BLOCK ISLAND RACE WEEK

XXVI

June 21-26, 2015
May the wind fill your sails and Mount Gay fill your glass.

THE OFFICIAL RUM of the Volvo Ocean Race Newport Stopover
Hello Sailors,

Welcome to the 50th Anniversary Block Island Race Week. In 1965, Commodore Jakob Isbrandtsen and his cohort, Everett Morris, then the Yachting Editor for the Herald Tribune newspaper, were keen to start their own version of the Royal Yacht Squadron’s Cowes Week. Over the years, the event has been based at all three of the docking facilities on beautiful Block Island, and every regatta for the past 50 years has been a special, fun event, especially those with lay days. Commodore John Thomson preferred the trap shooting on his lay day. Storm Trysail Club secretary John Browning was himself keen on the pool jousting contest.

Each of you is an important part of a well-balanced organization that makes Race Week work. The roughly 2,000 competitors expected at Race Week are why we have this regatta every two years. It’s a fun, family activity, with great competition. It’s what has brought sailors out in force year after year.

It is important, however, to remember that there are two other legs to this stool. More than 100 volunteers have been working since before the end of the Race Week in the summer of 2013. Race committees and officials, shore crew, and all the planners and administrative people are Storm Trysail Club members, their family and friends. We must make this a fun time for them, too, since they have graciously given of their time and talent.

The third leg is our corps of sponsors. These companies have invested in this regatta’s success and have given much in-kind support, all of which makes the regatta more affordable for each of you. Please recognize the value of their products and services.

While honoring the past, we will be bringing some of the 21st Century to this anniversary race week, with a focus on recycling and the environmental caretaking, as well as a few new technologies to communicate and share the fun.

Considering Cowes Week, it’s worth noting that they have a huge cadre of spectators. While we do not have 100,000 spectators, let’s all give our sponsors 100,000 hits and tweets on social network pages to recognize their contribution to the biggest, oldest, and best full week of keelboat racing on this side of the Atlantic.

See you on the water,

Peter Rugg
Vice Commodore, Storm Trysail Club

STORM TRYSAIL CLUB BLOCK ISLAND RACE WEEK OFFICIALS

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[Images of sponsor logos]

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All images by Allen and Daniela Clark/www.photoboat.com
J Sailors and their families have been celebrating Storm Trysail Club’s Block Island Race Week ever since the J/24 made its debut in 1977. In the 38 years since, nearly all 44 J/Boats models have made a race week appearance and several J classes have awarded trophies here including the J/24, J/80, J/29, J/30, J/105, J/35, J/109, J/111, J/120, J/122, J/130 and J/44. The J/70 and J/88 classes join the list this year with dozens of other J’s competing across several one-design and handicap classes. J/Boats co-founder & designer Rod Johnstone, who has attended nearly every BIRW, will be racing his new J/88 *RAGTIME* with a three generation family crew. What better way to celebrate Storm Trysail Club’s wonderful milestone than with another amazing week of sailing with family and friends.

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Your Daily App

Block Island Race Week may be 50 years old, but that doesn’t mean it’s technologically challenged like some old folks. On the contrary, Race Week XXIV will showcase the regatta’s first-ever App, which will provide competitors instant access to results, race committee announcements, photos, stories, and much more.

“We view the App as perhaps, in the first instance, a digital publication of the traditional Daily newspaper, which will again be edited by Windcheck,” says Storm Trysail Club’s “App master,” Ed Cesare. “Using the App to digitally publish the Daily is consistent with the Club’s efforts to make BIRW a Clean Regatta. It will also expand distribution from only those at the venue to others who are interested but not on island. The old Daily had quite a carbon footprint—it was printed in Springfield, Mass., trucked to the ferry, transported across the water, and then distributed all over the island by car.”

In its first edition, the App will serve as a hub for all media about the event, in addition to accessing the Daily. In addition to accessing the Daily, a user will be able to seamlessly access the event page on yachtscoring.com, as well as the event website, the event’s Facebook page, its Twitter feed, and the event YouTube Channel. Importantly, one will be able to access each of those URLs and then come back into the App and seamlessly back out again.

“We recognize that the keys to making this a success are the quality of the content in each element and making sure that there is widespread user adoption,” adds Cesare. “Extensive plans for each of these are either in place or being developed by the Club.”

Get Your Youth on

It’s true—we’re not getting any younger, but the Storm Trysail Club and Steve and Heidi Benjamin have donated a new perpetual trophy to reverse the trend. The GEM Trophy, which will be awarded to its first recipients at this year’s Block Island Race Week, memorializes the ideals of long-time club member, the late William Ziegler, Ill, an accomplished sailor who frequently raced his yachts named GEM at Block Island Race Week with young sailors, some of whom were recruited off the dock on race day. The trophy will be presented to the best yacht with at least 70 percent of its skipper and crew, male or female, younger than 25 years of age. The Storm Trysail Club encourages youth participation by allowing every yacht to carry at least one crew under the age of 14 who won’t be considered part of the crew’s maximum number or weight limit.

“The Storm Trysail Club wishes to thank Steve and Heidi Benjamin for sponsoring this award,” says Regatta Chairman Peter Rugg. “Many sailors who’ll be racing at Block Island Race Week sailed at least one as a youth. We’re happy that this trophy will help to continue the legacy that the Storm Trysail Club has in giving young sailors an opportunity to race the types of boats that they can sail for the rest of their lives.”

“Heidi’s dad had a positive impact on many young sailors and we’re happy to present this trophy in his honor,” says multi-class champion Steve Benjamin, who raced at Block Island with Heidi’s brothers Bill, Peter and Karl Ziegler.

