

HELLY HANSEN



SAILING WORLD

2026 REGATTA SERIES

**DETROIT
MAY 29-31, 2026**





WELCOME TO DETROIT

Whether you are a skipper or crew in the Youth Keelboat event, part of the sporty classes hoping for enough wind to plane, sailing a "distinguished" yacht like, say, a 50-year-old Cal 25, competing in the ORC Great Lakes Championship, or one of the dozens of dedicated volunteers, supporters or BYC staff who make this happen, I welcome you all to the 2026 Helly Hansen Sailing World Regatta Series in Detroit.

I've had a front-row seat to watch this event evolve over the last three years, and I'm confident this next edition will offer the quality on-the-water competition, excellent race management, and shore-side socials we've come to expect. Online, you'll find unmatched content on social media and sailingworld.com. Behind the scenes, there has been growing cooperation among DRYA clubs, moving us all in a collaborative direction for the good of the region and the sport. Many thanks to all who made this event happen.

For the duration of the regatta weekend, spectators on the water can enjoy the racing circles in Lake St. Clair's international waters. On shore at the Clubhouse, you'll be treated to the invited high school skippers racing on the Detroit River. These teen sailors, some with about as much fleet experience as you can have at their young ages, will race Bayview's Ultimate 20s and put on a display that makes us all have faith in the future of our sport.

Let's go racing and then tell tales about it at Clubhouse. I look forward to seeing you all and for another great Detroit sailing tradition that dates back to early 1990s.

Sandi Svoboda

2026 Commodore, Bayview Yacht Club



Bayview Yacht Club

2026 Regatta Series Schedule

ST. PETERSBURG, FL
February 12-15
St. Petersburg Yacht Club

ANNAPOLIS, MD
May 1-3
Annapolis Yacht Club

DETROIT, MI
May 29-31
Bayview Yacht Club

CHICAGO, IL
June 5-7
Chicago Yacht Club

MARBLEHEAD, MA
July 23-26
Corinthian Yacht Club

CARIBBEAN CHAMPIONSHIP
October 31- November 7
Sunsail | British Virgin Islands

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WELCOME SAILORS!

The passion that thrives at the Sailing World Regatta Series is what drives Helly Hansen's love for the event, from the sailors to the teams at each host Yacht Club, to the organizing crew, this is what a regatta is truly about. Helly Hansen couldn't be more proud to be partners with Sailing World as the title sponsor and exclusive apparel partner for the Sailing World Regatta Series yet again this year. Each stop of the SWRS marks an absolute high point in our year, getting to see many friends we've made along the way while experiencing top tier competition on the water.

On site at each regatta, our retail partners at Team One Newport will have a pop up shop with the latest range of Helly Hansen Sailing World Regatta Series apparel along with the new 2026 sailing and marine lifestyle collection. From an expansion of our best sun protection collection yet to all new designs in the HP Foil Flyer collection driven by feedback from professionals looking for the most mobility and top tier waterproofing from Smocks and Salopettes, the new 2026 collection delivers both on and off the water. As always you can shop our online store for the event, jump over to the QR code below.

With a long list of first to market innovations necessitated by our passion for the water, this includes the first supple waterproof fabrics in 1877, the first fleece fabrics in 1961, the first technical base layers in 1970 and many more since then. To learn more about Helly Hansen's heritage and innovations, visit the QR code below.



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SWRS Online Store



Helly Hansen
Heritage



MEET YOUR ON-THE-WATER OFFICIALS

THE ONE THING that guarantees an exceptional regatta experience is exceptional race management. The Helly Hansen Sailing World Regatta Series is fortunate to have race officials and volunteers that ensure every sailor's experience is enjoyable, from launch to haul. Be sure to sail within hail and thank them for making it possible for us to race and play on the waters of Lake St. Clair. Here is this year's lineup of course leaders.

MATT BOUNDS **PRO, Division C**

Matt Bounds spent his early years racing Sunfish and Lasers on the lower Chesapeake Bay out of Fishing Bay Yacht Club. He transitioned to catamarans in the mid-'70s and raced Hobie 14s, 16s and 17s ever since. His love of sailing led to a degree in Naval Architecture from the University of Michigan in 1982. He returned to Michigan after a three-year stint at the Bath Iron Works shipyard in Maine and has lived in the Detroit area ever since.

In the mid-2000s, he became more involved in race management and judging. He became an International Race Officer in 2024 and National Judge in 2014.

Bounds has been the race officer at many classes' major championships, covering a wide swath of boat types from dinghies to larger keelboats and catamarans. He led the teams that were awarded US Sailing's St. Petersburg trophy for excellence in Race Management in 2015 (T-10s), 2021 (Thistles) and 2025 (Ensigns). He continues to race catamarans, with five North American championships to his credit and winning the US Sailing Multihull National Championship in 2019.

His race management philosophy is, "I take what I do very seriously, without taking myself very seriously. It's all about the sailors. The vast majority aren't there to win, they're there to have a good time. It's my job as a race officer to make sure they have fair competition and enjoy themselves. If I do my job well, they will never remember my name and that's the way it should be."

