB



Schedule of Events April 16 – April 22, 2018

Monday, April 16

9:30 Golf Tournament – Old Ranch Country Club

Tuesday, April 17

6:00 All Member & Crew Cocktail Reception (no host) ~ bar

7:00 Meet the Skippers Dinner (Blazer, Cocktail attire) ~ Main Dining Room (tickets required)

Wednesday, April 18 – 1st day of racing – RACING BEGINS EACH DAY AT 11:30

11:30 Viewing from the Belmont Veteran's Memorial Pier & Bouy's on the Pier (no host bar)
VIP, Club100 & Sponsor Viewing from Loft (no host)
Live commentary & video at www.thecongressionalcup.com or facebook.com/CongressionalCup and in the LBYC lounge

5:00 (approx.) Press conference commences 30 min. after the boats return
Appetizers and no host cocktails in bar after Press Conference

Thursday, April 19 – 2nd day of racing

11:30 Viewing from the Belmont Veteran's Memorial Pier & Bouy's on the Pier (no host bar)
VIP, Club100 & Sponsor Viewing from Loft (no host)
Live commentary & video at www.thecongressionalcup.com or facebook.com/CongressionalCup and in the LBYC lounge

5:00 (approx.) Press conference commences 30 min. after the boats return
Appetizers and no host cocktails in bar after Press Conference

Friday, April 20 – 3rd day of racing

11:30 Viewing from the Belmont Veteran's Memorial Pier & Bouy's on the Pier (no host bar)
VIP, Club100 & Sponsor Viewing for Loft (invitation only – hosted)
Live commentary & video at www.thecongressionalcup.com or facebook.com/CongressionalCup and in the LBYC lounge

5:00 (approx.) Jr. Congressional Cup FJ Match Race with Juniors & Skippers commences 30 minutes after the boats return

6:00 Press conference commences after the Jr/Skipper race

6:00 Autograph Session ~ Pool Deck (tickets required)

6:30 Friday Family Fest ~ (tickets required)

Saturday, April 21 – 4th day of racing

11:30 Viewing from the Belmont Veteran's Memorial Pier & Bouy's on the Pier (no host bar)
VIP, Club100 & Sponsor Viewing for Loft (invitation only – hosted)
Live commentary & video at www.thecongressionalcup.com or facebook.com/CongressionalCup and in the LBYC lounge
Fleet Race to Club with Umpires and Sponsors

5:00 (approx.) Press conference commences 30 min. after the boats return

6:00 All Club Members & Crew Party ~ Main Dining Room (tickets required)

Sunday, April 22 – Final Day of Racing

11:30 Viewing from the Belmont Veteran's Memorial Pier (no host bar)
VIP, Club100 & Sponsor viewing from Loft & Bouy's Patio (invitation only/hosted)
Live commentary & video at www.thecongressionalcup.com or facebook.com/CongressionalCup and in the LBYC lounge
Fleet Race, Semi Finals and Finals
Victory Parade from racing venue back to LBYC

5:30 Trophy Presentation followed by Cocktail & Appetizer reception ~ Pool Deck



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 at www.thecongressionalcup.com. Please refer to website for private radio channel. Social media updates can be found at:

 facebook.com/CongressionalCup

 @LBYCConCup

 lbyconcup

VIEW racing highlights of on-the-water video and results each evening at www.thecongressionalcup.com and **PADNET Long Beach local community cable** starting at 8 pm April 19 & 20, and 7 pm on April 21 & 22. PADNET cable TV airs on **Spectrum channel #32** and **Frontier channel #41**.

VIEW the Action at LBYC. Live streaming video can be viewed during the day at **Long Beach Yacht Club**. There will be a monitor in the Lounge, an electronic score board and live video that will keep you up to date on every match, as it happens.

HEAR us on VHF Marine Radio Channel 20. Transmission of live race commentary in conjunction with control of the spectator fleet will be broadcast on **Channel 20** each day.





**CHAIRMAN
ERIC J. DICKINSON**



**COMMODORE
BILL DURANT**

It is our pleasure to welcome all the competitors and spectators to the 2018 Congressional Cup.

Long Beach Yacht Club has been hosting this pinnacle sailing event since 1965, making the Club the undisputable leader of modern world-class match racing and pioneer of on-the-water umpiring. This year marks 30 years of dispensing instant on-the-water justice!

It is an honor to be part of such a prestigious event and a privilege to work with people who have given their dedication, impressive knowledge, support and loyalty to this event. I salute the Executive Team members, Congressional Cup Steering Committee and all of the Yacht Club volunteers, who are too numerous to mention here and too important to overlook, who make this a one-of-a-kind world-class event on the water and off.

Drawing some of the world's top match racers and internationally renowned crews, this year's Congressional Cup promises to provide an amazing week of spirited racing and some nail-biting moments for spectators on the Belmont Veterans Memorial Pier.

To add to the excitement and the challenge of the race, this year Congressional Cup goes back to its roots, returning to the exciting 10-boat format.

If you cannot be here in person, you will be able to see all the action, hear expert commentary, and keep up-to-date with the racing results on our multiple channels worldwide live streaming coverage on major Social Media platforms and broadcast television, as well as online on the Congressional Cup website and our YouTube Channel.

I hope you enjoy your stay in Long Beach and the friendly hospitality of our Long Beach Yacht Club members, during what is going to be an amazing week.

Many thanks for your active commitment to the sport of sailing. I look forward to seeing you all on the water or at the Club during our many social events.

On behalf of the members of Long Beach Yacht Club, I would like to welcome all our Yacht Racing families, friends and fans to the 54th Congressional Cup.

As the world's longest running annual match racing event, Congressional Cup has certainly earned the title "Grand Daddy of Match Racing." Every year our Club member volunteers create and host a world class event, and this year promises to be no exception. We are very excited to have some of the world's top Match Racing skippers and crews competing for the coveted "Crimson Blazer."

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. 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!

**As always,
we look forward to seeing everyone this April for
Congressional Cup 2018!**

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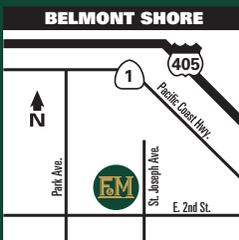


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MAYOR ROBERT GARCIA
CITY OF LONG BEACH

Dear Sailors, Crew and Race Fans:

On behalf of the City of Long Beach, thank you to our friends at the Long Beach Yacht Club for continuing to host this iconic, exciting event. The Congressional Cup is one of the oldest and most prestigious match race sailing events in the world—and a local favorite.

I would like to express my appreciation to the numerous volunteers for their time and effort to ensure the success of this weeklong event. Without their dedication, this premier sailing event would not be possible in our beautiful city.



As always, Long Beach looks forward to offering Congressional Cup participants and visitors the warm hospitality and personal attention for which our city is known. Our blend of big city convenience with the friendly, relaxed atmosphere of an oceanside community is unmatched. We hope you will enjoy all our city has to offer. Some of our signature attractions along the downtown waterfront include the Queen Mary, Aquarium of the Pacific, Shoreline Village and The Pike Outlets at Rainbow Harbor. Beyond downtown, you will also discover Belmont Shore, Naples Island and Alamitos Bay, in addition to four fine museums, two historic Spanish-era ranchos and dozens of distinctive neighborhoods.

We are proud and thrilled to host the 54th Congressional Cup. Thank you again for visiting Long Beach, and have a fun, exciting week filled with wonderful memories. Best of luck for a successful series with fair winds and good sailing.

Go Long Beach!

