

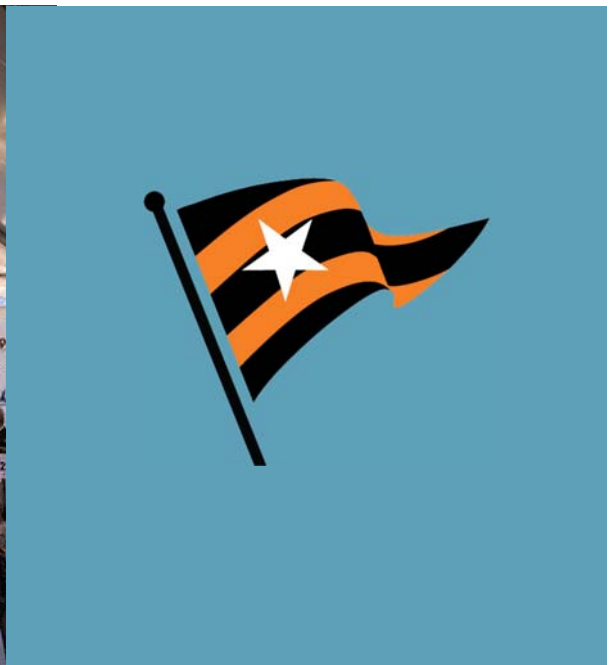


# Governor's Cup

July 16-21, 2018

Balboa Yacht Club  
Newport Beach,  
California U.S.A.

Presented by Farmers & Merchants Bank





# World's Best Youth Match Racing Event?



Presented By:  
**Farmers &  
Merchants Bank**



## Maybe!

There is probably no way to judge a “best” event when it comes to youth match racing worldwide, but if comments by over fifty years of “GovCup” alumni are any measure, Balboa Yacht Club’s Governor’s Cup International Youth Match Racing Championship would be on the short list for the “best youth match racing event” title!

Responding to a request by BYC, the Cup was originally donated by then California Governor Ronald Reagan for the first regatta in 1967 and has been the “Pathway for Champions” ever since. See inside this program for the story of the Cup including some of the great sailors that have won—and lost—the GovCup and gone on to fame in the America’s Cup, the World Match Racing Tour and the Congressional Cup, and who have dominated the World Sailing Open Match Racing Rankings for years.

The Governor’s Cup Committee and officers, volunteers, and members of BYC have a great week planned for competitors, sponsors and spectators. If there is anything we can do for you this week, please don’t hesitate to let one of us know. Meanwhile, welcome!

*Bill Bloomberg*

Bill Bloomberg  
Commodore

*Christine Robertson*

Christine Robertson  
Co-Chair

*Patrick Leber*

Patrick Leber  
Co-Chair



**In 52 years,  
a lot of  
different  
boats have  
been used,  
but the  
GC22s are  
undoubtedly  
the best!**



**T**he Governor's Cup has been sailed in a number of different boats in its 52 years including the Cal 25s (shown above left) for the initial regattas, followed by Santana 20s (middle left) for many years after that. In 2003, Balboa Yacht Club debuted the "Governor's Cup 21s" (below left) which were purpose-built for the regatta and Newport weather conditions and they served well for 13 years.

To celebrate the 50th Anniversary regatta in 2016, BYC members—along with some help from "friends" of the GovCup—again raised funds in support of the Newport Balboa Sailing & Seamanship Association (NBSSA), which then built 12 new "GovCup 22s" which will be provided to the competitors for many years to come (larger picture below.)

The boats feature a modern, high aspect ratio, 'T' keel, hiking straps in an open cockpit for easy sail handling, and were specifically designed to be sailed by either three or four sailors. Competitors will find them typical of modern, "state of the art" design with high aspect ratio foils that require attention to boat speed in addition to match racing tactics.