Bounds is intimately familiar with Detroit's Lake St. Clair venue, which can be challenging due to current, variable winds and powerboat-driven chop – but it's his favorite place to run races. "If it was easy," he says, "anybody could do it."

CARL SCHELLBACH **CRO, Division B**

Carl Schellbach spent his early years sailing and boating with his family on New York's Great South Bay, and upon the family's move to Manhasset in the 1960s, learned to race in the Junior program at Manhasset Bay Yacht Club in Blue Jays, Lightnings, Fireballs, Lasers, and with the grownups in Shields and handicap keelboats.

Upon his move to Florida in the early 1980s, he sailed J/24s and Lasers in the West Palm Beach area, where he started his Race Management career, as he was too young to compete in his home club's Florida Laser Masters Championship event for the Jack Swenson Memorial "Dirty Old Man of the Sea" Trophy, reportedly the oldest Masters trophy in the (now ILCA) Class. In turn he was asked to chair the event and RC for many years even after he aged in, and other events as well as the opportunities and requests arose.

Building within the Florida sailing scene, Schellbach

became active in bigger boat racing as a sailor and with race management at venues locally and across the country, serving in race management capacities from "anchor yanker" to PRO at events from weekday "beverage container" events to Pan-Am and Olympic Games Trials, Orange Bowl Youth regattas, Bacardi Cups, Miami World Cup Olympic Classes events, and various district, national, continental, and world championships.

His sailing experience guides him in his race management philosophy, as his decision-making considers safety (for all those afloat) first, fairness (to the sailors) next, and then, if those two are done correctly, fun for all.

SCOTT CORDER **PRO, Division A (Ultimate 20 Youth Keelboat Championship)**

Scott Corder has been racing his 30-foot S2 9.1 Meter one-design for 30 years, including several trips to the Sailing World Chicago NOOD in the mid- to late 1990s. He has been active in race management for over 20 years and has been a US Sailing Certified Regional Race Officer since 2015. Scott is probably most widely known for his fervent support of youth, high school and collegiate sailing. Each year, he and his wife, a Certified Club Judge, spend 40 to 50 days on the water running fleet, team and match race events for sailors ages 6 to 26.

Scott sits on the Midwest Collegiate Sailing Association Board of Governors, serves on the Intercollegiate Sailing Association National Championships Committee, and has been the race chairman and primary administrator of the West Michigan Youth Sailing Association for nearly 20 years.

In addition to his efforts throughout the Midwest, Scott has served major events on both coasts. He regularly serves in the Detroit area, including events conducted in the river in front of Bayview YC. His race management resume includes the US Chubb Junior National Championships, US Youth Championships, multiple Optimist National Championships, and numerous youth and adult class championships.

DICK NEVILLE **Regatta Series Race Management Consultant**

Dick Neville is chairman of the Storm Trysail Club Race Committee and co-chair of the Annapolis YC race committee. He is from Annapolis and has been a race officer for 25-plus years. He has been fortunate to be invited to help run regattas in locations like South Africa, Croatia, Sardinia, the Caribbean, Michigan, Florida and Rhode Island. His favorite place to sail or be on the water is the Caribbean.

Neville's role with the Regatta Series is to ensure consistency in high-level race management across all SWRS regattas, and serves as the PRO for the Helly Hansen Sailing World Regatta Series Caribbean Championship.

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RACE WITH US AT THE SAILING WORLD CARIBBEAN CHAMPIONSHIP WITH SUNSAIL



There are pickle dishes, brag flags, and perpetuals to race for, but there's nothing like winning a berth at the Caribbean Championship in the BVI. At each of the Regatta Series stops, one winner is selected from individual class winners. This challenger is then tasked to get to the BVIs, board a charter raceboat and race island-to-island against fellow challengers. It's off-the-hook fun in the sun, and even better with a mothership full of friends, family and crew. We recommend every challenger consider a mothership charter with Sunsail, because, of course, the more the merrier. If you want to come and race the challengers listed below, the invitation is open. If interested in the BVI champs, hit the QR code above.

- St. Petersburg Challengers, Team Fawkes: Kevin Holmberg, Ryan Gray, Alexandra Crow, Paul Perry
- Annapolis Challengers, Cal 25 Team Fahrvergnugen: Shane Zwingelberg and Alisa Finney

ALL TOGETHER IN THE BVI



HIS TAN HAS long since faded, but Paul Nuechterlein still can't get the smile off his face from that time when he, his son Ross, a crew of his best mates and a mothership catamaran full of rowdy racer-chasers won the regatta of their lives.

The regatta was, of course, the Regatta Series Championship in the BVI. Earlier, Nuechterlein and his friends on *Never Alone* (above) had won their Cal 25 division at the series' Detroit stop, which scored them a championship berth, a 42-foot bareboat monohull from Sunsail and six days of Caribbean vacation racing.