Mayor Robert Garcia
City of Long Beach

562.570.6801 | mayor@longbeach.gov | @LBMayorsOffice
333 West Ocean Blvd., Long Beach, California 90802



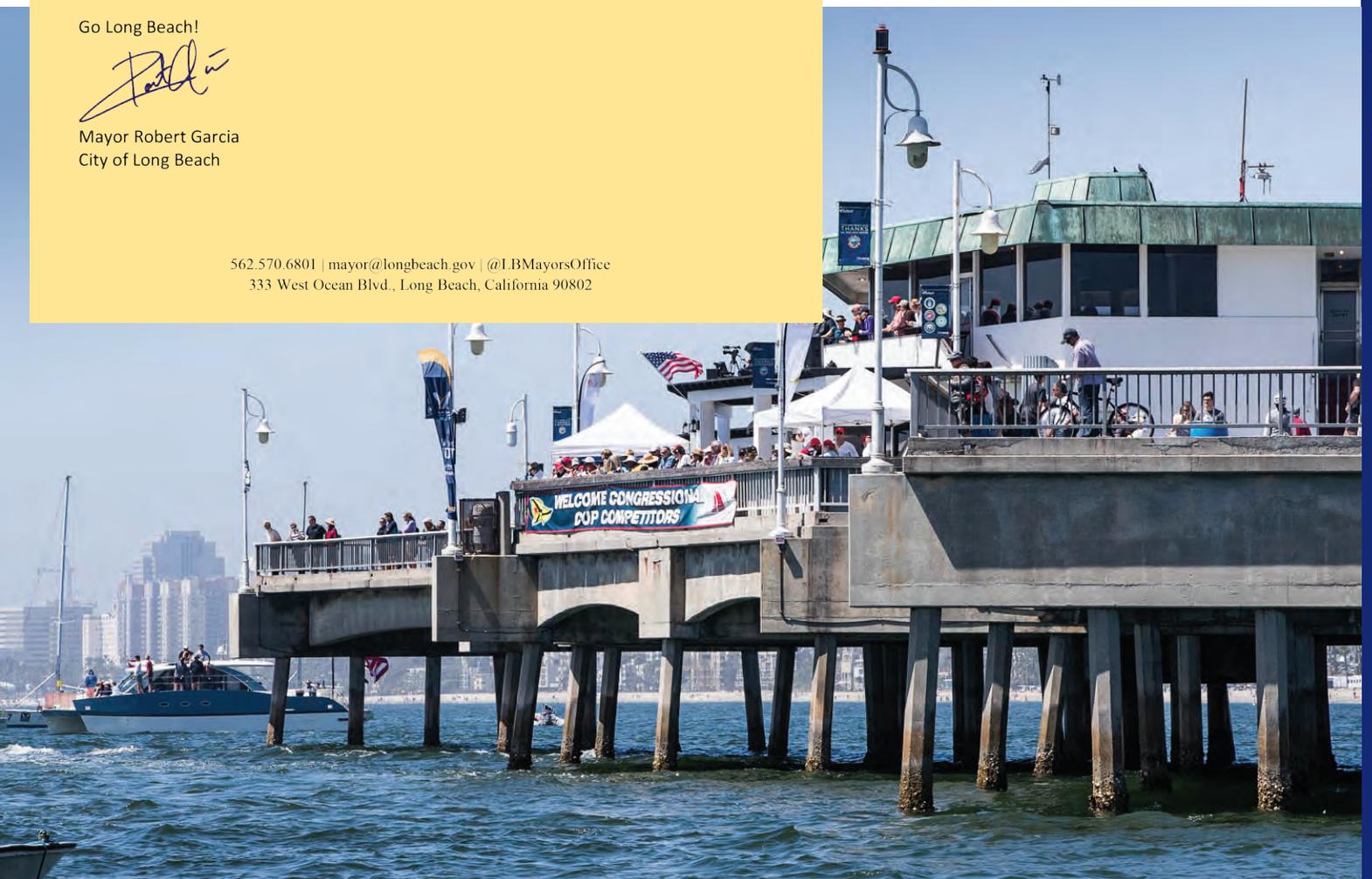
Match Racing at its best! GETTING BACK TO OUR ROOTS

To add to the excitement and the challenge of the race this year, Congressional Cup goes back to its roots, returning to the exciting 10-boat format.

Racing will consist of a traditional “Double Round-Robin” format followed by the semi-finals, petite finals and the finals.

The competitor's performance improves exponentially from the extra racing time on the Catalina 37s and make it easier to adjust to prevailing weather conditions.

The end result is more competitive and dramatic stadium match racing.



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Special Thanks to Our Partners

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 54th 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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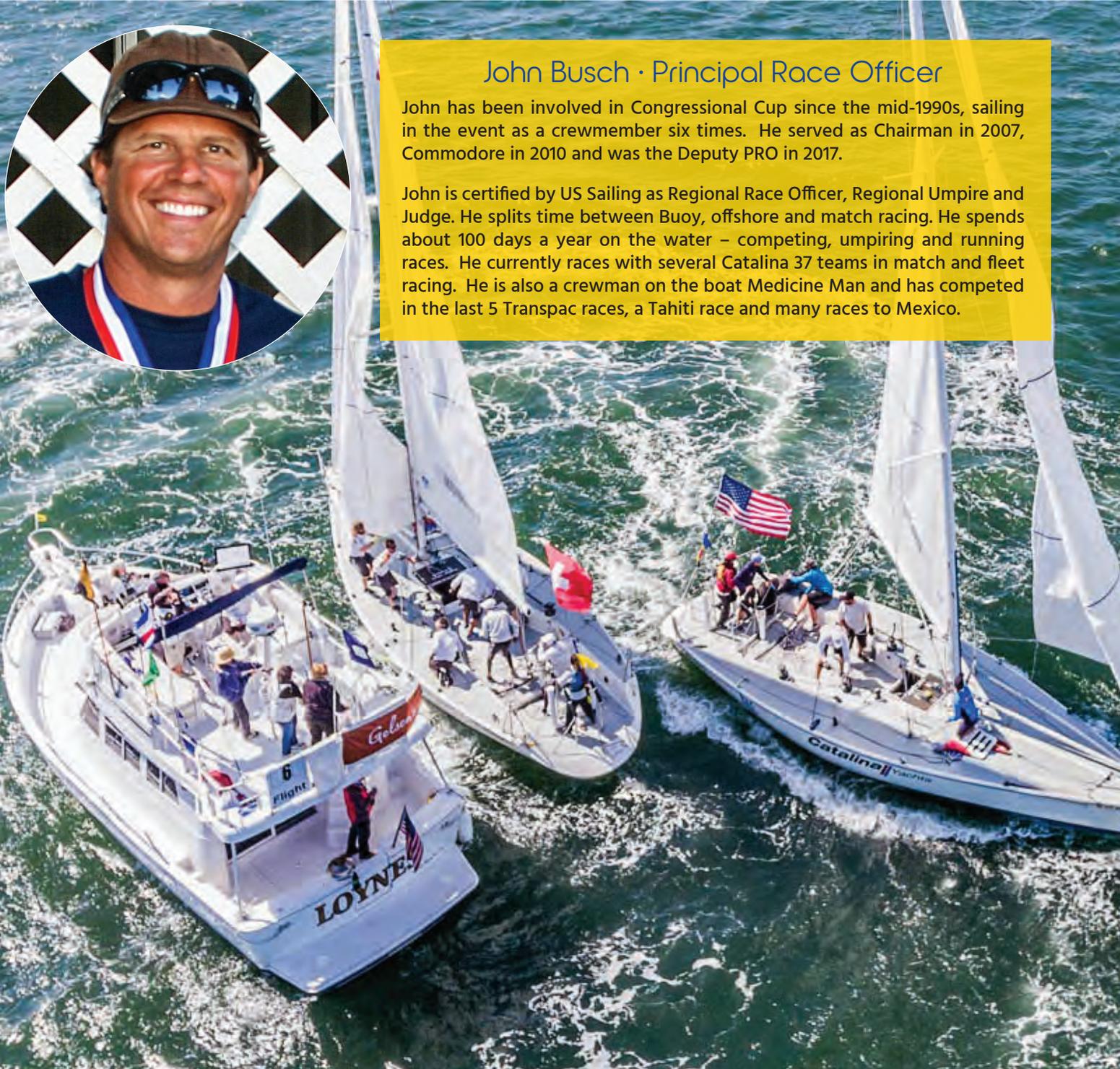


John Busch · Principal Race Officer

John has been involved in Congressional Cup since the mid-1990s, sailing in the event as a crewmember six times. He served as Chairman in 2007, Commodore in 2010 and was the Deputy PRO in 2017.

John is certified by US Sailing as Regional Race Officer, Regional Umpire and Judge. He splits time between Buoy, offshore and match racing. He spends about 100 days a year on the water – competing, umpiring and running races. He currently races with several Catalina 37 teams in match and fleet racing. He is also a crewman on the boat Medicine Man and has competed in the last 5 Transpac races, a Tahiti race and many races to Mexico.

THE RACE COMMITTEE TEAM



The Race Committee Team

John Busch · PRO



Randy Beers · DEPUTY PRO

Line Sight.....RANDY BEERS
 Flags.....MARYBETH IVES
 WENDY CORZINE
 CAMILLE DANIELS
 ALEXIS HALL
 Sounds/Timer/ComputerKELLY JOHNSON

W Mark Set.....DOUG BOWER
 Line Set.....SHARON BERND
 Mark Set.....BOB PIERCY
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A Layman's Guide To Match Racing

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 a warning sound signal by the Race Committee Boat (flying a blue RC flag) six minutes prior to the official start of the race. Another sound signal 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 umpire 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)

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OF THE CONGRESSIONAL CUP

Long Beach, CA | April 17–22, 2018



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Match Race Vocabulary

Astern Behind the boat

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 to windward, close hauled, tacking to make way to windward.