GC 22 DIMENSIONS	Metric	Imperial
<b>Length Overall</b>	6.84 m	22.4 ft
<b>Beam</b>	2.33 m	7.6 ft
<b>Draft</b>	1.52 m	5.0 ft
<b>Displacement</b>	667 kg	1470 lbs
<b>Ballast</b>	318 kg	700 lbs



Tom Walker

#### Monday, July 16 — Registration & Practice

- 1100 - 1200 Registration
- 1200 Lunch for competitors
- 1230 - 1630 Practice in Governor's Cup 22s
- 1800 Welcome Dinner — under the tent, Flag Deck; Introduction of crews

#### Tuesday, July 17 — Race Day 1

- 0800 - 0900 Breakfast — under the tent
- 0900 Competitors' meeting
- 1000 Depart for race course
- 1130 Earliest first attention signal Round Robin Series begins
- Post Race Debrief with umpires
- Dinner Taco Truck dinner for competitors

#### Wednesday, July 18 — Race Day 2

- 0800 - 0900 Breakfast — under the tent
- 0900 Competitors' meeting & boat draw
- 1000 Depart for race course
- 1130 Earliest first attention signal Round Robin racing continues
- Post Race Debrief with umpires
- 1800 - 2000 Twilight Barbeque — Flag Deck

#### Thursday, July 19 — Race Day 3

- 0800 - 0900 Breakfast — under the tent
- 0900 Competitors' meeting & boat draw
- 1000 Depart for race course
- 1130 Earliest first attention signal Round Robin racing continues
- Post Race Debrief with umpires
- 1730 "BeerCan" Race on large boats (Optional for crews)
- 1800 - 2000 Barbeque — Flag Deck
- 1900 Umpires Dinner — Commodores' Gallery

#### Friday, July 20 — Race Day 4

- 0800 - 0900 Breakfast — Under the tent
- 0900 Competitors' meeting & boat draw
- 1030 Depart for race course
- 1130 Earliest first attention— RR/Semi-finals
- Post Race Debrief with umpires
- Post Race Pasta bar for competitors
- 1800 - 2000 Member, sponsor & competitor reception
- 1845 Press Conference with semi-finalists

#### Saturday, July 21 — Final Race Day

- 0800 - 0900 Breakfast — under the tent
- 0900 Competitors' meeting & boat draw
- 1000 Depart for race course
- 1130 Earliest first attention signal Semi-finals and Finals
- Post Race Press Conference with finalists; Trophy Reception for competitors, sponsors & members

All race schedule items subject to change.

**So maybe the racing is good, but is the GovCup fun for competitors, members and sponsors? Check out this schedule!**



Tom Walker



Tom Walker



## The only time three of the most iconic trophies in international match racing have ever been together was to honor the Governor's Cup's 50th Anniversary.

When three of the most iconic trophies in world match racing got together (at right) for the only time in history at the Governor's Cup 50th Anniversary celebration in 2016, it was quite an honor for the Cup and for Balboa Yacht Club.

But the honor of the appearance really reflected on the many "GovCup" alumni who have gone from the youth regatta to sail in Long Beach Yacht Club's Congressional Cup and in the America's Cup. Starting from the earliest days of the Cup, GovCup sailors have sailed in—and often won—both the "ConCup" and the pinnacle of the match racing discipline, the America's Cup. In fact, a few alumni of the first few years of the Governor's Cup went on to sail in the America's Cup within two to three years of their last GovCup appearance—perhaps especially surprising given that at that time GovCup crews had to be under twenty years old.

The Governor's Cup was founded soon after the Congressional Cup and modeled after that event by GovCup founders, the late Chet and Glee Purcell, as an opportunity for younger sailors to participate in this exciting sailing discipline. They convinced then California Governor (and later U.S. President), Ronald Reagan, to provide a trophy in time for the first regatta in 1967.

In addition to its connection to the America's and Congressional Cups and worldwide match racing, GovCup alums have also distinguished themselves in other aspects of the sport including the Olympic Games and, perhaps less logically, the Round the World Race, including winners John Kostecky, Paul Cayard and the GovCup's first international winner, Mark "Crusty" Christensen of the Royal New Zealand Yacht Squadron. As many sailors have found, match racing experience helps in all aspects of the sport.

In recent years, GovCup alumni have been very successful in the World Match Racing Tour and consistently make up at least half of the top ten ranked sailors in World Sailing's Open Match Racing Rankings (currently the top three are alums). And, they are getting to the top of those rankings quickly after—and even in some cases during—their Governor's Cup careers.