The unknowns they had to top for the title included Jeff Padnos' S2 7.9 aces (*K2*) from Holland, Michigan; Craig Roehl's Tartan 10 *Meat* entourage from Chicago; Carolyn Corbett and her *Elektra* squad of IOD and Viper 640 sailors from Marblehead; and Brad Tindall

and Greg Turman's J/105-racing Texans on *TNT*. Rounding out the fleet was guest George Szabo from Quantum Sails San Diego. He had nine souls crammed onboard, three of them pre-teen girls.

Four teams were sporting motherships laden with friends, so the flotilla was indeed a grand one when it set off from Sunsail's base in Tortola. The itinerary for the racers was simple: Day 1, race around a bunch of islands. Day 2, race to a resort. Day 3, enjoy a lay day at said resort. Day 4, race to a pool, a deserted island and then a dance floor. Day 5, sprint to another anchorage and then buoy race in its mooring field. It would all end with awards on the beach and cannonballs from the *Willy T*.

That was the plan, and the crew of *Never Alone* was ready for it. They got tips on how to locally source materials for a whisker pole, how to get maximum speed from their bareboat

and how to get around and through the towering islands.

"There was a lot of information available to us to find out which islands we would be sailing to and how to trick out the boat a bit," says Ron Sherry the greatest American iceboat racer of our time and *Never Alone's* all-purpose crewmember, "what we would need to bring to make our whisker pole and trimming aids and all that kind of stuff."

They arrived in Tortola with hardware, tools and ropes. And lo and behold, the planning paid off. They had a decent start in the first race, a circumnavigation of the islands Cooper, Ginger and Salt, which at one point had them calling for water at reefs awash.

"We had to hug the shore with the crashing waves and there were boats trying to get as close to those rocks as possible," says Ross Nuechterlein, *Never Alone's* captain. "That was nerve wracking."

Overlapped as they rounded the Ginger and turned downwind toward the finish, *Never Alone's* 14-foot 2x4 they'd crafted into a whisker pole was working its magic, as was its handler, Ken Swetka. They had a contraption with handy-billies that gave them multidimensional control of the jib's profile. They almost pipped Szabo and his team at the shortened finish.

The next morning, following a scramble through the boulders of The Baths the race committee dispatched the fleet to Bitter End YC. With another good start, *Never Alone's* navigator Tom Dawson nailed the layline to the

first reef, then did the same to the next set of islands and then called a layline into Virgin Gorda Sound from a million miles out.

Buoyed by their race win, they were intent on dominating Hobie Wave racing at Bitter End (the race committee didn't bother recording finishes), the Mount Gay Rum drink recipe contest (close, but no) and the SUP-tow surf challenge (maybe, but again "scoring issues" prevailed). Still they and the flotilla devoured all that Bitter End and Virgin Gorda offered for the lay day: snorkeling reefs, windsurfing and nighttime tomfoolery.

Never Alone carried their mojo into the next day's race to the pit-stop at Scrub Island Resort and Marina where they again found themselves nip-and-tuck with Szabo's squad. The San Diegans got the win at Scrub, but *Never Alone* returned the favor with a victory in afternoon's race to Sandy Cay.

With the top-three boats mere points apart, the final leg was a win-or-lose deal for the Detroiters, but they had their Sunsail 42 smoking and bagged another win. The buoy racing portion in The Bight at Norman Island was a one-race dud, but *Never Alone* won that one too, and so, before shot-skis, jumps and another late night with their new friends on the Meat mothership, they were crowned Caribbean Champions. And there, on the sands of Norman Island, emerged the mile-long smile that is permanently stuck on Nuechterlein's face.



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SAILING INSTRUCTIONS



Check the Official Notice Board for race updates.

The notation '[NP]' in a rule in the SIs means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1 and 61.1(a).

1. RULES

1.1 The regatta shall be governed by the "rules" as defined in the Racing Rules of Sailing (RRS).

1.2 [DP] Broken sail stops made of yarn or rubber bands that fall in the water are trash, even if they are biodegradable. Putting sail stops in the water breaks RRS 47 (see US Sailing Appeal/Question 110).

1.3 The prescriptions of US Sailing shall apply at all times, except as noted in NOR 1.4 and the US Sailing prescription to RRS 88.2.

1.4 For other rules and documents that apply, please refer to the Notice of Race (NoR).

1.5 RRS 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or

1.6 INTERFERENCE WITH SHIPPING, VIOLATIONS OF INLAND RULES OF THE ROAD: Competitors shall not interfere with commercial shipping transiting the racing area at any time. This includes tour boats such as the Detroit Princess, the Diamond Jack, and the Infinity and Ovation as well as freighters, tugboats, barges, commercial towing, and federal and local law enforcement including the US Coast Guard. Any boat not complying may be subject to protest by the Race Committee and may be reported to the Coast Guard.