Running Sailing downwind, with the wind aft or nearly so (i.e. Sailing with the wind).

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

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.

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 of 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.

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.

Windward A boat's windward side is the side that is or, when she is head to wind, was toward the wind.

Leeward A boat's leeward side is the side that is or, when she is head to wind, was away from the wind.

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.

Starboard Refers to the right side of the boat. 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 as well as to which tack a boat is on. If a boat is on "port tack" the wind is coming over the left side of the boat.

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 hull lengths of the boat nearer to it. A boat is in the zone when any part of her hull is in the zone.

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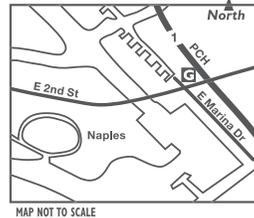
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Dennis Sullivan
Store Director

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Russell Green · Chief Umpire

Our Chief Umpire, Russell Green, is a World Sailing International Umpire from the Royal New Zealand Yacht Squadron in Auckland, New Zealand. First appointed as an IU in 1991, he has adjudicated at many international events including the Olympic Games and this will be the third time he has been Chief Umpire at the Congressional Cup.

Involved in sailing administration at the RNZYS and Yachting New Zealand, he has twice been the manager of the NZ sailing team at the Olympics. He is also a member of the World Sailing Race Officials Committee and the Match Race Subcommittee.

An experienced rules advisor and administrator in the America's Cup, he is currently the legal and rules advisor to Emirates Team New Zealand having held that position since 2011. He was a team member during the winning campaign in Bermuda in 2017 and continues to work for the team being one of the authors of the new Protocol for the 36th America's Cup.



The Umpire Team



Russell Green, Chief Umpire	NZL	IU/IJ
Richard Slater, Deputy CU	AUS	IU/IJ
Alfredo Ricci	ITL	IU/IJ
Philippe Gomez	FRA	IU/IJ
Zofia Truchanowicz	POL	IU/IJ
Sungchul Jeong	KOR	IU/IJ
Steve Hatch	AUS	IU/IJ
David Blackman	USA	IU
Jeff Keenan	USA	NU/NJ
Karen Butler	USA	NU/NJ
Kevin Hawkins	USA	NU/NJ
Randy Smith	USA	NU/NJ
Ryan Parkin	NZL	NU/NJ
Mark Townsend	USA	NU/NJ
Colleen Cooke	USA	NU/NJ
Kirk Brown	USA	IU/IJ

Umpire Secretary: Debi Lorbeer



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.

Umpire History

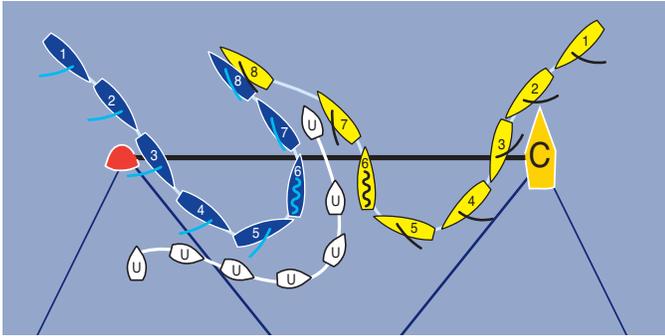
By Jo Murray

Thirty years ago, the 1988 Congressional Cup was the first major match racing event in the world to offer instant justice with on-the-water umpiring. After that, it became the standard for all match races, including America's Cup. Just four years earlier, in 1984, the Congressional Cup winner was determined after excruciating hours in the jury room, instead of the excitement of today's guaranteed on-the-water finish. During the 1986-87 America's Cup at Fremantle, dusk-to-dawn protest hearings marked Australia's defense as an extreme example of taking the fun out of the game.

But it was the only protest system match racing knew. The racers knew there must be a smarter way to resolve disputes and the time had come to address it. The LBYC 1988 umpire team was made up of the brain trust of sailing: two Olympic medalists, a Congressional Cup winner, a future president of ISAF, three future America's Cup umpires, an America's Cup team manager and a premier sailing journalist. Tom Ehman, racing judge and rules advisor for the New York Yacht Club's America II team at Fremantle, served as chief umpire. LBYC staff commodore Pete Ives was on the team as was Kirk Brown who served as jury secretary, Chairman Tom Dessel worked with Ehman to hand pick each of the umpires.

Rules expert Bryan Willis remembers the shoestring budget of the times, "There was no airfares paid by the organizers. We were all put up in members' homes, which of course we all liked very much." Willis provided insight on how the process evolved, "I was partnered with Chuck Fuller, and we naturally fell into the system of each of us adopting a boat and talking through what our boat was doing." (In those days, boats were identified by the skipper's name, later to be identified as "blue" and "yellow.") He continued, "In the debrief at the end of the first day, we discovered other partners had done it in other ways, like keeping quiet and after an incident deciding the facts and decision." As for the degree of penalties to be imposed, Willis said, "We changed from (doing) 360s to 720s (circles) then back to 360, as 720 was too big a penalty, then thinking of even lesser penalties. The 270 (a jibe upwind or a tack downwind) was the idea from Toby Blatchford of Royal Lyngby Yacht Club. Then came delayed penalties. It was at RLymYC that we first introduced wing boats." The 54th Congressional Cup marks the 30th anniversary of how the event changed the face of the game by replacing protests ashore with immediate calls on the water. Something we can all be proud of.

The Greatest Show on the Water



By Kirk Brown, International Umpire and International Judge

Yellow and red "Y" flags are flown by both boats, and then, on the inflatable following the pair, a yellow flag is flown. The umpires have decided that the yellow boat broke a rule and have given her a penalty.

What goes on in the umpire boat?

Umpires work in pairs with one umpire "speaking" about the boat flying a blue flag (entering from the port side) and the other umpire calling the yellow boat. The umpires talk out loud calling out the responsibilities of each boat. In the pre-start "dial up" (see diagram) the conversation might go something like this:

- Yellow 1: Starboard right of way.
- Blue 1: Port give way.
- Yellow 2: If I alter, I must give you room.
- Blue 2: I am keeping clear.
- Yellow 3: Still keeping clear?
- Blue 3: Yes.
- Yellow 4: I'm altering, I must give you room.