Qualification details for the trophy can be found at the Block Island Race Week website.
With the Nature Conservancy designating Block Island as “one of the last great places in the Northern Hemisphere,” sailors and competitors at Block Island Race Week have a responsibility to leave the island as pristine as they found it upon arrival. That means having minimal impact, ashore and on the water. With the encouragement of Storm Trysail Club officers and volunteers, Race Week has been registered with Sailors for the Sea under its Clean Regatta Program. From simple initiatives that include paperless administration and scoring, to more impactful behavior-changing actions, such as plastic bottle reduction, the regatta can make a difference. Targeting the elimination of single-use bottles, water-filling stations will be available at high-traffic locations. Racers are encouraged to arrive on the island with their own reusable bottles.

“One thing we want to do is have each boat have their environmental officer in charge of keeping tabs on the team’s support of this,” says Joe Cooper, Race Week’s Director of Participation and Clean Regatta chair. “We need everyone on board with this. With Storm Trysail Club being one of the premier sailing organizations in the country, there’s agreement from top to the bottom that this is important. As recreation sailors we really use the water and have an understanding state of the ocean.”

Other initiatives include the use of renewable fuel, with program supporter, Newport BioDiesel, providing fuel for race committee boats. Clean Ocean Access, a Newport, R.I., non-profit will lead two coastal clean-ups, so be sure to check the virtual notice board and social media streams for updates on times and locations.
We Build Wicked Fast Boats

Sea Blade 35
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Interlodge IV
HPR 44
Designed by Botin Partners

These spring 2015 launches will be at BIRW

New England Boatworks, 1 Lagoon Road, Portsmouth, RI 02871  ❖  401.683.4000  ❖  www.NEBoatworks.com
his one’s for you, Mr. Block Island Race Week. Yes, you, the one strolling barefoot down the dock at sunrise, headed for the communal shower, dank towel draped over your shoulder. While elsewhere on the island crews rouse to piping hot breakfasts in rented summer homes, your pre-race routine starts with walking off the cobwebs of another big closer at Yellow Kittens. Then it’s off to find a cup of coffee and back to the boat for grub.

Yes, Mr. Block, this Mount Gay and tonic is for you, because the spirit of Race Week 1965 soldiers on in the slips of Champlain’s and Payne’s, and on moorings scattered about Great Salt Pond, where sailing’s unheralded classic plastics and their liveaboards awaken to another day’s races.

This one’s for you, Chris Fesenmeyer, skipper of the bright-yellow San Juan 30 Air Express. And your crew, too.

“The boat is a bit old now, but it’s competitive,” you say. “It doesn’t matter what kind of boat you have. It’s the program you have in place, the people you’re sailing with, and your mindset, that dictates how much fun you have.”

Now that’s the spirit. Fesenmeyer and his team of tie-dyed bandits first came to Race Week in 1995, and while they once slept aboard and schlepped their gear around the cans, they now rent a house. Still, he lauds any of his fleet-mates for carrying on the Corinthian tradition.

“The impression with big regattas like these,” he laments, “is that you can’t compete in the fleets populated with pros and sailmakers, but in classes like ours, there’s no professionals at all. We can go out and compete and have fun.”

For the most part, Fesenmeyer’s team will be as it was in 1995, albeit a bit longer in the tooth and less agile. He’ll have his brother by his side, a few college friends, and others that have raced on the boat for the last 10 years, including, The Commodore.

“We look at Race Week as our vacation,” says Fesenmeyer. “It would be nice to win, but if we’re not winning, we’re still on vacation. That’s why we’re out and having a good time. That’s why, after 20 years, everyone still wants to go.”

Now who is this Commodore?
of the Shore and Country Club from which *Air Express* hails?

Fesenmeyer provides a brief history: “The guy who gave out the awards our first year, [Storm Trysail Club’s late] Stanley Bell, used to call everyone up to the stage as captain so-and-so, or commodore so-and-so. We thought, ‘Hey, we don’t have a commodore, so we anointed one then and there.”

Any racing yacht with a Commodore amongst its ranks would be expected to be ship-shape, and *Air Express* is that, and more, says Fesenmeyer. He’s owned it since 1993, and has redone everything except the hull, interior, and engine. The sail inventory is good, he says, the boat is solid, but they’re always finding ways to get more out of the ‘ol girl. As a pinched-stern IOR design, light winds are its sweet spot. Above 10 knots, it’s unruly, especially downwind.

“We always pray that the wind is not going to be too strong,” says Fesenmeyer. “The thing with PHRF is that, when it’s your conditions, you have to win the races. When it’s windy, all we can do is hold on and point at the marks.”

And, yes, this one’s for you, *Incommunicado*, jockeying with *Air Express* on the PHRF 3 starting line.

It’s an appropriate boat name for Ed Tracy and Tim Polk’s Omega 36. Never heard of an Omega 36? Yeah, well, neither had I.

Tracy bought it 20 years ago, which is why, he says, the team is “getting halfway decent with it.” This year will be the team’s fourth appearance at Race Week; their first was in 2005. It was a memorable one, dismasting during the Around The Island Race.

As one of the top PHRF boats on the Chesapeake Bay, however, *Incommunicado* thrives outside its comfort zone, traveling to distant regat-
tas like Charleston Race Week and Block Island, using the back end to cruise home with the kids.

They were initially drawn to Race Week for obvious reasons, says Tracy. “It’s easy enough to get to, and once we went, we really loved it,” he says. “It’s hard to find an event with five days of racing, and we really like the format with the race around the island.”

Incommunicado’s crew has sailed together many years. Tracy and Polk—friends since the sixth grade some 30 years ago—form the core. Polk is the calming presence to Tracy’s ultra-competitiveness. The crew includes three women and six men, ranging from the early twenties to mid-fifties. Yet their goal is to improve upon the inconsistencies of their 2011 finish.

“We placed some days and had bad days,” says Tracy. “We’re chomping at the bit to get up there and do better.”