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted by 0900 on the day it will take effect, except that any

change in the schedule of races shall be posted by 2000 on the day before it takes effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors shall be posted on the official notice board located at https://www.yachtscoring.com/notice_board_summary/50502. An unofficial notice board may be maintained at BYC in the Mackinac Room.

3.2 There will be a competitors' welcome for all classes on Thursday, May 29, at 1800 hours. The location will be posted on the official notice board.

3.3 Refer to Attachment A for the VHF Channels for each Division. Distance Races will use VHF Channel 72.

3.4 For the A Division (River Course) only, oral changes to the sailing instructions may be made by displaying flag "Lima" and hailing the change to each competitor.

4. CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

5.1 Signals ashore will be displayed from the flagpole on the south lawn (river side) of BYC. Signals ashore flown below a Division flag (Alpha, Bravo, Charlie) apply to that division only. Signals ashore without a division flag apply to all divisions. If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the three Divisions' VHF radio channels between 0830 and 0900 hours EDT.

5.2 For Division Alpha, when flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in race signal AP.

5.3 For Divisions Bravo and Charlie, when flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in race signal AP.

6. SCHEDULE OF RACES

6.1 Friday, May 29 – For the classes racing all three days, see Attachment A for the division assignments.

6.2 Saturday and Sunday, May 30 - 31 – All classes racing windward/leeward courses, plus one distance race each day. For the Distance Racing Classes – see Attachment E.

6.3 The scheduled warning signal for the windward / leeward races each day is 1030 hours.

6.4 The race committee will attempt to run as many windward / leeward races per day as weather conditions permit. There is no maximum number of races.

6.5 On the last scheduled day of racing, no warning signal will be made after 1500 hours.

7. CLASS FLAGS

7.1 Refer to Attachment A for a description of the warning signal flags and the classes assigned to each Division racing area for the windward / leeward racing only.

7.2 Refer to Attachment E for a description of the warning signal flags for the distance racing

8. RACING AREAS

8.1 Refer to Attachment B for a chart of the Division racing areas.

8.2 Division A will race in the Detroit River, to the southeast of Bayview Yacht Club.

8.3 The center of Divisions located in Lake St. Clair as follows:

Division B: Approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.

Division C: Approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft. PA) on a compass heading of 090°.

Distance Races: See Attachment E

8.4 The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Crews

SAILING INSTRUCTIONS

are cautioned to allow adequate time to reach the appropriate racing areas in prevailing conditions for the first scheduled warning signal each day.

9. THE COURSES

9.1 The diagrams in Attachment C show the windward / leeward courses (including the course designation number), the order in which marks are to be rounded, and the side on which each mark is to be left.

9.2 For DIVISION A ONLY – for courses 4 and 6, the finish line is on the same side (port) of the signal vessel as the finishing line.

9.3 For the Melges 24 class ONLY – The race committee intends to set a longer weather leg than for the other classes. Marks 1L and 1aL will replace Marks 1 and 1a in the course diagrams for that class only.

9.4 The race committee intends to have a gate at the leeward end of the course and an offset at the windward mark. If there is no gate, the single leeward mark shall be left to port. If there is no offset, the single windward mark will be left to port.

9.5 The race committee signal vessel shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

9.6 Distance Racecourses are described in Attachment E.

10. MARKS

10.1 Refer to Attachment D for Divisions B & C Mark descriptions. Attachment E describes the Distance Race Marks.

10.2 [NP] The race committee intends to use robotic marks for Divisions A and C. Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies.

10.3 In the event a robotic mark

malfunctions, the race committee will either anchor it or replace it with an inflatable mark.

11. OBSTRUCTIONS

11.1 Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear Light and Peche Island at any time (refer to NOAA Chart 14850).

11.2 [DP] Commercial ships transiting the St. Clair Ship Channel are severely limited in their maneuverability. A boat shall not interfere with a commercial vessel in the St. Clair Ship Channel.

12. THE START

12.1 The starting line shall be between a staff displaying an orange flag on the signal vessel and the course side of the starting pin mark as described in Attachment D. For classes using the RaceSense system, the pin end of the starting line is the approximate center of the starting pin buoy or robotic mark.

12.2 The race committee signal vessels will have a protection (barging) buoy held in place at the stern of the vessel. Since it is intentionally attached, it is part of the starting mark by definition. RRS 31 applies to the protection buoy and its attachment apparatus.

12.3 [DP] Classes whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.

12.4 A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start without a hearing. This changes RRS A5.

12.5 [NP] Excepting classes using the RaceSense system, if any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number on the assigned Division VHF channel.

12.6 After the first race of the day, it is the intention of the race committee to start subsequent races

as soon as practicable after the last boat of each class finishes the previous race.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 If there is a significant wind shift during a series of starting sequences, the race committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The magnetic bearing of the new weather mark will be displayed. Flag C will continue to be displayed to each class for which the changed Mark 1 applies.

13.2 To change the next windward leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.3 When a gate is moved, the original marks will be used.