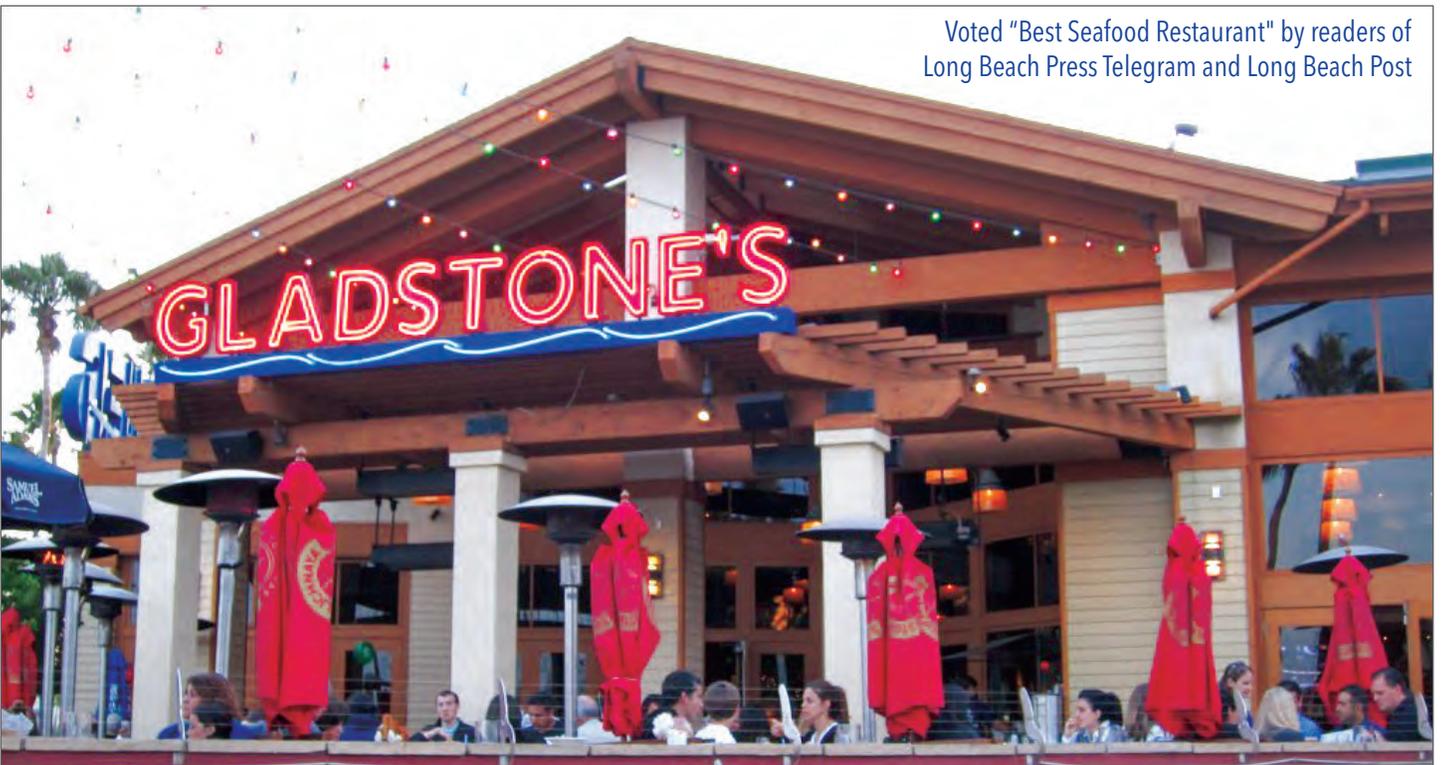
- Blue 4: I have enough room, I am altering.
- Blue 5: I'm altering hard, I'm doing everything I can; I'm keeping clear. I have enough room.
- Yellow 5: I'm giving you room. I agree, you are doing everything you can. You're keeping clear.
- Blue 6: I am tacking, I must still keep clear. I have enough room.
- Yellow 6: You are keeping clear, I am giving you room.
- Blue 7: Done! I have completed my tack. I am leeward right-of-way boat.
- Yellow 7: I am windward, I must keep clear. I am coming down. Big risk for me.
- Yellow 8: I am at risk. I must do more. I am not doing enough. If we hit, penalty on me. Contact!!!
- Blue/Yellow: Penalty yellow. Agree.

One umpire drives the boat and the other works the flags and whistle. In most all cases, the umpires must agree to penalize a boat.

Umpire work can be wet and wooly if it is windy and the seas are rough. The driver must get close enough to the racing boats to see the action, but must also stay out of the way. Also, the driver must position the umpire boat where the action is going to happen. Anticipation is the key to good umpiring. Unfortunately the sailors don't tell umpires what they are going to do, so the anticipation is an art.

In any race, there may be a number of Y flags requiring a decision on the part of the umpires. Umpires have only a few seconds to make a decision, so they can't pull out the rule book or check the appeal book. It's exciting work.

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What Do Those Flags Mean?

When the wind comes across the boats on **opposite sides**, the boat with the wind on the left (port) side must give way to the boat with the wind on the right (starboard) side.

When the wind comes across the boats on the **same side** and they are not overlapped, the boat behind (clear astern) must keep clear of the boat (clear) ahead.

When the wind comes across the boats on the **same side and they are overlapped**, the boat on the windward (upwind) side must keep clear of the other leeward (downwind) boat.

Umpires follow each race 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 flying on the back of their boat must take a penalty before finishing. A penalty turn when sailing towards the wind means turning the stern of the boat through the wind and when sailing away from the wind a penalty is taken when the boat turns the bow through the wind.



YELLOW FLAG

Flown by umpire.

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



BLUE FLAG

Flown by umpire.

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

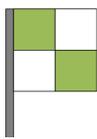


PROTEST FLAG

(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 signalling that there isn't any penalty "NO PENALTY" to action.



RED FLAG

Flown by umpire.

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



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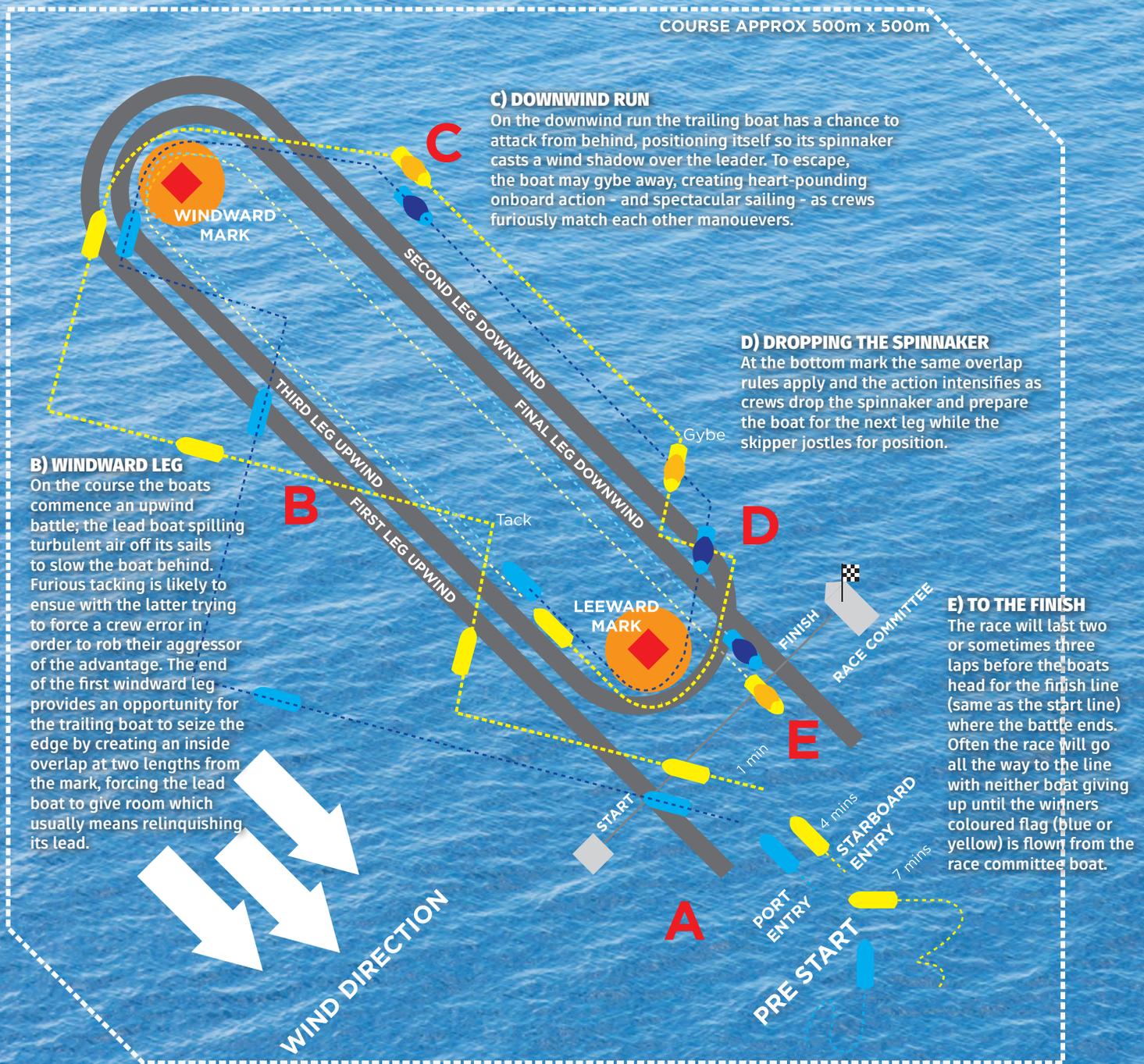
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Every Move Counts



COURSE APPROX 500m x 500m

C) DOWNWIND RUN

On the downwind run the trailing boat has a chance to attack from behind, positioning itself so its spinnaker casts a wind shadow over the leader. To escape, the boat may gybe away, creating heart-pounding onboard action – and spectacular sailing – as crews furiously match each other manoeuvres.

D) DROPPING THE SPINNAKER

At the bottom mark the same overlap rules apply and the action intensifies as crews drop the spinnaker and prepare the boat for the next leg while the skipper jostles for position.

B) WINDWARD LEG

On the course the boats commence an upwind battle; the lead boat spilling turbulent air off its sails to slow the boat behind. Furious tacking is likely to ensue with the latter trying to force a crew error in order to rob their aggressor of the advantage. The end of the first windward leg provides an opportunity for the trailing boat to seize the edge by creating an inside overlap at two lengths from the mark, forcing the lead boat to give room which usually means relinquishing its lead.