From a dream by the Purcells and Governor Reagan, and the efforts of the members of the Balboa Yacht Club, the rest—is history!



## "ConCup Heroes"

The gentlemen pictured at left are all GovCup alumni and are also responsible for *two* Congressional Cup victories among them, with Taylor Canfield (at far left) having just won his fourth "ConCup" this year in one of the toughest fleets for that event ever assembled.

Interestingly, of the four sailors pictured, only Argyle Campbell (3rd from left) won the Governor's Cup. Californian Dennis Durgan (2nd from left) and New Zealand's Gavin Brady (at right) were competitive in their GovCups with Gavin Brady placing 2nd, but both evidently learned a lot as they went on to win their first ConCup soon after their Governor's Cups.

Like many Governor's Cup alumni, Gavin and Dennis also went on to sail in the America's Cup with Gavin as helmsman or tactician for a number of campaigns and Dennis serving as tactician for Dennis Conner in their 1980 win on *Freedom*.



## James Spithill

To date, the most successful America's Cup skipper among Governor's Cup alumni is Australian James Spithill (at left) who, after being the youngest helmsman for an America's Cup contender in his debut, skippered the winning America's Cup Oracle teams in 2010 and 2013 before losing the Cup to New Zealand in 2017. James has said that the Governor's Cup with, shall we say, his less than distinguished results, was his first match racing experience and believes it contributed to his eventual great success.



Mary Longpre

## The "Young Guns"

It will probably not be long before two-time GovCup winner Sam Gilmour of Australia joins the distinguished Congressional Cup winners shown at top, having finished 3rd this year in his debut. In doing so, he beat two former multiple champions and World Match Racing champs.

Harry Price, (middle right) as of last week achieved the loftiest position in the World Sailing Open Match Racing Rankings as #1, having hovered near that position for months. BYC is especially pleased to welcome Harry back as he tries to become the eleventh two-time winner. He has succeeded on the international match racing circuit including the World Match Racing Tour in both monohulls and multihulls.

San Diego's Nevin Snow (below right) is a two-time Governor's Cup winner having been the second youngest and then the oldest winner and beating Sam Gilmour to win his second. He is a former intercollegiate national champion in both match and fleet racing, and is now campaigning a 49er in a 2020 U.S. Olympic effort.





# There are a lot of great venues worldwide for sailboat races. But how many can top Balboa Yacht Club and Newport Beach, California?



Newport Beach began as a small coastal community which provided summer homes for many Los Angeles families. It is obviously still coastal, but much changed with approximately 90,000 permanent residents and a thriving business environment.

Sailing and racing were part of the City even before it was incorporated (see city seal at right!) and Newport remains one of the premier harbors (with some 9,000 boats) and sailing centers in the United States.

Air temperatures will range from 74<sup>o</sup> - 82<sup>o</sup> F (23.3<sup>o</sup> - 27.7<sup>o</sup> C). Winds should range from 5-14 knots from the southwest quadrant. Ocean conditions generally feature a light swell and some chop as the breeze picks up, so as past competitors have found, match race tactics are important, but so is boat speed!



Balboa Yacht Club was founded in 1922 as the Southland Sailing Club and has evolved into one of the more successful clubs in Southern California. The Club's membership includes Olympic, world and national champions in many classes as well as America's Cup sailors. The Governor's Cup is the club's "signature" regatta and its 850 members want to welcome all the international competitors, spectators and event sponsors.

The Club's location is an asset as it is the closest facility to the harbor entrance and with a wide area of the bay just in front of the Club, it is an especially good vantage point for summer sunsets. It provides full food and beverage service and, as pictured above, will host many of the Governor's Cup festivities "under the tent" looking over the main dock and the twelve "Governor's Cup 22" sloops provided for the competitors.

BYC hosts a large number of regattas every year and at the end of the summer, joins with Newport Harbor Yacht Club to host the three-day "Long Point Race Week" for large boats at Catalina Island where both Clubs maintain fully equipped shore stations. BYC's Whites Landing and cove pictured at upper left.



Will Boulden, 21, appears in his third Governor's Cup this year and has shown improvement each year, including just missing a semi-final berth last year in placing fifth. Representing the Royal Freshwater Bay YC in Perth, Western Australia, Boulden placed 2nd in the 2017 Warren Jones Youth Match Racing Championship series, losing only to Harry Price, a great finish given the history of that event and the fact that the age limit is higher than for most youth events.