13.4 The race committee may, without signal, move a mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark.

14. THE FINISH

14.1 The finishing line shall be between a staff displaying a blue flag on the signal vessel and the course side of the mark described in Attachment D. For classes using the RaceSense system, the pin end of the finishing line is the approximate center of the finishing pin buoy or robotic mark.

14.2 For a downwind finish, the finishing mark will be on the RC signal vessel's starboard side. For an upwind finish, the finishing mark will be on the RC signal vessel's port side. Refer to the diagrams in Attachment C.

SAILING INSTRUCTIONS

15. TIME LIMITS

15.1 The time limit for each race on all windward/leeward Divisions is ninety (90) minutes

15.2 If no boat has passed Mark 1 (the initial windward mark) within thirty (30) minutes, the race will be abandoned.

15.3 The "Finishing Window" is thirty (30) minutes for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

15.4 The time limit for the distance races will be five (5) hours.

15.5 The "Finishing Window" for the distance racing is two (2) hours for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing.

16. PENALTY SYSTEM

RRS Appendix V shall apply.

17. HEARING REQUESTS

17.1 Hearing Request forms will be available online on the YachtScoring website, or at the protest desk located near the Sailing Center Room on the second floor of BYC.

17.2 Protests and requests for redress or reopening shall be delivered to the Jury Secretary at the Protest Desk within the appropriate time limit.

17.3 For each class, the protest time limit is 75 minutes after the docking of the race committee signal vessel for the racing Division of the protesting boat.

17.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

17.5 In accordance with RRS 60.2(d), notices of protests by a committee will be posted to inform boats under RRS 60.1 and 60.2(2).

17.6 The race committee or protest committee may protest a boat for breaking NoR 14.2 based

on information received from any source. The protest time limit does not apply. This changes RRS 60.3.

18. SCORING

18.1 PHRF classes will be scored Time-on-Time (TOT).

18.2 [NP] ORC Classes racing windward/leeward courses will be scored using 5 Band W/L scoring. ORC Classes racing distance races will be scored using 5 Band A/P scoring unless conditions dictate another scoring option.

18.3 A boat scored TLE shall be scored points for the finishing place two (2) more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalized under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.

18.4 One (1) race is required to be completed to constitute a championship.

18.5 In accordance with RRS A2.1, there will be no excluded races.

19. SAFETY REGULATIONS [DP][NP]

19.1 Check-In - Before the start of the first race of the day, competitors are requested to sail or motor past the stern of the signal vessel on starboard tack and hail their sail number until acknowledged.

19.2 Retirement - A boat that retires from a race shall notify the RC as soon as possible.

19.3 RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

20. REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]

20.1 Substitution of crew shall not be allowed without prior written approval of the race committee.

20.2 The substitution of damaged or lost equipment shall not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

21. HAUL OUT RESTRICTIONS

[DP] Keelboats shall not be hauled

out during the regatta except without written permission of the race committee.

22. PRIZES

See NoR Section 16 for prizes to be awarded.

23. RISK STATEMENT

23.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA 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.

23.2 It is the skipper's obligation to ensure that each crew member's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

24. ENVIRONMENTAL

All SWRS events serve as collection points for sails and lines to repurpose. Bring your old lines and sails to the regatta to upcycle and give new purpose; Bayview Yacht Club near the Helly Hansen – Team One Newport Shop will serve as the collection point at this event.

The Regatta Series is continuing to work with Sailors for the Sea Powered by Oceana to maintain Silver Level certified Clean Regatta. Please bring your reusable water bottles, consider car-pooling, utilizing bike-shares, and limit provisioning your boat with single-use plastics. Visit www.sailors-forthesea.org to learn more.

25. COACHING

25.1 [NP] The organizing authority may provide on-the-water coaching between races to the extent allowed by individual class rules.

25.2 A boat requesting coaching may hail the coaches on VHF 80A.

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RACING a big fleet requires unique approaches to fleet management, especially with crowded starting lines, fewer lanes, and chaotic mark roundings. But the vast majority of local fleets we race in are much smaller, let's say 10 boats or less. A smaller fleet calls for a different sort of mindset. With fewer boats, there are fewer points available and even more of a premium on consistent top finishes. This much was obvious at the ClubSwan 28's class' first US regatta in Pensacola in March, which had five pro-level teams that were new to the fleet. Quantum Sails' veteran pro, Brett Jones, served as the fleet coach, observing with a keen eye every boat's sail trim and speed, but also winning tactics and strategies. We asked him for insight from the regatta and what we can apply to our own small fleet skillsets.

Let's start with the big picture, what are a few fundamentals of success in small fleets, starting with regatta prep and knowing who we're sailing against.

Identifying who's good and who's the main competition is key. Mentally, give each of them a grade and think about how and where they typically start and how they tend to manage the racecourse. Also, and this is true of racing in a big fleet—give yourself a goal for the day. If you got a three-race day and you got a small fleet, maybe it's a case of no less than 6 points for the day, or maybe no more than 12 points. Whatever it is, just give yourself a reasonable goal. It gives you a strategy and a bit of motivation.