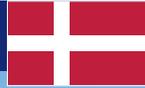
E) TO THE FINISH

The race will last two or sometimes three laps before the boats head for the finish line (same as the start line) where the battle ends. Often the race will go all the way to the line with neither boat giving up until the winners coloured flag (blue or yellow) is flown from the race committee boat.

A) THE START IS CRITICAL

The race begins with a warning sound signal by the Race Committee Boat (flying a blue RC flag) six minutes prior to the official start of the race. Another sound signal 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.

Joachim Aschenbrenner



DEN - ART SAILING TEAM

WS Ranking 26

Joachim Aschenbrenner is making a great impression on the sailing world. He has been in the game for a while starting match racing when he was 13 years old and had his first appearance on the World Match Racing Tour in an impressive age of only 18 years old representing the Royal Danish Yacht Club.

He competed in nine events in 2016 earning four podium finishes with three of them being first place finishes. The first places included winning the European Youth Champion and the European Champion after already having won the Youth World Championship. In 2015 he was a Tour card holder on the World Match Racing Tour where he especially performed at the finals in Malaysia finishing 5th.

In his first Congressional Cup appearance in 2015, Joachim placed sixth and with his impressive CV he should prove to be a threat on the water again this year.

CREW

- | | |
|----------------------|--------------------|
| Ben Lamb - Main | Chris Maxted - Pit |
| Will Mackenzie - Bow | Luke Payne - Trim |
| | Patrick Vos - Trim |

- 6th Congressional Cup '15
- 7th Congressional Cup '17
- 12th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
- 1st DM The Danish National Championship '17 Skovshoved Harbor, DEN
- 3rd Croatia Match Cup '17 Porec, CRO
- 4th Gothenburg Match Race '17 Langedrag, Gothenburg, SWE

Taylor Canfield



USA - TEAM US ONE

WS Ranking 3

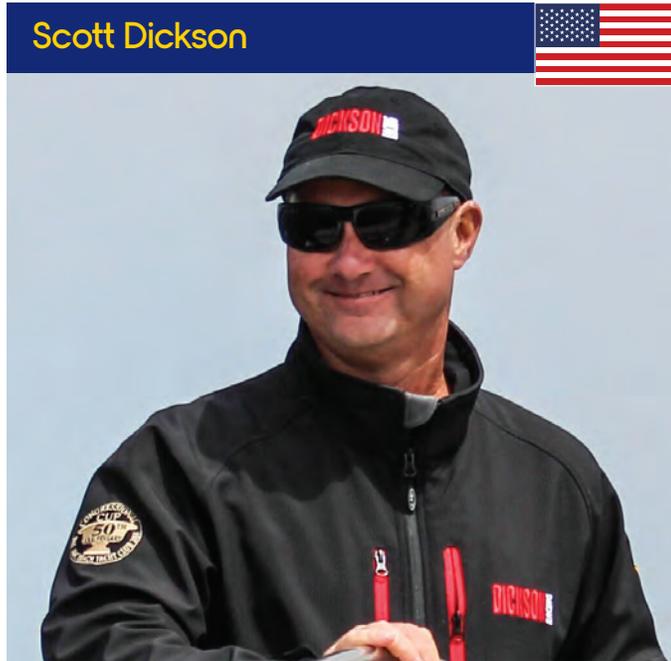
Active match racer and professional sailor. Taylor has spent the last few years focusing on match racing with US One Sailing Team on the WMRT, with the goal of competing in the America's Cup. Having been a tour cardholder in 2013 he won the World Match Race Tour Championship as the rookie team on the tour. On the side, he is actively competing in the Etchells, J70, Melges 20, Farr 40, and M32 classes. Taylor made the switch to multihulls (M32) in 2015 with expectations of competing on the WMRT in 2016. After winning the M32 Miami Winter Series and M32 Scandinavian Series in 2015, the team went on to win 3 out of 5 WMRT events in 2016 and placed 2nd at the WMRT Championship.

Congressional Cup has also been a very bright spot in Taylor's march to the top of the leader board. Winning in 2014, 2015 and again in 2016 and on the podium 5 times. He is back to pick up a fourth Crimson Blazer!

CREW

- | | |
|----------------------------|------------------------|
| Mike Buckley - Tactician | Dan Morris - Trim |
| Ian Coleman - Trim/Mast | George Peet - Trim/Pit |
| Victor Diaz De Leon - Main | Erik Shampain - Bow |

- 9th Congressional Cup '11
- 3rd Congressional Cup '12
- 6th Congressional Cup '13
- 1st Congressional Cup '14
- 1st Congressional Cup '15
- 1st Congressional Cup '16
- 3rd Congressional Cup '17
- 7th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
- 3rd WMRT Chicago Match Cup '17 Chicago, USA
- 2nd 2017 World Match Tour - GKSS Match Cup Sweden - Marstrand, SWE
- 6th 2017 World Match Tour - Match Cup Australia - Freshwater Bay, Perth, AUS



USA - DICKSON RACING TEAM WS Ranking 66

This year will mark Dickson's 19th year representing Long Beach Yacht Club in Congressional Cup as a skipper. He has also won the Congressional Cup qualifier event, Ficker Cup, 13 times including 2017.

Scott has been a member of Long Beach Yacht Club since 1995 and is currently a director.

When not skippering his own team, Dickson is a regular at sailing events both locally and worldwide, in both coaching and commentating roles.

In 2017 Dickson represented LBYC at regattas in New York and was also a commentator at the WMRT event in Russia.

Dickson, the hometown favorite, is proud to once again represent Long Beach Yacht Club.

CREW

- | | |
|------------------------|---------------------|
| Erik Berzins – Trim | Steve Natvig – Trim |
| Steve Flam – Tactician | Ben Wheatley – Bow |
| Garret Brown – Main | |

- | | |
|--|----------------------------|
| 5th Congressional Cup '96 | 10th Congressional Cup '05 |
| 9th Congressional Cup '97 | 4th Congressional Cup '06 |
| 2nd Congressional Cup '98 | 7th Congressional Cup '07 |
| 7th Congressional Cup '99 | 4th Congressional Cup '08 |
| 9th Congressional Cup '00 | 9th Congressional Cup '13 |
| 9th Congressional Cup '01 | 10th Congressional Cup '14 |
| 6th Congressional Cup '02 | 10th Congressional Cup '15 |
| 8th Congressional Cup '03 | 4th Congressional Cup '16 |
| 7th Congressional Cup '04 | 6th Congressional Cup '17 |
| 5th Oakcliff International '17 Oyster Bay, NY, USA | |
| 1st Ficker Cup '17 Long Beach, CA, USA | |



AUS - NEPTUNE RACING TEAM WS Ranking 5

Sam started sailing at age 9, calls Perth, Australia his home and a hotspot for match racers. His experience in match racing sailing in Southern California waters comes from winning the Governor's Cup at Newport Beach in 2013 and again in 2014.

Sam is one of the young stock of match racers competing on the World Match Racing Tour with team Neptune Racing. In 2017 the team finished 6th in the WMRT standings, highlighted with a second place in the Russia leg of the tour.

Sam is the son of Peter Gilmour, a veteran of five America's Cups, holder of four world match racing titles, and Congressional Cup winner in 1988. This will be Sam's third year at the Congressional Cup, placing 3rd and 5th in 2016 & 17. With a strong team by his side, Neptune Racing are looking to push up to the top of the leaderboard.

CREW

- | | |
|---------------------------|------------------|
| Rickie Bobbie – Bow | Adam Negri – Pit |
| Keith Swinton – Tactician | TBA |
| Justin Wong – Trim | |

- | |
|--|
| 3rd Congressional Cup '16 |
| 5th Congressional Cup '17 |
| 15th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN |
| 4th WMRT Chicago Match Cup '17 Chicago, USA |
| 2nd WMRT Match Cup Russia '17 St Petersburg, RUS |
| 13th World Match Tour - GKSS Match Cup Sweden '17 Marstrand, SWE |
| 14th World Match Tour - Match Cup Australia '17 Freshwater Bay, Perth, AUS |
| 2nd Warren Jones International Youth Regatta '17 Royal Perth Yacht Club, AUS |

Eric Monnin



SUI - ALBERT RIELE SWISS TEAM WS Ranking 14

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 two brother, one of which will crew for him during Congressional Cup 2018. He 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, along with his Team Albert Riele are familiar faces on the World Match Race Tour. Since joining the Tour in 2003, he has achieved several semi-final spots including a second place at the Argo Group Gold Cup, an event stage that is considered one of the toughest stages on the Tour. He has an impressive resumé under his belt, including a 5th overall finish on the tour in 2015 and 17th overall finish on the tour in 2016.