One wrinkle this year, however, is how they’ll cope with the change from time-on-distance to time-on-time scoring.

“That’s new for us. We’ll need to get our heads around that,” says Tracy. “We’re so used to taking times at marks and understanding where we are with our competition, so that will be more interesting.”

And this one’s especially for you Raymond Way, skipper of the lone Ranger 32, Team DR. Hailing from West Bay YC, in East Greenwich, R.I., Way’s Block Island baptism is a distant memory of hanging out under the big tent as an impressionable six-week-old infant. This was back in 1977, when the family was racing its home built two-tonner Black Gold (winning the Around the Island Race).

At 38, he figures he and his brother are some of the youngest boat owners at Race Week. “People always ask us what boat we’re on, and we’ll tell them we’re on our boat, and they say, ‘No kidding, good for you guys...I wish I were doing that at your age,’” he says. “We’re known for bringing out old boats with old sails, but with great tactics, great starts and good execution we make ‘em work.”

This year, they’re coming with a weapon, a Ranger 32, they recently picked up for four thousand dollars. “It was a product of a divorce; they’d put on a new mast, new boom, carbon laminate sails...new spinnakers, new jibs, and deck upgrades,” he says. “It sat there for years. We made a low ball offer and they took it.”

Way’s fondest memory of his first Race Week as a young adult, 2009, is one not of glory, but of sweet misery.

“It being our first year out there, we thought, ‘Oh...we’ll just sleep on the boat,’” he says. “That year it rained hard every single day—the sun never came out once. The boat smelled like a wet sock, but that’s what we’re about. We’re a young group, we have young families and not a ton of disposable money. We get the entry fee paid, everyone chips, get the boat together with some 5200 and electrical tape, get out there, race, and that’s it.”

—Dave Reed
Hall Spars & Rigging is proud to be a sponsor of Storm Trysail Club’s 50th Anniversary Block Island Race Week. Our trailer is located outside the tent, ready to provide the repairs and equipment you need for a successful week of racing. You can also buy our high-performance rigging products online at www.hallspars.com
1. MANAGEMENT
The Storm Trysail Club (STC) will hold Block Island Race Week XXVI (BIRW), June 21-26, 2015. STC is the Organizing Authority for this event.

2. RULES
2.1 Racing will be governed by:
(a) The Rules as defined in The Racing Rules of Sailing (RRS).
(b) The 2015 IRC Rules, Parts A, B and C.
(c) The 2015 High Performance Rule (HPR).
(d) The 2015 Performance Handicap Racing Fleet (PHRF) Regulations as administered by Yacht Racing Association of Long Island Sound (YRALIS).
(e) One Design class rules except as amended here or posted on Yacht Scoring
(f) The US Safety Equipment Requirements (USSER) US Near Shore and associated Appendices.
(g) USSER 2.4.1 through 2.4.8 regarding Hull and Structure: Lifelines shall apply except that boats not normally rigged with lifelines are exempt from these regulations however, all aboard shall wear approved PFDs while racing.
(h) These regulations are available on the US Sailing website: http://www.ussailing.org/safety/equipment-and-requirements. In the event of a conflict between these regulations and applicable class rules, the class rules shall apply.
2.2 The US SAILING prescriptions to The Racing Rules of Sailing will not apply except the following: rule 61.4, Appendix R (only when the right to appeal has not been denied), and the prescriptions to rules 67, 76.1 and 88.2. These prescriptions are printed in full and posted on the regatta website: Block Island Race Week
2.3 BIRW Safety Recommendations and Emergency Procedures. These are available on the website: Block Island Race Week. A copy of these should be kept aboard while racing.
2.4 RRS 51 is changed to allow the use of canting keels for boats rated with them. RRS 52 is changed to allow the use of stored power to mechanically move canting keels.

3. ADVERTISING
3.1 Advertising is permitted, unless class rules do not permit, in accordance with ISAF Regulation 20.
3.2 Boats displaying advertising shall indicate the advertising and the sponsor on their entry form.
3.3 Competitors are requested to respect the brand exclusivity of Block Island Race Week Official Sponsors; their participation enhances the event for all competitors.
3.4 Boats in certain classes may be required to display the bow numbers.

4. ELIGIBILITY AND ENTRY
4.1 Boats may compete in Handicap and One-Design classes as follows:
(a) Boats must be 22.75 feet LOA or larger.
(b) Racing will be conducted in PHRF classes for boats with PHRF handicaps faster than 175.
(c) Racing will be conducted in IRC classes for boats with IRC TCCs of 1.000 or faster. All boats racing in IRC classes shall have a 2015 IRC certificate on file at US SAILING prior to June 15, 2015.
(d) Racing will be conducted in Classics classes for boats with CRF handicaps faster than 24.
4.2 One-Design boats that race in handicap classes may provide their own one-design trophies, which STC will award if requested.
4.3 Racing will be conducted in Cruising Classes, with spinnaker and non-spinnaker divisions, and Double-Handed Classes, for boats with PHRF handicaps faster than 175 if sufficient entries are received.
4.4 Other Classes may be accepted at the discretion of the Organizing Authority.
4.5 Owners or Skippers shall be current members of US SAILING or their National Authority.
4.6 For all Classes, boats may carry one additional crewmember less than 14 years of age. This additional crew will not be a part of the maximum crew or crew weight calculation. Entrants intending to carry additional crewmembers less than 14 years of age shall so indicate on their Entry Form.
4.7 For all handicap Classes, boats must have a rating certificate on file by June 15 and no changes will be accepted after June 19, 2015.
4.8 For Double-Handed classes, autopilots may be used. This changes RRS 52.
4.9 Teams of three boats (two of which must be in separate classes) from the same Yacht Club, may compete for the Shelter Island Yacht Club Team Trophy.
4.10 Eligible boats shall enter via the Block Island Race Week link on the Storm Trysail Club website: Storm Trysail Club or Block Island Race Week or Yacht Scoring and pay the applicable Entry Fee no later than June 1, 2015. Also see NOR 5.1.
4.11 As a condition of entry, each owner and skipper is required to execute a waiver of liability, and as part of the registration process, each owner, skipper and individual participating crewmember in the Regatta shall sign a media release/crew waiver. The media release/crew waiver is available online at Yacht Scoring. All such waivers shall be completed online by June 21, 2015.