Fewer boats on a starting line doesn't necessarily make it easier to win the start, right? So how do we make sure we get a good one?

Identifying the line bias is always important. Typically, the line bias is your first shift, so if you get that right, that's like getting the shift right away. I always try to visualize what's going on upwind and see how the patterns are working down the course. If you draw a line up the center of the course, ask yourself

which side of the course looks favored in your eyes? Is the best pressure to the left or right of the center line, or out on an edge? Geography plays a big part, and when you're sailing smaller boats you'll likely be sailing close to shorelines. So, remember air follows the edges; it's going to curve around the bay, or the point, and there's going to be some acceleration or compression on an edge. This is all part of your strategy going forward. Then, there's also keeping an eye on your competition in the pre-start, noting which side of the line or the course they're looking at.

With a smaller fleet the line is much shorter, so what takes priority: winning the favored end, avoiding density, or simply getting a clear start wherever you can?

Density impacts boatspeed, so you'd rather be to leeward of a group, so you can build speed. If you're in the group, you could be forced into a higher mode to try and live off the guy to leeward of you, or you might be trying to get

to the guy on your hip to force him off. When it comes to deciding what's more important: low density or line bias, you have to weigh the length of the course. If it's a shorter course, and let's say the pin is favored, you might want to give up a bit of the line bias and stay more toward the middle of the line so you don't get dragged all the way out to the port lay line. If you have to go for the density, make sure you get your elbows out and go in fighting.

How about getting off the line with speed?

Even if you're at the favored end your trigger pull is critical—when you start your acceleration make sure you're managing your build angle as well. In the final few seconds—at 15 seconds for instance—you might have the boat at a certain angle for the true-wind angle for your speed build, and you'll be rotating the boat down without using the rudder. It might be a bit of jib, or pull the jib on and leave the main off, which will pull the bow down. Then, you pull the main on to match the angle. When you go to start, the two trimmers should pull the sails on together—what I call “fanning the sails.” It's like a pump, and that helps your acceleration, gets the flow going across the keel or the centerboard. Then, it's just a matter of being at the line as close as possible to your target angle and speed. But remember, it's not just the moment you get across the line that matters, it's the first 30 to 60 seconds after maintaining your speed and angle. I see a lot of teams hit the line at speed, but they shoot right through the angle and get too high and thin, and they slow the boat, hit a wave, and then they have to press. And when you hit that press again, that's a loss. So, your build angle is essential for your starting procedure. The first 60 seconds of concentration off the line is as important as getting the first shift.

On the first upwind leg, what should the priority be with a small fleet—play the fleet or sail your own race?

Smaller fleets tend to sail faster because there's more space to mode the boat properly, and boatspeed always wins. It may be different if you're at a point in the regatta where you're keeping a closer eye on the points and might have to match race, but if you know what you have to do, then do it. Just get the best start you can, go for

boatspeed and let the racing do the work for you. Win your side and accept that you can't win both sides.

In a small fleet, penalties and turns can quickly take you from first to last, so would you favor low-risk tactics going into crowded top-mark roundings?

This is all about risk versus reward, and remember that karma is going to get you somewhere down the road. That said, if you're coming in on port, for instance, and there is a starboard boat that's overlaid a little bit, then that might give you a bit of opportunity to tack underneath. If you're on port, you need to identify whether the guys on starboard are overlaid by a little bit, or if they're on a tight lay. You can usually tell by their heel angle and by their sheet tensions; if the sails are twisted or not. If they're heeled a lot, they might be pressing on the jib a little bit harder and trying to sail a bit faster. If they're a little bit more upright, maybe they're thin and trying to make it around themselves. So that's all opportunity there. But if you're on starboard, you want to make sure that you are in a fast mode and aim just a little bit below the mark to make sure that anybody coming in on port is going to go take your stern, rather than tack underneath you. If they do tack underneath, you can go into a bit of a higher mode and wiggle around the mark.

On the weather mark exit: stay with the fleet or make a quick move to separate?

Like the upwind legs, smaller fleets tend to sell faster around the top mark, so you're higher and a little bit faster forward on the exit. In bigger fleets, everyone seems to get into that squash mode right away because they're trying to get strong for the first jibe. In smaller boats, there's a bit of opportunity to actually gain by sailing slightly hotter. When you sail off target and really deep, the boat tends to get into a displacement low heel-angle mode. With modern wedge-shaped boats, they drag transoms very easily. They might be getting stronger to leeward, but the guy in front, staying with a little bit of a hotter angle, typically makes a gain forward. When it comes time to jibe there's a little bit more speed to make the jibe and get across. If you do jibe away, know where your apparent wind

is, and account for any wind wake off the boats in front of you so that when you do jibe you're not jibing into the wind wake off another boat that has jibed earlier than you. The heavier the breeze, the narrower the wind wake will be. The lighter the breeze, the wider the wind wakes off the main and the spinnaker will be.