Eric and his team will make their seven trip to Congressional Cup. Their past experience on the 37s should serve them well in Eric's hunt for the elusive Crimson Blazer.

CREW

- | | |
|----------------------------|-----------------------|
| Bruno Barbarin – Tactician | Marc Monnin – Bow |
| Mathieu Renault – Main | Doré De Morsier – Pit |
| Julien Falxa – Trim | Clement Salzes – Mast |

- 9th Congressional Cup '11
- 3rd Congressional Cup '12
- 6th Congressional Cup '13
- 1st Congressional Cup '14
- 1st Congressional Cup '15
- 1st Congressional Cup '16
- 3rd Congressional Cup '17
- 7th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
- 3rd WMRT Chicago Match Cup '17 Chicago, USA
- 2nd 2017 World Match Tour - GKSS Match Cup Sweden - Marstrand, SWE
- 6th 2017 World Match Tour - Match Cup Australia - Freshwater Bay, Perth , AUS

Harry Price



AUS - DOWNUNDER RACING TEAM WS Ranking 4

Harry Price leads his DownUnder Racing team from Sydney, Australia. The team represents the Cruising Yacht Club of Australia in Sydney, which hosts the famous blue water classic and the Rolex Sydney Hobart Yacht Race.

Price has risen rapidly in the world of match racing with wins in the 2015 NZL Youth International Match Racing Championship, both the 2015 and 2016 Australian Youth Match Racing Championships, the 2015 Governor's Cup, the 2015 Harken International Youth and the 2015 Musto International Youth MR Championships.

Price continued his steep progression into 2016, winning a number of the World Match Racing's grade 2 events, the US Grand Slam including the Chicago Grand Slam and the Detroit Cup, and most recently the back to back win at the Musto International Youth Match Race Championship.

Price does not stop with his impressive run in 2017 by being crowned the World Youth Match Racing Champion.

Price is now looking forward to getting back on board the Catalina 37s and having a crack at the 'Crimson Blazer.'

CREW

- | | |
|--------------------------|-----------------------|
| Murray Jones – Tactician | George Anyon – Trim |
| Corey Hamilton – Main | Matthew Stenta – Bow |
| | Angus Williams – Trim |

- 10th Congressional Cup '17
- 2nd Musto International Youth MR Championship '17 CYCA, Sydney, AUS
- 5th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
- 1st The International Match Race for the Detroit Cup '17 Detroit, USA
- 2nd CMRC at CYC Chicago Grand Slam '17 Chicago, USA
- 1st Youth Match Racing World Championship '17 Newport Beach, USA
- 4th Governor's Cup '17 Pacific Ocean, USA
- 5th Coconut Grove Cup Shake-A-Leg '17 Miami, USA
- 1st Miami Match Cup Shake-A-Leg '17 Miami, USA
- 4th Ficker Cup 2017 Long Beach, USA
- 5th Warren Jones International Youth Regatta '17 Perth, AUS
- 7th Swan River Match Cup '17 Perth, AUS



NZL - 36 BELOW RACING TEAM WS Ranking 8

Chris Steele is a talented young Kiwi skipper, a product of the powerhouse Royal New Zealand Yacht Squadron training program. He has been match racing in earnest since 2011. A testament to his talent is a record move up the ISAF rankings in just one year, 2012, from 560 to 62.

In 2013 he headed over to race in the USA. He sailed his way from the west coast, in Governors Cup, took a stop off in Canada for a regatta, moved on to the Grand Slam Series, and ended his season in Bermuda at the Gold Cup, his first WMRT event.

2014 was a similar year capped by his second appearance in WMRT event, the Chicago Cup. 2015 was a busy and successful year, starting out with a win in the ISAF Nations Cup Regional Finals and ending 2016 by winning the New Zealand Match Racing Championships. Chris returns this year to shake things up in his fourth Congressional Cup appearance.

In 2017, Steele continued on with the World Match Racing Tour and a few Extreme Sailing Series events. The team achieved a personal best in the open ISAF rankings of 5th, and again finished the year as they did in 2016 with a 4th place overall at the WMRT World Champs in China.

Steele is very grateful to return to Long Beach, his home away from home, and to have a chance to win the esteemed Congressional Cup and the Crimson Blazer.

CREW

- | | |
|-----------------------|-----------------------|
| Anatole Masfen – Pit | Steward Dodson – Trim |
| Norm Peterson – Trim | Will Tiller – Main |
| Austin Colpaert – Bow | |
- 4th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
 - 6th WMRT Chicago Match Cup '17 Chicago, USA
 - 7th World Match Tour - GKSS Match Cup Sweden '17 Marstrand, SWE
 - 5th World Match Tour - Match Cup Australia '17 Freshwater Bay, Perth, AUS
 - 1st Warren Jones International Youth Regatta '17 Royal Perth Yacht Club, AUS



GBR - TEAM GAC PINDAR WS Ranking 2

While he started sailing at a young age, Williams pursued a career in law. His early sailing career saw him dominate domestic match racing. He claimed the World and UK Youth Match Racing Championships, was crowned Senior National Champion at the age of only 19 and then added a second senior UK Match Racing Championship.

Williams has claimed 6 ISAF Match Racing World Championship titles. He is the only sailor to win the world title 6 times, surpassing match racing legend Peter Gilmour in the world Championship hall of fame and has won a total of 17 World Match Racing Tour Events, with 46 podium finishes.

Williams 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.

Williams has a formidable Congressional Cup record, finishing on the podium 7 times with back-to-back wins in 2011 and 2012, and again in 2017, earning Williams his three Crimson Blazers. Looking to add to his impressive record, he is back in Long Beach in 2018 fighting hard and smart to win his 4th Congressional Cup.

CREW

- | | |
|---------------------------|------------------------|
| Bill Hardesty – Tactician | Richard Sydenham – Pit |
| Chris Main – Main | Mark Williams – Bow |
| Tom Powrie – Trim | |
- 2nd Congressional Cup '06
 - 1st Congressional Cup '11
 - 1st Congressional Cup '12
 - 3rd Congressional Cup '13
 - 3rd RYA National Match Racing Championships Grand Finals '18 London, GBR
 - 8th WMT World Championship - Shenzhen Match Cup '17 Shenzhen, CHN
 - 1st WMRT Chicago Match Cup '17 Chicago, USA
 - 3rd WMRT Match Cup Russia '17 St. Petersburg, RUS
 - 3rd 2017 World Match Tour - GKSS Match Cup Sweden - Marstrand, SWE
 - 13th 2017 World Match Tour - Match Cup Australia - Freshwater Bay, Perth, AUS
- | | | | |
|---------------------------|---------------------------|----------------------------|--|
| 2nd Congressional Cup '14 | 3rd Congressional Cup '15 | 12th Congressional Cup '16 | 1st Congressional Cup '17 (defending champion) |
|---------------------------|---------------------------|----------------------------|--|

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.

1

3

2



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 trailer 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 after-guy 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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Jr. Congressional Cup Race

By Jess Gerry, Sailing Director

Originating in 2010 the Jr. Congressional Cup has become a staple event in Congressional Cup festivities. Historically, this race was raced in our beloved Naples Sabot Sailboats with 10 Congressional Cup Skippers taking on 10 LBYC Jr. Sailors in one quick 20 boat fleet race. This shotgun bows out Lemans racing style start was a crowd favorite. False starts, falls off the dock, broken equipment and even the occasional capsize made a fan favorite for all that viewed from the LBYC Flag Deck.

This year's event will be raced in our fleet of Flying Junior sailboats. We will have our 10 Congressional Cup skippers crewing for our top 10 LBYC Jr. Sailors. Racing will take place off the long dock with great viewing from the LBYC Flag Deck. Courses will be a fun trapezoid style course with a downwind finish sure to thrill the crowd!

**WE HOPE YOU CAN JOIN US ON THE
LONG BEACH YACHT CLUB
FLAG DECK**

FRIDAY EVENING

APRIL 20

STARTING GUN @ 5:00 P.M.

**PICK YOUR TEAM AND
CHEER THEM ON!**



LBYC JR. SAILING
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Our Jr. Sailors take such pride in their Yacht Club and supporting the Congressional Cup event as a sponsor is an honor. Thanks to Congressional Cup, our Jr. Sailors get a rare opportunity to meet some of the best sailors in the world, watch premier match racing in their backyard, and even sail along with them. This is the week they look forward to all year! LBYC Jr. Sailing thanks Congressional Cup 2018.