Boulden joins us in California after representing Australia in the Youth Match Racing World Championship in Italy July 2-7 where he placed second. He will be joined this year by Alex Negri, a seasoned GovCup veteran, and Peron Pearse (Boulden and crew pictured above left, l to r).

Clare Costanzo, 21, is one of the top match racers in the world—who happens to be female. She is currently ranked #40 in the World Sailing "Open" Match Racing Rankings and #4 in the Women's rankings. Neither system is age limited. She brings another all female crew to her second Governor's Cup after a 6th place finish in her inaugural appearance last year. She sails for the Royal Prince Alfred Yacht Club located in Pittwater, north of Sydney, Australia, a club that produced its first GovCup winner in 1992 and has been regularly represented in the Cup.



Costanzo has focused on match racing in recent years and her efforts have paid off since the last GovCup with her win in the Hardy Cup Youth Match Racing series in Sydney, the first for an all-female crew. Her crew includes Jess Angus, Ruby Scholten, and Hannah Lanz (pictured above l to r with Costanzo at left).



Felix Jacobsen, 22, makes the first appearance by a team from Denmark although Jacobsen did sail in last year's Youth Match Racing World Championship held at BYC. After what Jacobsen and his crew likely thought was a disappointing finish in the 2017 Worlds, like some of his 2018 competitors, he used the time since last summer well and since then has won the Swedish Youth MR Championship and the non-age limited Ice Breaker series which was also in Sweden.

He has extensive experience in all types of boats and disciplines in the sport including larger boats racing under the ORC handicap rule, pictured at above right. His crew is Sebastian Pieters and August de la Cour (pictured above, l to r with Jacobsen at left). Jacobsen is currently ranked #33 in the World Sailing Open Match Racing Rankings.



## The skippers at this GovCup are the highest world ranked sailors in the history of the GovCup and, we believe, perhaps of any youth event.



GovCup defending champion, Christophe Killian, 21, returns to the Cup this year. Since breaking last year's 37 year drought for BYC, Killian has been busy completing his college education—having graduated in June—and sailing for his College of Charleston team.



## Christophe Killian

Before doing so, he and his CofC team won the U.S. Intercollegiate Team Racing Championships, marking Killian's third national team title in his collegiate career. This year, his crew includes two younger sailors that came up through the BYC program, his younger brother Porter in the middle, and Jeffrey Petersen on the bow (Christophe, Porter and Jeffrey pictured at right, l to r). In addition to their skills as crew members, both Porter Killian and Petersen have begun to distinguish themselves as match race skippers in their own right.



Harry Price, 22, currently the #1 ranked match racer in the World Sailing Open Match Racing Rankings, is perhaps the most recognizable competitor at the Governor's Cup, not only because of his distinguished match racing record, but because he usually makes a unique mark on each regatta.

Price is the only GovCup competitor in recent memory—and perhaps ever—to knock another skipper overboard (see story and picture later in this program), but earlier this year competed in the Congressional Cup and at that event, he became what we believe to be the only competitor in *any* match racing event to knock a light post off a spectator pier. Happily, the GovCup starting line is well off the Balboa Pier.

Like Christophe Killian, Price will be seeking his second GovCup win, after having won in 2015. He is joined by Angus Williams and Harry Hall, (Price & crew above right, l to r).



## Harry Price



**There are a lot of great rivalries that will be a highlight of this year's Cup. How about Takahashi vs. Price; or Parkin vs. Wood or defending champ Killian or World #1 Price vs. everyone!**

## Scott Sinks



Charles "Scott" Sinks, 22, has distinguished himself in intercollegiate sailing in the United States at Boston College including gaining his invitation to the Governor's Cup as a result of his win last fall in the ICSCA Match Racing National Championship beating, among others, defending champion Christophe Killian. The ICSCA MR Championship has become one of the most competitive match racing events in the United States, making Sinks another GovCup skipper to watch!