Downwind tactics—stray or stay with the group?

That depends on the strategy, but if you're staying with a group, you're always trying to match, or better, the boatspeed of the boats around you, regardless of your targets.

What takes priority at the leeward gate? Freedom or getting in phase right away?

That's really determined by your observations on the run. What side of the course paid upwind and downwind? What has the wind done on the run: left, right, same, increased or decreased? And is there any geography to play in that? They're all decisions you have to make well before the gate, and then, of course, there's which gate is closer. You want to make sure you're not driving into the dead zone between the marks, where you're right in the middle and you can't capitalize on the advantages of either.

The fleet is a bit more spread out and now leveraged to both sides after the leeward gate, then what?

You're going to play looser covers with the competition. If you're clear ahead, it's making sure that you are keeping yourself between the opposition and the top mark. You don't have to smash everybody every time they tack near you. You can pick your side, but always keep the strength of the right, especially if you're right shifted. Just keep the boat fast and stay cool. Keep the competition close, and don't stress it.



THE COVER IS KEY



FOR SAILORS, riggers and manufacturers, the focus of rope technology has long been on the core, rope covers a mere consideration. But today, far more sophisticated covers are being realized for better rope performance, longevity and safety. Chris Manson-Hing, an authority in marine rigging at Marlow Ropes, argues that cover construction is now the topic of conversation.

For the average sailor, cordage has not evolved much over the last 10 years," Manson-Hing says. "We haven't seen major changes with cover technology until now. That's the interface that you are touching and that your hardware is touching. It's the cover that's protecting the core and this is what's going to give you strength in the rope."

For Manson-Hing and engineers at Marlow, technical cover development has been hand-in-hand with top riggers and grand prix programs that demand precision control of highly-loaded ropes that take beatings from aggressive winch drums, clutches and blocks. This has now enabled Marlow to bring

Your rope covers touch every turn, so when precision matters, cover fibers do too.

advanced, tried and tested products to club racers and dinghy sailors.

"For the everyday performance cruiser or club racer with modern sails, hardware and mast technology there also needs to be a new standard of performance in their rope," Manson-Hing says.

The majority of failures that he has seen point to the cover as the culprit. "That's due to improper cover materials being used, and that's where you're putting the core at risk," he says, "and that's where the breakages happen."

And that's where Marlow's development of "triple-blend" covers comes into the conversation. The workhorse raceboat blend for most cordage manufacturers is polyester and Technora, but Marlow goes beyond with one blend of polyester, Technora and Vectran, a combination that's ideal for runner tails, spinnaker sheets and jib sheets.

"With anything that's being eased and trimmed continuously, especially around

a winch drum, we need to consider heat and having a good balance of grip and slippage," Manson-Hing says. The rope's Technora and polyester elements provide grip when trimming the sail or runner tail and adding Vectran as a third fiber adds strength and abrasion resistance, while allowing slippage for smoother and more controlled eases on a winch drum.

"It's going to give you more finite control and prevent that jumping motion you feel when you ease any line," Manson-Hing says, "so you're going to be more active with trimming, experimenting and making smaller adjustments."

A second new triple-blend uses Technora, Dyneema and polyester. While Dyneema lacks heat resistance, it is lighter and delivers chafe resistance and durability in more static applications—think tack lines and halyards on cabin-top winches. For a controlled ease of a loaded halyard for example, this blend allows for multiple wraps. "Because it's a bit more slippery, you're going to have more control of a drop or ease with more wraps," Manson-Hing says. "Being able to have a controlled ease, without having to push the rope around the drum, is a gain for any situation."

The benefits of these blended covers go beyond big boats with winches. Manson-Hing is an avid Formula 18 catamaran sailor, who enjoys the fruits of Marlow's recent developments in its high-performance, small-boat range. Whereas winches eat lines on the big boats, more aggressive ratchet-block sheaves on dinghies and sportboats are cover munchers too.

"The trend in the dinghy

market is to go to smaller diameters, but there is a limit to that," Manson-Hing says. "What we really need is something that can give millimeter precision control but also grip when the puff hits and you need to ease sheet. And we need it to last."

Marlow's solution is to right-size lines for modern sheaves while reaping the benefits of a triple-blend approach. As the key technical fibers, Dyneema in the cover ensures durability and slip for sheet while Technora delivers grip in the sheave and hand when the load is static.

"Having more contact space with the ratchet, you're giving yourself the same exact feeling of adding more wraps to the winch," Manson-Hing says, "and you're now giving yourself the opportunity to ease in a controlled manner."

As validation, he says, he finds himself using the mainsheet cam cleat less and less as the line runs so well and is easy to adjust downwind, also he's now getting three times the life out of a set of sheets.

Manson-Hing emphasizes that high-quality rope is never going to be inexpensive, but it will last longer. What is expensive is replacing rope often or losing a sail overboard.

"I've found that we've been getting so much more time out of the same equipment," he says, "and investing in the right rope that lasts through multiple seasons then allows you to invest in the hardware as well."