5. ENTRY FEES
5.1 The Entry Fee will be $28.00 per foot of LOA for entries paid before March 1, 2015. To determine the Entry Fee, a boat’s LOA may be rounded downward to nearest lower whole number. (e.g: 39.71’ = 39’) After March 1, 2015, the Entry Fee will be $30.00 per foot LOA. After June 1, 2015, the Entry Fee will be $32.00 per foot LOA.
5.2 For Cruising Classes and Double-Handed Classes only the Entry Fee will be $18.00 per foot LOA for entries paid before March 1, 2015. After March 1, 2015, the Entry Fee will be $20.00 per foot LOA. After June 1, 2015, the Entry Fee will be $22.00 per foot LOA.
5.3 An administrative fee of $200.00 will be applied to all cancellations.
5.4 A Race Week Access Pass will be required for access to the Race Week daily parties and trophy presentations. The Access Pass for the week is $70 for those over 21 years of age and $30 for those under 21, which includes an Official Mt. Gay Rum Block Island Race Week hat (while supplies last). A single day’s Access Pass may be obtained by paying an Identification Fee of $25 at Race Week Headquarters.

6. PRELIMINARY SCHEDULE
Saturday June 20: Registration package pick up at Race Headquarters. Weigh-In for One-Design Classes begins.
Monday, June 22 - Friday, June 26: Racing. First warning signal at 1100. Awards Presentation and evening party at Race Week Tent at 1800, except 1730 on Friday.

A Final Schedule of Events will be available at Race Headquarters and posted on the event website, which will be the Official Notice Board.

7. SAILING INSTRUCTIONS
Sailing Instructions will be available on the website Yacht Scoring on or about June 10, 2015. Sailing Instructions will also be available at Registration.

8. VENUE AND COURSES
8.1 The Venue is Block Island, Rhode Island, USA
8.2 Except as provided in 8.3 and 8.4, races will be windward/leeward courses set in Block Island Sound.
8.3 For Cruising Classes and Double-Handed, courses will be around government and set marks in Block Island Sound.
8.4 For all Classes, one or more races may be an Around Block Island Race or a distance race around government and set marks in Block Island Sound.
9. PENALTY SYSTEMS
RRS 44.2 or RRS 44.3 will apply at the option of the boat electing to take the penalty. If class rules provide for a different penalty, then that class rule applies.

10. SCORING
10.1 One race will need to be completed to constitute a series. A boat’s series score will be the total of her race scores, unless Class Rules require otherwise.
10.2 Classes may race up to three races per day.
10.3 PHRF classes will be scored using time on time.
10.4 Teams will be scored by using the average of each team member’s percentage placement within its respective class.
10.5 In the event the Regatta Committee elects to include a one-design class or group of boats racing level, the one-design or level-rating group may be started with other boats, but may be scored separately, at the discretion of the Regatta Committee.
10.6 When an International Jury is properly constituted in accordance with RRS 70.5 and Appendix N, its decisions will be final.

11. CHANGES TO THE NOTICE OF RACE
Any amendments to the Notice of Race will be posted on the website Yacht Scoring.

12. RADIO COMMUNICATION
Boats shall carry an operating VHF radio capable of receiving weather bulletins and communications from the Race Committee as well as communicating any emergency on board.

13. PRIZES
13.1 Class prizes for each day’s racing will be presented daily.
13.2 Around Block Island Race overall trophies will be awarded for 1st, 2nd and 3rd places.
13.3 Some Classes may be competing for Regional, National or North American trophies.
13.4 Perpetual Trophies will be awarded at Friday’s Awards party. A list of the perpetual trophies is available on the regatta website.

14. LIABILITY
The Owner/Skipper of each boat participating in Block Island Race Week shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with any reasonable request of any Race Officer, Regatta Committee member, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

15. FURTHER INFORMATION
Please address all inquiries concerning Storm Trysail Club Block Island Race Week XXVI to:

The Storm Trysail Club
1 Woodbine Ave.
Larchmont, NY 10538
Tel: 914-834-8857 / Fax: 914-834-6484
E-Mail: execdirector@stormtrysail.org
Website: Storm Trysail Club or Block Island Race Week
Sponsors: For information contact Sponsors@BlockIslandRaceWeek.com
Always have one person designated as a lookout for other boats, and be especially careful of traffic coming upwind.

Concentrate on knowing where you are at all the times. Use the GPS—it’s not just decoration.

Have a game plan to deal with the current; if you can’t see current lines stick to the plan.

Use all of your senses: You can usually smell the approaching land before you’re even close, look for tide lines, land contours, and anticipate the wind to shift as you get closer to shore.

Use your depth finder.

When approaching the leeward mark, plan to takedown early—the mark will come sooner than you expect.

Be sure to ping both ends of the starting line and do a couple of timed runs. Be cautious because just because you can’t see the committee boats, they can see you, and they know the bearing.
1. ORGANIZING AUTHORITIES
Storm Trysail Club, with American Yacht Club and Mystic River Mudhead Sailing Association, as applicable.