From San Diego, California, Scott comes from a prominent sailing family and is hoping to add a GovCup title to his resume. This is his second Cup as skipper as he appeared in 2015, although he has also crewed in the Cup before. He is joined by Wade Waddell and Johannes McElvain, (Sinks and McElvain pictured above left, l to r. Waddell unavailable for team picture but inset above middle).

Leonard Takahashi, 19, returns to the Governor's Cup after his 2nd place finish last year. Since the last Cup, Leonard has completed a truly remarkable record in Australia and New Zealand youth match racing events in winning pretty much everything there was to win!

In his spare time, he is campaigning for a berth in the 2020 Olympics from Japan, as he holds dual

## Leonard Takahashi



NZL and Japanese citizenship. He is joined by a veteran GovCup crew, Taylor Balogh and Josh "Hollywood" Wijohn. Wijohn has developed considerable skills as a guest commentator for on the water race coverage, having started his "career" at last year's World Youth MR Championship at BYC. Most recently, he joined Takahashi as a guest commentator at the Congressional Cup.

Presumably, Takahashi, Wijohn and Balogh (pictured l to r at left) will prefer to be in the Governor's Cup final match, rather than joining the live coverage.

If there is anyone ready for a "break out" year in the Governor's Cup, it may be Marina del Rey, California's Chris Weis, 22. This will be Weis' third Governor's Cup and he has done better each time, making the semi-finals in each of the last two years and last year, placing third after beating Harry Price in the *Petit Final*. In recognition of his match racing skills, Weis was selected to represent the United States in the Youth Match Racing World

## Chris Weis

Championship in early July and placed third, just behind GovCup competitor Will Boulden, and ahead of another, Matt Whitfield.

Weis has finished his undergraduate education and his intercollegiate sailing career at the University of California, Santa Barbara, having graduated last month. His crew are also GovCup veterans, Roberto Stevens and Dylan Finestone (Weis and crew pictured l to r at left). Observers will be fascinated to see if Weis can top the leaderboard in this, his last GovCup regatta.



Although Matt Whitfield, 21, of the United Kingdom, finished near the bottom of last year's GovCup fleet, he was an inexperienced match racer at the time. But, after a week off, he improved considerably in almost making the semi-finals in World Sailing's Youth Match Racing World Championship, also at BYC last year.

## Matt Whitfield

Since then, he has won the United Kingdom's Youth Match Racing Championship and placed second in the UK Match Racing Championship (non-age limited) beating, among others, two-time Congressional Cup Winner and former World Match Racing Tour Champion, Ian Williams. Matt also represented his country in this year's Youth Match Racing World Championship. (Matt and his crew, Scott Wallis and Zak Bermon, are pictured at left, l to r).



All crew pictures by BYC's own Mary Longpre, Longpre Photos





**Most of these skippers are also expert dinghy sailors with more than one having legitimate Olympic aspirations. And, GovCup rookie Jack Parkin is already a dinghy World Champion!**

For the second year in a row, David Wood, at 17, is the youngest skipper at the Governor's Cup. He is the former United States Youth Match Racing Champion and is an active and accomplished Laser sailor, competing last week in the Laser Radial class North American Championships. While early in his sailing and

## David Wood

match racing career, he is treating it seriously, having traveled to Australia last year for the Musto and Harken youth MR regattas and this, his second GovCup.

His record and 7th place finish in last year's GovCup, beating many older and more experienced competitors, made it a simple decision for the GovCup selection committee to award him the automatic invitation to this year's Cup for a BYC skipper. Wood is again joined by his USYMRC championship and 2017 Governor's Cup crew, Max Brennan and Catherine Reynolds (Wood & crew pictured above, l to r).



## James Wilson

James Wilson, 19, is another product of the Royal New Zealand Yacht Squadron "Performance Programme" whose members have to date won six Governor's Cups! In 2015, his promise was recognized by his country with the award of the prestigious Youth Performance Award in Recognition of Outstanding Achievement and Services in Yachting. A "Squadron" team was the first international winner of the GovCup, in 1989, so Wilson carries on a long tradition.

Since the last Governor's Cup, Wilson placed 2nd in both the Harken and Nespresso youth match racing championships in Australia and New Zealand and will undoubtedly be a tough competitor at this year's GovCup. Wilson & his crew, Marco Hull and Logan Andresen, are pictured l to right above.