For a deeper dive into how to spec your lines and the role of connections and hardware.

GEAR TO GET, WHILE IT'S HOT



Team One Newport's Martha Parker, who has been wearing and selling sailing gear for 60 years, knows what racing sailors want and need. As the retail partner of the Helly Hansen Sailing World Regatta Series, she selects the best of Helly's new offerings to ensure your experience on the water and onshore is all about comfort and performance. Ahead of our regatta season, we took a peek at Parker's order sheet for the series to learn what team one will have available for us. What we see is great gear for great results. Let's go shopping.



COMFORT IS ALL ABOUT layering, and the midlayer is where magic happens. For climate control to happen inside your foul weather gear, moisture has to have a way to escape, and for this, Parker's top recommendation is Helly's new **Versalite 1/2 Zip Top (1)**. It's a technical, long-sleeved top with a waffle weave on the inside and a smooth face on the outside. The deep contours of the waffle, she says, trap air, which improves warmth and breathability so the shirt will never feel clammy against your skin. It's an all-purpose layer for warm and breezy days, she says, but under foul weather gear it does the heavy breathing. "Think of your foul weather gear as the walls," Parker says. "And think of this shirt as your thermostat."

For the "walls" that keep you dry, Helly has launched its new **Foil Flyer Smock (2)**, which is an advancement of its high-tech Foil line. Wear it once and you'll know why it gets rave reviews. The fabric is incredibly lightweight and supple. "Buttery," is how Parker describes it; it's nothing like the stiff and crunchy fabrics of yesterday.

The Foil's Helly Tech Professional fabric is a robust new four-layer construction, featuring a bi-component membrane sandwiched in the middle for even greater waterproofness and prolonged protection. The outer face layer is super stretchy, and the inner scrim, which protects the membrane, is silky smooth. The outer layer's PFC-free water-repellent coating, used in lieu of banned water-repelling chemicals, effectively sheds water droplets, but it will need to be occasionally reapplied. There are no shoulder seams, Parker points out, which are common leak points in foul weather gear tops, and the articulated elbow design minimizes fabric bulk in the sleeves. The smock's high, quarter-zip neck gusset is offset so the zipper doesn't dig into your

chin, and when the gusset is unzipped, it fans open to ventilate. One great feature, Parker says, is the extended back panel with a neoprene and grippy waistband, which helps it stay put when bending over or hiking. There's plenty of pocket action in this smock as well, with a chest pocket and a kangaroo pouch that's easily accessible when wearing a PFD.

What pairs best with the Foil Flyer Smock, is Helly's **Foil Flyer Salopettes (3)**, which uses the same new four-layer Helly Tech Professional fabric. These awesome salopettes are loaded with features that dinghy and sportboat sailors will especially appreciate.

Start with reinforcements on the knees and seat, which Parker says are durable but not overly stiff. For excellent mobility, the stretchy upper panel does the trick and the knees are articulated to minimize bulk and excessive fabric in the folds behind the knees. Like the Foil Flyer Smock, the front gusset fans open for venting, and adjustable side cinch straps keep the salopettes above the waist. Thigh pockets have drainage and the ankle closures have both elastic and Velcro to get a snug fit around your ankles to avoid the dreaded flush.

Combine the Salopettes with the Smock, Parker says, and you've got yourself a legit high-end wet-boat gear setup that, when taken care of, will last many seasons.

Now that we have our walls built, let's take the conversation back to base layers, and here Parker is keen on the **Women's HP Leggings (4)**. These are all about fit and comfort, she says, with a high waist design and a half-moon stitch pattern over the backside, which ensures they sit securely on the hips. A polyester and elastomer fabric blend, she adds,

has four-way stretch for unhindered movements and a snug fit. Flatlock seams prevent chafing. Parker says these leggings are excellent for warm, sunny conditions, but perfect as a thermal base layer, too. This is her go-to piece for sailing, perfect under shorts or foul weather gear.

With a greater awareness of sun protection today, lightweight hoodies have become the fashion-forward statement of smart high-performance sailors. But hoods are often flappy and hard to keep fit on the noggin. With the **Women's Shine Solen half-zip sun hoodie (5)**, however, Helly has the ultimate design. With UPF 50 protection, the elasticized hood on the Solen fits snugly around the face for maximum coverage, and thumb holes in the sleeves keep the cuff over the back of the hands—a common area for sun damage. The Solen's raglan fabric sleeve material is smooth and less bulky, Parker says, and its shoulder seam design provides better mobility.

Now let's take the action from the deck to the dock. For this, Helly has the **Viken SS Shirt (6)**, which is made with a blend of organic cotton and polyester. Call this one a hybrid. The organic cotton part of the blend, Parker says, is what gives the shirt its soft feel. The polyester's job is to extend the life of the cotton so it doesn't wear out as quickly—plus it helps the shirt dry faster. For those who dislike the slippery feel of technical shirts, she adds, you'll love the cotton touch.



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