LONG BEACH YACHT CLUB JR. SAILING PROGRAM:

Long Beach Yacht Club is home to one of the finest Jr. Sailing Programs in Southern California. Our renowned 7 week sailing program enrolls 100+ sailors ages 5-17 and with staff of 10+ US Sailing Certified Instructors. We run two sessions beginning in late June and concluding in mid-August. The mission of the LBYC Junior Program is to develop knowledgeable youth sailors and instill in them a love for the sport of sailing that will serve as a foundation for the future of the Club.

Ficker Cup



The 39th edition of the Long Beach Ficker Cup was held last week, April 12 - 15, 2018. Eight teams from five different countries competed for the privilege of filling the two remaining spots in Congressional Cup. Skippers were selected by rankings, qualifying events and previous Congressional Cup victories.

NAME	COUNTRY	RANKING
MAXIME MESNIL	FRA	7
VLADIMAR LIPAVSKY	RUS	23
LEONARD TAKAHASHI	JPN	24
PETER HOLZ	USA	27
CHRIS POOLE	USA	42
DAVE HOOD	USA	80
JOHNNIE BERTSSON	SWE	90
DEAN BARKER	USA	0

Ficker Cup is an invitational ISAF Grade 2 match racing event established in 1980 by LBYC to honor Bill Ficker, who was skipper of the 12 meter *Intrepid* that 10 years earlier successfully defended the America's Cup against Australia's *Gretel II*. Bill was the consummate sailor and gentleman and was inducted into the America's Cup Hall of Fame in 1993. He also was a proud bearer of the *Crimson Blazer* winning Congressional Cup in 1974.

FICKER CUP AND FLEET RACE

24

Essential tips for serious sailors





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The Fleet Race



On Saturday afternoon we will host an exhibition fleet race from the pier, along the channel, with a dramatic finish in front of the Club.

Viewing is best on the public sidewalk in front of Long Beach Yacht Club.

Photo credit: Karen Blair

Long Beach Sailing Foundation

By Lise Evaul, Chairman



The Catalina 37 fleet, donated by Frank Butler, the president of Catalina Yachts, has been used for Congressional Cup for approximately 28 years. The Long Beach Sailing Foundation, a 501 (c)(3) nonprofit organization, was formed in 1991 to own, manage and maintain the "37s" which were originally built by Catalina Yachts in 1989. 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. The Foundation's focus is to be a part of the "future" of amateur sailing competition.

During Congressional Cup week you will see the Catalina 37s in the hands of the best sailors and skippers in the world. In the months following Congressional Cup you'll be able to see the "37s" being skippered and crewed by both young people, and older "youth" from all over Long Beach and points beyond. In promoting youth sailing, the Foundation has been able to introduce area teenagers, who may never have been near a boat, to the excitement of competitive sailing, as they crew on Wednesday evening races throughout the summer, participate in the Mercedes Lewis Boys & Girls Club Regatta,

participate in our middle school STEM program, or just have a one day introduction through the LULAC Regatta. Maybe one day, one of these newly minted sailors will become a skipper or a crewmember competing in Congressional Cup or America's Cup races. Almost every Congressional Cup skipper who is here during the week has a similar story to tell.

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 honored and grateful for the wonderful partners and contractors that are key to helping us fulfill our mission. Special thanks go to the Long Beach Yacht Club and its members, the US Sailing Center, and the Boys and Girls Clubs, for being our youth outreach partners, Bahia Marine, Inc., for maintaining the fleet, Marina Shipyard, for always being there to do the heavy lifting and hull work and to Sampson Rope Technologies for keeping the fleet rigged.

The Foundation is delighted to support Congressional Cup and Long Beach Yacht Club by providing another season of great racing for sailors of all abilities and backgrounds. Learn more about the Long Beach Sailing Foundation at www.lbsailingfoundation.org.



Catalina  **Yachts**
 BUILDERS OF CATALINA AND MORGAN SAILING YACHTS

Photo credit: Bob Jones

Fifty-four years is a long time for an all-volunteer regatta of the caliber of Congressional Cup. Particularly impressive is that it has become a prestigious annual event regarded around the world as the "grandfather of modern match racing."

On June 15, 1964, then Rear Commodore William Dalessi, acting on behalf of Long Beach Yacht Club, wrote President Lyndon Johnson asking if the Commander-in-Chief would authorize a President's Cup trophy to be established in his name for a major regatta that would take place annually in Long Beach, California waters.

Dalessi wrote that many members had raced for the "President of the United States" and "President of Mexico" trophies in the Newport-to-Ensenada races, but the nature of this proposed regatta would have entries limited to recognized yacht clubs of the North American Yacht Racing Union, would attract great public interest and result in a "most highly sought after trophy by the yachting fraternity." Dalessi sent a copy of the letter to Congressman Craig Hosmer, who agreed to direct the letter to the President.

On July 3, 1964, Special Assistant to the President Ralph Dungan responded to Dalessi's letter stating that the president was deeply interested in West Coast yachting, but felt that "it would be wise to maintain the precedent of authorizing presidential trophies only to international yachting events which have broad United States participation."

It was on July 22, 1964, that Congressman Hosmer contacted Dalessi to share that he and Senator Thomas H. Kuchel would be "very thrilled and honored to sponsor the trophy" on behalf of the Congress of the United States of America.

Following the attainment of the trophy and considering names like "Congress Cup," it was decided after much debate to name the trophy "Congressional Cup."

The LBYC board of directors formed a committee to prepare the Deed of Gift and arranged for the race to get underway. The board expressed appreciation and stated that "all of us are highly complimented that two such distinguished gentlemen would be willing to sponsor and authorize this trophy."

A week later, on July 29, 1964, an initial draft of the Deed of Gift was sent to Commodore Richard Brookins and others for comment.

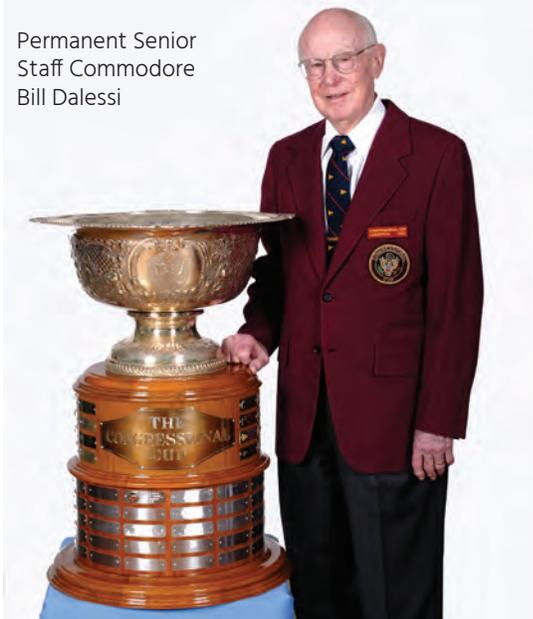
On August 5, 1964, Dalessi forwarded the draft Deed of Gift to Congressman Hosmer, who secured a special typewriter with a formal-looking typeface to prepare the final document. It turned out that no one but the Congressman could figure out how to use the typewriter – so he personally typed the Deed of Gift on parchment paper and returned it to Dalessi.

On August 25 that year, the 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 Dalessi to secure a trophy. He hand-engraved the Congressional Seal and nameplate so that the large, handwrought silver cup would have instant recognition and significance. Over the years, the trophy has "grown" to accommodate the names of the winning skippers and their yacht clubs.

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 consisted of 10 participants that included a Long Beach Yacht Club skipper, eight skippers from local California yacht clubs and Arthur Knapp Jr. from Larchmont Yacht Club in New York.

Knapp came from an extensive East Coast sailing background; over the

Permanent Senior Staff Commodore Bill Dalessi



years, he generously gave his help, support and guidance to Congressional Cup – initially as a skipper and later as a judge. For many years, his book, *Race Your Boat Right*, was awarded to the "winner" of 10th place.

For more than 50 years, this all-volunteer regatta has been nurtured by the members of Long Beach Yacht Club. Because of the caliber of Congressional Cup, LBYC members visiting other clubs around the world are welcomed and acknowledged with enthusiasm. Particularly impressive is that our homegrown regatta has become a prestigious annual event regarded by many as the "grandfather of modern match racing."

Through the years, Congressional Cup has attracted an increasingly impressive following of internationally renowned skippers and crews. The first international competitors were from Canada in 1969. Since then, skippers and crews from around the world, including many America's Cup participants, have sought an invitation to the regatta.