2. RULES 2.1
Racing will be governed by:
(a) The Rules as defined in The Racing Rules of Sailing (RRS).
(b) The 2015 IRC Rules, Parts A, B and C.
(c) The 2015 High Performance Rule (HPR).
(d) The 2015 Performance Handicap Racing Fleet (PHRF) Regulations as administered by Yacht Racing Association of Long Island Sound (YRALIS).
2.2 The US SAILING Prescriptions to the RRS do not apply, except the prescriptions to RRS 68 (Damages), 76.1 and 76.3 (Exclusion of boats or competitors). A copy of these should be kept aboard while racing.
2.3 RRS 51 is changed to allow the use of canting keels for boats rated with them.
2.4 RRS 52 is changed to allow the use of autopilots, powered winches, and stored power to mechanically move canting keels.

3. ELIGIBILITY AND ENTRIES
3.1 Boats may compete in Handicap classes as follows:
(a) Boats must be 22.75 feet LOA or larger.
(b) Racing will be conducted in PHRF classes for boats with PHRF handicaps faster than 175.
(c) Racing will be conducted in IRC classes for boats with IRC TCCs of 1.000 or faster. All boats racing in IRC classes shall have a 2015 IRC certificate on file at US SAILING prior to June 15, 2015.
3.2 If sufficient entries are received, racing will be conducted in Cruising Classes, with spinnaker and non-spinnaker divisions, and Double-Handed Classes, for boats with PHRF handicaps faster than 175.
3.3 Owners or Skippers shall be current members of US SAILING or their National Authority.
3.4 For all Classes, boats may carry one additional crewmember less than 14 years of age. This additional crew will not be a part of the maximum crew or crew weight calculation. Entrants intending to carry additional crewmembers less than 14 years of age shall so indicate on their Entry Form.
3.5 Boats must have a rating certificate on file by June 15th.
3.6 Eligible boats may enter via the Block Island Race Week link on the Storm Trysail Club website, or directly on YachtScoring.com and select the appropriate “Feeder Race” course.
3.7 Boats must be seaworthy and carry appropriate safety equipment, including a radio capable of using VHF Channels 16 and 71. At least two able-bodied persons must be on board during the race.
3.8 As a condition of entry, each owner and skipper is required to execute a waiver of liability, and as part of the registration process, each owner, skipper and individual participating crewmember in the Regatta shall sign a media release/crew waiver. The media release/crew waiver is available online at YachtScoring.com. All such waivers shall be completed online by June 15, 2015.
4. **ENTRY FEES**
The entry fee is $50 per boat.

5. **DIVISIONS**
5.1 Based on the entries received, the following divisions may be formed:
PHRF Spinnaker; PHRF Double-handed; PHRF Classic Boat; PHRF Non-Spinnaker
IRC; IRC Double-handed; HPR; Multihulls; “Plus One” Divisions, as described below. One design divisions will be considered for those classes with 6 or more entries.
If enough entries are received, both Spinnaker and Non-Spinnaker boats will be able to race in “Plus One” divisions, whereby a boat will sail with a crew limit of one more than the tens-digit of the boat’s LOA: a boat with LOA of 20-29’ will have a crew limit of 3, a boat with LOA of 30-39’ will have a crew limit of 4, and a boat with LOA of 40-49’ will have a crew limit of 5. All limits include the helmsman. The “Plus One” categories are intended to encourage participation by short-handed crews.
5.2 Boats will race in classes as numbered on the scratch sheet. Scratch Sheets will be available on YachtScoring.com no later than Wednesday, June 17, 2015 at 1800.
5.3 The class flag for each class will be the numeral pennant for its class number.

6. **SCHEDULE**
6.1 Friday, June 19
   Rye to Block Island: first signal at 1200
6.2 Saturday, June 20
   Fishers Island to Block Island: first signal at 1000
   Newport to Block Island: first signal at 1100

7. **SAILING INSTRUCTIONS**
SI’s will be posted on YachtScoring.com no later than Wednesday, June 17, 2015 at 1800.

8. **VENUE AND COURSES**
8.1 This is a multi-venue event:

<table>
<thead>
<tr>
<th>Co-Host Club</th>
<th>American Yacht Club (AYC)</th>
<th>Mystic River Mudhead Sailing Association (Mudheads)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Course</td>
<td>Western Long Island Sound</td>
<td>Fishers Island</td>
</tr>
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</table>

The sole Organizing Authority for the Newport Course will be the Storm Trysail Club.
8.2 **Western Long Island Sound Course:** From the Start at Red Bell “42” off Milton Point to the Finish. Course length is approximately 97 nm.
8.3 **Fishers Island Course:** From the Start in the vicinity of Horseshoe Reef Nun “26” off Groton Long Point, to the Finish leaving RW “L” Mo A to starboard. Course length is approximately 19 nm.
8.4 **Newport Course:** From the Start between a staff flying an orange flag on the Committee Boat, anchored West of Goat Island and East of the shipping channel, and an orange buoy to the Finish leaving Fl G Bell “1BI” to port. Course length is approximately 21 nm.
If the Race Committee Boat displays Code Flag W at the Warning Signal, there will be a short windward leg after the start. The windward mark will be an orange buoy and the rounding of this mark will be displayed on the Race Committee Boat by either a green flag (Starboard rounding), or a red flag (Port Rounding) at the warning signal.

9. **FINISH**
Between Fl R 49ft 8M “4” and Green Can “5” at the entrance to Great Salt Pond at which boats will take their own time from a GPS unit and promptly email same to the address stated in the Sailing Instructions. Emails shall also include the boat name and sail number.

10. **PENALTY SYSTEMS**
The Scoring Penalty, 44.3, will apply
11. SCORING
11.1 PHRF classes will use YRALIS PHRF Distance Ratings scored using time-on-time. The relevant Race Committee(s) may choose to accept an alternate PHRF certificate if a valid YRA-LIS PHRF certificate is neither valid nor available.
11.2 The IRC classes will be scored using the IRC Time Correction Factor.
11.3 HPR boats will be scored using HPR Ratings.
11.4 Multihulls will be scored using NEMA Ratings.