## Jack Parkin

Last month, Jack Parkin, 19, won the U.S. Youth Match Racing Championship and with it, the automatic invitation to the Governor's Cup. In doing so, he beat the toughest fleet ever assembled for that regatta, including skippers such as then-defending champ David Wood.

Jack is relatively new to match racing but is not new to top ranked sailing. He and one of his GovCup crew, Wiley Rogers, won the World Youth Championship in 2017 in the 420 class (Rogers and Parkin pictured at right l to r) and Parkin remains an active dinghy sailor in both world class events and as a member of the Stanford University sailing team which Rogers will join this fall. Parkin and Rogers are joined by fellow Stanford student, Victoria Thompson, as well as Bram Brakman, who sails for perennial collegiate power, Tufts University (pictured above, l to r).



**The GovCup media team lifts its game for 2018 for live coverage, daily update shows, interviews with the sailors and much more.**

The Governor's Cup Committee made a commitment for the 2017 regatta to greatly upgrade its media coverage and most observers thought that they succeeded for the most part, with some 20,000 unique views of the various video presentations on the BYC Facebook page. The Committee and the media team have made a similar commitment for this year's regatta and hope that the competitors, parents, BYC members, sponsors and another expected worldwide audience will enjoy the improvements.

The media effort is led by producer/director Chris Bretschger with host/commentators Andy Rose and veteran America's Cup manager and *Sailing Illustrated.com* founder and editor Tom Ehman (pictured at right).

The media team will again produce a daily live pre-race show Wednesday-Saturday, and will broadcast the post-race press conferences Friday and Saturday. Those two days will also feature live, on the water coverage of the racing including complete course coverage with four cameras including two drones and commentary by Rose and Ehman and special guests. All coverage will be on [facebook.com/bycgovcup/](https://facebook.com/bycgovcup/).

Interviews with skippers will be a highlight of the coverage both on and off the water. Daily press reports and pictures will be transmitted to worldwide media sites covering the regatta. Results of each flight are posted instantly during each race day on the Facebook page noted above and tweets from the race course will also be posted.



### GovCup Live Webcast Schedule

Monday	1930	Crew Introductions
Tuesday	1300	GovCup Feature*
Wed-Thu.	0930	Pre-race show
Friday	0930	Pre-race show
	1130	Live Race Coverage
	1845	Press Conference
Saturday	0930	Pre-race show
	1130	Live Race Coverage
	Post-Race	Press Conference

"Pop up" interviews may be broadcast post-racing and will be posted on Facebook as noted at left.

\* Streamed & originated as part of "Tuesdays with TFE" on [Sailing Illustrated.com](https://SailingIllustrated.com)

**No umpires, no modern match racing. It's that simple!**



Mary Longpre

The Governor's Cup is again fortunate to have a group of international and national umpires who provide immediate on the water judging of rules infractions. Without these ladies and gentlemen, modern match racing literally would not exist. Watch for their signals when an infraction is claimed with either a blue or yellow flag, corresponding to a foul on either boat requiring a penalty turn, or a green flag signaling "no foul, carry on with the race." Umpires listed below: (\*Denotes an International Umpire)

<b>Principal Race Officer:</b> Dr. Don Becker	USA
<b>Chief Umpire:</b> David Blackman*	USA
<b>Umpires:</b>	
Damien Boldyrew	AUS
David Blackman*	USA
Bruce Cook *	USA
Ben Fels*	AUS
John Grace	NZL
Jeff Keenan	USA
Kim Kymlicka	USA
Katie Maxim	USA
Glenn Oliver*	USA
David Pelling *	CAN
John Pratt *	USA
Mike Turner	CAN





Tom Walker

In 2022, New Zealand will host the 36th America's Cup match. The boats to be used will be a new class of foiling monohulls. As many observers of the America's Cup have noticed, foiling and "pure" match racing are not always a perfect match.