In 1974, LBYC's match race concept was taken to Europe and introduced to British waters by Royal Lymington Yacht Club. According to the RLYM YC archivist, USA-born Bill Green was the initial connection. Green was working in Lymington as a boat builder, and upon returning from a visit to LBYC in 1974, was keen to introduce international match racing to Lymington.

The British regatta was called the Royal Lymington Congressional Cup in its initial year,

later renamed the Royal Lymington Cup. The RLYM Cup was conducted each year from 1974 to 1999. During those years, delegates attended the Long Beach event to gain knowledge on how Congressional Cup was managed.

The RLYM YC had a positive influence on how international yacht match racing should be organized and managed on and off the water. In many cases, innovative new procedures were based on visits to Long Beach. RLYM YC played a key role in changing international yacht match racing from an amateur to a professional sport.

In December 1975, George R. Hinman, chairman of the America's Cup Committee for New York Yacht Club, wrote fellow NYCC member Bill Dalessi requesting information on Congressional Cup starting procedures. The collection of letters between Hinman and Dalessi confirm the influence of Congressional Cup upon world match racing.

In 1983-84, the International Yacht Racing Union (now International Sailing Federation, ISAF) recognized Congressional Cup as a premier event. In 1985, the World Match Race Conference was created at LBYC with Staff Commodore Tom Shadden as founding president. Other match race cups based on the LBYC concept then followed, with New York, New Zealand, Australia, France, England and Bermuda in the lead.

A significant improvement was initiated in 1988. Match racing was great, but protests were simply taking too long. There was need for field-of-play decisions. Chief Umpire Tom Ehman, 1988 Congressional Cup Chairman Tom Dessel and club race officials invited a blue-ribbon group of rules experts including Olympic medalists to the 1988 event. This group served as the first umpire team at a major world-level match race. The plan was a success and umpiring is now standard at every match race in the world. International and national umpire certification ensures sailors receive consistent rulings at every event.

In 1994, the Belmont Veterans Memorial Pier was added as a viewing venue. Prior to that, individual heats were much longer and took place outside the breakwater. Spectators watched from vessels nearby or watched the scoreboard at the yacht club that was maintained by LBYC's ham radio volunteers.

The Race Committee's goal was to have a single round robin. That meant that each skipper would sail one race against each of the other competitors. In the first regatta, there was no final race.

Because of the skill required by skippers and crews racing in identical yachts under the current match race concept, skippers are ranked by their history of races and wins. Only the highest ranked or most promising are invited to participate in Congressional Cup. Accordingly, the level of competition produces a roster of world-class skippers, crews and umpires that reads like a Who's Who of Yachting.

After more than five decades, Congressional Cup remains a magnet event for the world's finest skippers and crews.

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. Dalessi | Gerry Douglas |
| Thomas Fisher * | Barney Flam * |
| Cy Gillette * | Andrew Gram II * |
| Pete Ives | Gary Jobson |
| Arthur Knapp, Jr.* | Julian K. Roosevelt * |
- *deceased



(left to right) William T. Dalessi, Bill Ficker*, Pete Ives, Barney Flam* (Bill Ficker was awarded his blazer when he won Congressional Cup in 1974)



Frank Butler



Henry H. Anderson Jr



Gary Jobson



Gerry Douglas



Past Congressional Cup Winners

YEAR	SKIPPER	YACHT CLUB	CHAIRMAN
1965	Gerry Driscoll	San Diego Yacht Club	William Dalessi, Don Leedom, Clark Sweet
1966	Gerry Driscoll	San Diego Yacht Club	Don Leedom
1967	Scott Allan	Newport Harbor Yacht Club	Robert Basham
1968	Skip Allan	Los Angeles Yacht Club	Downie D. Muir, III
1969	Henry Sprague	Navy Yacht Club	William Effinger
1970	Argyle Campbell	Balboa Yacht Club	Robert Leslie
1971	Tommy Pickard	Long Beach Yacht Club	Robert Graham
1972	Argyle Campbell	Balboa Yacht Club	Barney Flam
1973	Dennis Conner	San Diego Yacht Club	Paul W. Smith
1974	Bill Ficker	New York Yacht Club	Norm Scott
1975	Dennis Conner	San Diego Yacht Club	Tom Shadden
1976	Dick Deaver	Los Angeles Yacht Club	Bill Steuber
1977	Ted Turner	Atlanta Yacht Club	Peter Kent
1978	Dick Deaver	Los Angeles Yacht Club	Paul Frazier
1979	Dennis Durgan	Newport Harbor Yacht Club	Nort Nelson
1980	Dennis Durgan	Newport Harbor Yacht Club	Dave Crandall
1981	Rod Davis	Long Beach Yacht Club	Stan Miller
1982	Scott Perry	Naval Academy Sailing Squadron	David Berg
1983	Dave Perry	Yale Corinthian Yacht Club	Bruce Brown
1984	Dave Perry	Yale Corinthian Yacht Club	Lou Comyns
1985	Rod Davis	Newport Harbor Yacht Club	Harlan Moore
1986	Harold Cudmore	Royal Cork Yacht Club, Ireland	Brian Donaldson
1987	Edward Owen	Holyhead Yacht Club, Wales	Howard Thompson
1988	Peter Gilmour	Royal Freshwater Sailing Club, Australia	Tom Dessel
1989	Rod Davis	Royal New Zealand Yacht Squadron	Bill Uniack
1990	Chris Dickson	Tutukaka Yacht Club, New Zealand	Dick Seward
1991	Chris Dickson	Nippon Ocean Racing Club, Japan	Ken Larson
1992	Terry Hutchinson	Grand Traverse Yacht Club, Michigan	Hal Lane
1993	Rod Davis	Royal Akarana Yacht Club, New Zealand	Drew Satariano
1994	Chris Law	Tamesis Club, Great Britain	Bob Kirstine
1995	Harold Cudmore	Royal Cork Yacht Club, Ireland	Bud Tretter
1996	Gavin Brady	Royal New Zealand Yacht Squadron	Dave Millett
1997	Gavin Brady	Royal New Zealand Yacht Squadron	Mike Van Dyke
1998	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Mike Trainotti
1999	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Bill Green, III
2000	Dean Barker	Royal New Zealand Yacht Squadron, New Zealand	Camille Daniels
2001	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Shannon Gallagher
2002	Peter Holmberg	Golden Gate Yacht Club	Dean Sutherland
2003	Ken Read	New York Yacht Club	Donald Warner
2004	Ed Baird	St. Petersburg Yacht Club	Charles Legeman
2005	Dean Barker	Royal New Zealand Yacht Squadron, New Zealand	Kate Banks
2006	Gavin Brady	Royal Hong Kong Yacht Club, Hong Kong	Randy Smith
2007	Mathieu Richard	APCC Voile Sportive, France	John Busch
2008	Gavin Brady	Edgartown Yacht Club	Merle Asper
2009	Johnie Berntsson	Royal Gothenburg Yacht Club, Sweden	David Stotler
2010	Francesco Bruni	Yacht Club Costa Smeralda, Italy	Mustafa Altuner
2011	Ian Williams	Exe Sailing Club, Great Britain	John Satariano
2012	Ian Williams	Royal Lympington Yacht Club, Great Britain	Mary Voigt
2013	Simone Ferrarese	Circolo Della Vela	David Murray
2014	Taylor Canfield	St. Thomas Yacht Club	David Westerfield
2015	Taylor Canfield	St. Thomas Yacht Club	Bill Durant
2016	Taylor Canfield	St. Thomas Yacht Club	Camille Daniels
2017	Ian Williams	Royal Lympington Yacht Club, Great Britain	Joe Seibert





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Vice Chair Arleen Tolle, Chair Afloat and Sponsorship Chair Cheri Busch,
Chair Eric J. Dickinson

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- Rear Commodore Charlie Legeman
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- Port Captain Jon Turigliatto
- Jr. Staff Commodore David Westerfield
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- Fleet Surgeon Afloat Rick Adams, M.D.
- Judge Advocates Mike Trainotti,
Andy Owens,
David Weil
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- Treasurer Jane Thompson
- Fleet Chaplain Dick Miller
- Quartermaster Richard Paice
- Protocol Officer Jon Turigliatto

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**FRIEDMANS**
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We know a little about history and winners. We've been around the course a few times ourselves. We run a tight ship that's been serving Long Beach for 39 years. And our vendor fleet includes some of the most prestigious winners in the appliance business. So, a hearty salute to all the competitors, and a toast to the champagne-soaked winners. (And if there's any champagne left over, we have all kinds of ways to keep it cold.)

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