12. CHANGES TO THE NOTICE OF RACE
Any amendments to the Notice of Race will be posted on YachtScoring.

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

14. PRIZES
14.1 To be awarded to the winner of each class.

15. DISCLAIMER OF LIABILITY
Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. The Skipper/Owner of each boat participating in the Block Island Race shall be responsible for the behavior of each member of the crew of his/her boat – both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with any reasonable request of any Race Officer, Regatta Committee member, or their representatives, may result in the disqualification of the boat, and it’s exclusion from the regatta.

16. PROTESTS
A Protest Committee appointed by the Organizing Authorities will decide protests.

17. FURTHER INFORMATION
Please address all inquiries to:

Storm Trysail Club
1 Woodbine Avenue
Larchmont, NY 10538
Phone 914-834-8857
Fax 914-834-6484
Web www.stormtrysail.org
E-mail: ExecDirector@stormtrysail.org

American Yacht Club
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Rye, NY 10580
914-967-4800
914-967-5340
www.americanyc.org

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860-625-0094
www.mudhead.org
EMERGENCY PROCEDURES

IN THE EVENT OF A MEDICAL EMERGENCY:

- Contact your Race Committee Signal Boat on your VHF Fleet Channel and identify the nature of the emergency and the location of your vessel.

- You will be directed to switch to an alternate VHF Channel. You may be requested to communicate directly with the Block Island Harbor Master and Police/Fire/Rescue Emergency Services (EMS), on an alternate VHF Channel.

- At the same time, call 911 by cell phone and ask for the Block Island Emergency Service Dispatcher.

- You may be requested to set off an orange smoke flare to positively identify your location to safety boats.

- If transfer of an injured person to a safety boat is impractical, proceed as quickly as possible to the Boat Basin Fuel Dock in the Great Salt Pond or to the Old Harbor if this is closer. Emergency Services will coordinate where to meet them.

- Depending on the nature of the injury or emergency, EMS personnel may come aboard your boat to administer aid or evacuate the injured party. Please cooperate fully with their requests.

- Please take time to review these procedures with your entire crew. A copy of this document should be kept aboard while racing at Block Island Race Week.

A COPY OF THIS DOCUMENT SHOULD BE KEPT ABOARD WHILE RACING AT BLOCK ISLAND RACE WEEK.

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The J/109 North American Championship will be the talk of the tent. They've got the numbers and the rivalries to fuel the rum karate.

Robert Salk's J/109, Picante, eighth in its class in 2013, rounds the weather mark.
ill Sweetser has enjoyed tremendous success racing his J/109 Rush, winning Key West Race Week and earning Boat of the Week honors at the Larchmont NOOD, among many impressive accomplishments. However, one coveted victory has somehow eluded the Annapolis skipper: the J/109 North American title. Rush has been in contention on many occasions, but for one reason or another has always fallen short.

“It’s been a disappointing regatta for our program over the years and I really can’t put my finger on why. It just seems like it’s always something,” says Sweetser. “Maybe it’s a jinx. It would be nice to finally check the North Americans off our list.”

One of Sweetser’s all-time favorite regattas is Block Island Race Week, which was the site of arguably his greatest achievement. In 2011, Sweetser’s Rush won its 15-boat class as the J/109 East Coast Championship was held in conjunction with Race Week.

It was a resounding victory as Rush not only secured the title for the second straight year, but was also presented the A. Justin Wasley Memorial Trophy (overall winner of the largest one-design class), the Storm Trysail Club Block Island Race Week XXIV Trophy (overall first place in White fleet) and the Everett B. Morris Memorial Performance Trophy (presented at the discretion of the race committee for exemplary performance).

“I was told at the time by a Storm Trysail Club race official that we had won every possible trophy available,” said Sweetser, who also took home a Rolex watch for best overall performance in both the White and Blue fleets. “It was quite a thrill and honor to do so well at such a prestigious regatta.”

Now Sweetser is hoping the good vibes he’s regularly gotten at Block Island Race Week can overcome the bad luck he’s routinely endured when the title “North Americans” is added to the scoresheet. For the first time in the history of the popular class, the J/109 North American Championship will be held as part of Block Island Race Week.

“Our crew has always loved doing Block Island. It’s one of those special regattas you really look forward to attending,” says Sweetser. “Block Island is a beautiful location and presents very challenging conditions. What I like most is the unique sense of sailing community that exists during that week.”

Sweetser applauded the decision to con-
test the North American Championship during Block Island Race Week XXVI, calling it a big commitment on the part of the class.

The J/109 North American Championship is conducted as part of New York Yacht Club Race Week in even years. It’s usually hosted elsewhere during odd years with Chicago, Annapolis, and Long Beach having served as venues. Class president Jim Vos said the J/109 executive committee selected Block Island for 2015 because it is the 50th Anniversary of the prestigious regatta, the Storm Trysail Club has an impeccable reputation for race management, and there has been an influx of new owners along the East Coast.

“I think the big story is that our class is undergoing a real renaissance,” says Vos. “The class held up really well during the economic downturn and now is seeing a significant resurgence. We’re picking up some refugees from the J/105 class and attracting folks from the J/30 and J/35 classes that are seeking a more modern raceboat and a more active racing fleet.”

Vos points out that a race-ready J/109 in excellent condition can be purchased for the relatively modest price of $145,000. He and other class stalwarts have consistently praised the cruiser-racer characteristics of the design launched in Europe in 1996 by J/Boats.

“It is a very comfortable cruising boat, a very stable platform that is perfect for family of four and quite manageable for a husband and wife,” said Ted Herlihy, who purchased his 109, Gut Feeling, in 2003.

Herlihy has done quite well with a family program, which features sons Andy and Dan, capturing three North American Championships with the most recent coming in 2011 off Annapolis. The New Bedford YC member has never brought a professional aboard and spends more time cruising Maine and other locales than racing.

Class members have clearly endorsed the choice of Block Island Race Week as venue for the North American Championship with a whopping 25 boats registered in March, with several more expected. This would establish a new class record for the regatta, which drew 19 boats for the inaugural edition in 2006.

Block Island Race Week is an incredible experience so it makes a lot of sense to have our signature championship as part of the regatta,” says Rick Lyall, a J/109 owner since 2004. “It is one of the more fun and enjoyable events in the sailboat racing world. It is very well-organized, the race management is top-notch while the parties and awards ceremonies are just awesome.”

Lyall is one of the more decorated skippers in the class, having steered Storm to North American Championships in 2009, 2012, and 2013. Lyall noted that Block Island offers a mixture of distance racing and windward-leeward buoy racing, while the week usually offers some heavy air, light breeze, baffling currents, and occasional fog.

“A North American championship should be a stiff test of skill in a variety of conditions, and Block Island traditionally provides that,” says Lyall. “To sail consistently well at Block Island is very difficult.”

Lyall estimates there are a number of boats capable of capturing the crown, mentioning past champs Herlihy and Vos right off the bat. He points out the “tremendous track record” of Rush and includes Caminos (Donald Filippelli), Emoticon (Jonathan Rechtschaffer) and Mad Dogs (Adrian Begley) as potential spoilers.

“It’s going to be a really tough fleet. There’s a group of extremely competitive class stalwarts coming along with a bunch of newcomers that we don’t know that well,” says Lyall, the class president from 2007 to 2012. “I’m really jazzed about this regatta because I can tell it’s going to be a real dogfight.”

Vos skippered Skoot to one first place finish en route to taking last year’s North American title during NYYC Race Week at Newport. The Stamford Yacht Club member also posted a couple seconds and pair of thirds in totaling 39 points, four better than Filippelli and his team on Caminos.

“In this class, no one stays champion for very long. All the veteran guys, like Rick Lyall and Bill Sweetster, have figured out the boat over the years,” says Vos. “No one dominates at this point in time because there are no more secrets.”

There are currently 371 J/109s sailing in 15 countries with large fleets existing in Europe and North America. The 35-footer was initially a hit in France and the United Kingdom before branching to The Netherlands and Belgium. While the majority of U.S. boats are located on the East Coast, there are also strong fleets in the Great Lakes, Gulf ports such as Galveston and the West Coast from San Diego to Seattle.

“I’ve found the 109 to be a well-designed boat,” says Vos, who purchased Hull No. 55, the second launched in the U.S. “The deck is laid out nicely and there’s not a sharp corner anywhere. The cockpit is large and the sail controls are fairly spread out. It’s just a delight to drive with finger-touch steering.”

—Bill Wagner
The latest generation of racing yachts are demanding Doyle Sails for their ultimate performance and unmatched durability. Creating sails that can win the first race and continue to outperform the competition after many races demands the very best design and engineering expertise, the finest materials, and the ongoing support for which Doyle is known.
ed-eye flights, containers full of sails and gear, housing rentals—these are just some of the seemingly overwhelming logistics that out-of-town racers contend with in preparation for faraway events. For those who make the pilgrimage to Race Week, however, the rewards far outweigh the challenges.

“It’s the best part of our crew’s summer,” says Bill Liberty, tactician and program manager aboard the Mills 43 Cool Breeze. “Coming from Missouri in the middle of the summer, they’re literally making up any excuse to get out of the brutal heat. You start talking about Block Island, with the cool air and good breeze, and their eyes get as big as saucers. It’s literally a breath of fresh air.”

Liberty has raced with Cool Breeze skipper John Cooper for more than 15 years, sailing their first Block Island Race Week on board a chartered Melges 32. They enjoyed the event so much that shortly after, Cooper commissioned a custom Mills 43.

“We built the boat specifically for this type of event,” says Liberty. “It was born out of John’s desire to compete at a higher level, and Block Island was always an inspiration for that.”

Block Island Race Week falls perfectly into the sailing schedule in Missouri, too.

“They sail in such a beautiful place, but it’s 100 degrees half the summer, and they’ll take time off because it’s just too uncomfortable to sail,” says Liberty. “Events like this fall perfectly into the open schedules for crews in other parts of the country.”

The boat borrows its name from Cooper’s father’s J/29, inspired by the desire of Missouri sailors for relief from the Midwest summer heat. “Plus, we tend to perform better in a blow than in the light stuff,” says Liberty. “If it steps up in Key West or Block Is-

**“YOU START TALKING ABOUT BLOCK ISLAND, WITH THE COOL AIR AND GOOD BREEZE, AND THEIR EYES GET AS BIG AS SAUCERS.”**
John Cooper’s Mills 43, Cool Breeze, was commissioned with the conditions off Block Island in mind. The Missouri native finished third in the IRC2 class at Race Week in 2013.
For the same feel that we get in Key West—the level of competition, the fresh venue, the good conditions. We're looking forward to the challenge of sailing in a new and very competitive event.

Sutton is managing the distance by hiring a driver to trailer the J/35 to Newport, R.I. Sutton and his family plan to tackle the drive as well, in order to have a “crew car” for the weeks they’ll be spending in both Newport and on Block Island. With house rentals secured in both venues—and what Sutton describes as a “huge bar” in the Newport digs—they’re looking forward to the perks of the trip.

“We’ll be flying a huge Texan flag from the dock at the Mooring [restaurant],” says Sutton. “You can’t miss us! Even our shirts have the flag, and underneath it has our slogan, ‘Where the party never stops.’”

Beyond the fun and games, Leading Edge is one of the most competitive programs on Galveston Bay, with more wins than any other program they compete against. The all-amateur crew includes Sutton’s 14-year-old son, Jake, who works mast and foredeck. Sutton also enlisted the help of a crewmember, who is also a rigger, to help with maintenance, and purchased a new spinnaker and Heavy No.1 in preparation for Block Island Race Week.

“We’re not a bunch of rock stars, but we’re still hard-core racers,” says Sutton. “For a 30-year-old boat, we’re in good shape to be competitive in our class.”

Liberty calls on local services to maintain the boats when on the East Coast.

“There are so many industry guys in Connecticut and Rhode Island who can help with the logistics for away programs,” says Liberty. “I can say with certainty that anyone from the Midwest could have their boat put on a truck and in two or three weeks the boat would be turn-key ready for the event.”

Both programs plan to participate in the New York YC Annual Regatta before heading out to Block in order to get the most out of their trips.

“It’s the quaintness of the islands—Block Island, Newport, Jamestown—that really make these events what they are,” says Liberty. “Our crew enjoys the racing and the excellent sailing weather, but they also love to go out after dinner and enjoy the venues. Block Island is simply a great destination regatta for any away program to come into town for.”

—Lisa Gabrielson
Winner of the Boat of the Year (Sailing World 2008), the Swan 42 is a fast, responsive one design Grand Prix racing yacht built by Nautor’s Swan. The class boasts some of the finest class racing around the world with strict class rules governed by an established class association with owner-driver rules, sail purchase limits and Corinthian crew providing extremely close racing. The Swan 42 also excels in IRC and PHRF with wins in 2014 at Chicago to Mackinac Race (IRC), Giraglia Rolex Cup Overall (IRC), Block Island Race Week 2014 (PHRF) and the PHRF New England Championships 2013 (PHRF). She has a cruise-ready interior and is the yacht used in the New York Yacht Club Invitational Cup in 2009, 2011, 2013, and 2015. 46 Swan 42s in 18 countries around the world.
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hat can be said of Block Island Race Week’s retiring PRO? Perhaps there’s no better person to ask than Marcy Trenholm, who’s been with the Storm Trysail Club for 26 years, and is, herself, easing into retirement as Race Week’s queen bee behind the scenes. “I’ve had a great time working with Dick,” says Trenholm, “but I also owe so much appreciation to all the people I’ve worked for and with, and the many friends I’ve made. The one thing I will say about Dick is that he has the best sense of humor. Everyone here knows that when you work with Dick, you know you’re going to have fun, you’re going enjoy it, and he’ll leave you to do your job. He’s got his core group, it just happens very quietly, and it all gets done.”

So, are rumors true. You’re stepping out as our PRO?
After you’ve done so many of them you tend to get a bit worn down. But I’m making it sound harder than it really is because Storm Trysail has so many competent volunteers. So I will try and cut back a bit to make it more palatable. But hey, we have a couple of young guys within the club that want to come up and be race officers, and that’s a good step in the right direction.

Does this mean more kicking back on the rocks at the Narragansett?
I’m not going to run a circle. I’m just going to float and be the on-the-water chair. I’m hoping to have a nice, fancy RIB from New England Boatworks built for Navatek. I’m hoping to have that as a safety boat as well. We have to have a safety RIB on the course, not a mark boat, so we’ll be doing that job as well.

How’s it possible that Race Week is one of the last weeklong regattas?
Bringing sponsors back, and getting new ones, is the hardest part of this event, but that’s pretty universal. Without them it’s hard to make it all work, so that’s a huge thing competitors overlook. Participation is another big part of it. In the old days you’d just put on a regatta and people showed up. Now, we have to actively solicit classes, so that’s another job for someone on the team. If you spread it out it amongst a lot of people, it gets done, but there’s no question there’s a lot that goes on to make it happen. There’s no fixed base club either; we have all our gear spread around between trailers and members garages and Block Island. It all has to be sorted out well in advance. At Block, the water is deep so the ground tackle is substantial, too.

I’d suppose the future is less of a concern for you, so looking back on your own Block experiences?
I don’t know when I did my first Block Island Race Week. It was probably in the early eighties I’d guess. Actually, yes, I do remember it because I was on Kialoa [III] when we blocked the channel going out and the whole fleet got stuck. I was doing mostly distance racing and that sort of race week was a whole new experience for us. We really had to step up our game a lot to sail those boats around short courses. It was hard for an 80-footer. Offshore we’d race with 15 people, but for Block, we ended up with 26 guys to get it around the buoys.

Were the parties much different?
I don’t think it has changed much. There was a lay day, but it was always good fun on Block Island. Nobody goes to the island and doesn’t have a good time. I guess the racing is more intensive today and the time on the water is longer, and with no lay day it means the nighttime activities are a little more intense for a shorter amount of time. People are probably much better behaved these days than they were back then.

Could we bring back the lay day?
We can’t do it any more. There’s always a reserve day and nine times out of ten you need it. We’re looking at fog again this year because it’s been so cold in New England. For quite a few years we didn’t have to deal with fog, but it’s much more of a problem nowadays because we don’t do races around government marks any more. It’s controversial on the water as to making the call. A 52-footer going down the run with a huge asymmetric spinnaker is blind. With boats sailing upwind in the fog, it gets dangerous.

What is it that really draws people to Race Week?
It’s the location and the time of the year. It’s earlier than I’d want it, to be honest. I would do it in September in a heartbeat—best time of the year in Block, for sure. I’d love to try it. Imagine racing there in warm water, with no fog, and a nice sea breeze every day.

Well, maybe that’ll be your legacy. I’ve tried. No one will listen.

After decades of watching, you must have some good local knowledge to share. Yes?
Oh, man...I couldn’t. The current is so different on each circle. Even though we’re only a mile apart, the wind on the red circle and white circle are always totally different. It means there’s no escape: there’s current, there’s fickle breeze, and there’s fog. It’s a bit of test, as it always has been.
—As told to Dave Reed, 4/1/2015
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