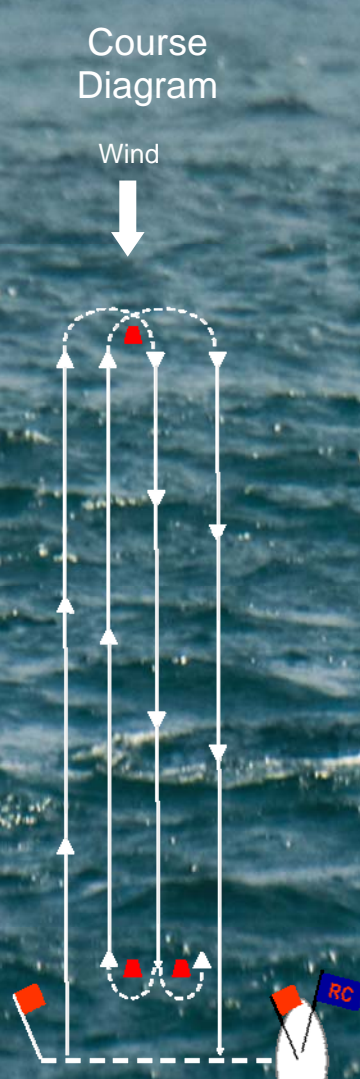
However, the Governor's Cup, Congressional Cup and the vast majority of match racing series worldwide remain "foiless" and yet still provide some incredible, close and exciting racing for competitors and spectators alike. The two competing boats in each match are almost always close together—sometimes too close, see report on last year's GovCup on pages later in this program—and races can be decided by a few seconds.

The concept is simple, and can be described as "get a first place start and continue to improve your position." Even with only a single opponent, that is easier said than done. Each pair will begin the action four minutes before the start and during that time, each skipper will attempt to get "control" of the other boat using the racing rules (see next two pages).

The goal of this pre-start maneuvering is to be ahead of the other boat at the starting gun while still behind an imaginary line between the race committee boat and an orange flag. After the starting gun fires, the boats proceed up the race course. They first sail to a mark located directly "upwind" of the starting line which they will round in a clockwise direction.

They will then set spinnakers on the boats and sail downwind to a two-mark "gate" located just upwind from the starting line. Skippers can pick which of the two marks to round after going through the gate. The boats then return to the "weather" or "top" mark one more time and then finish with spinnakers up directly through the start/finish line in the opposite direction from their starts.

The regatta format includes a double "round robin" series where every skipper will sail against every other skipper twice. The top four from that stage will qualify for the semi-finals and the semi-final winners will sail for the Governor's Cup. Petit Finals to decide third place and the other final places will also be decided in additional matches.



**Is match racing the most exciting discipline in the sport? Maybe, but it is somewhat complicated. So, where are they going and what on earth are they doing? A brief view of some match race tactics is on the next 2 pages.**

Match racing is simple—you only have to beat one other boat! That makes it pretty easy to watch, too. While boat speed and handling are still crucial (the America's Cup has always been won—with arguably one or two exceptions—by the faster boat), and the Governor's Cup 22s are all equal in speed, those crews who figure out how to make them go fast will eventually top the leaderboard.

Tactics are crucial to equally matched teams and match racing is different. Starts are always important in any race but in match racing, they border on being crucial. There's a lot to the start so let's look at that as well as some of the other most interesting and crucial parts of each race.

### Pre-Start

The racing rules of sailing are based on a simple concept—when boats get in close proximity, one of them will be the "right of way" boat, and the other, the "burdened boat" which must keep clear of the former. Since the objective of a match race start is to put your opponent as far behind as possible, more than in any other aspect of the sport, the right of way boat uses the rules to try to "control" the burdened boat and try to force its opponent to start poorly or otherwise have to take other unfavorable positions.

The boats are allowed to engage each other at four minutes before their start and they enter the starting area from opposite sides of the starting line. In Figure 1 below, the light blue boat is on starboard tack and the white boat on port. As they enter the starting area, the white boat must give way.

Blue is allowed to alter course to control its opponent, a technique often called "hunting," with the objective of getting on the other boat's stern as discussed below. If blue's timing is right and white reacts properly, the "dial up" is the likely result and it is illustrated below where both white and blue luff head to wind as white avoids blue. Now the fun begins!

### Achieving Control... or Not

At this point, boat positioning and speed are crucial. Sooner or later, one of the boats will drift forwards or backwards and have to break off the "dial up." Often that will

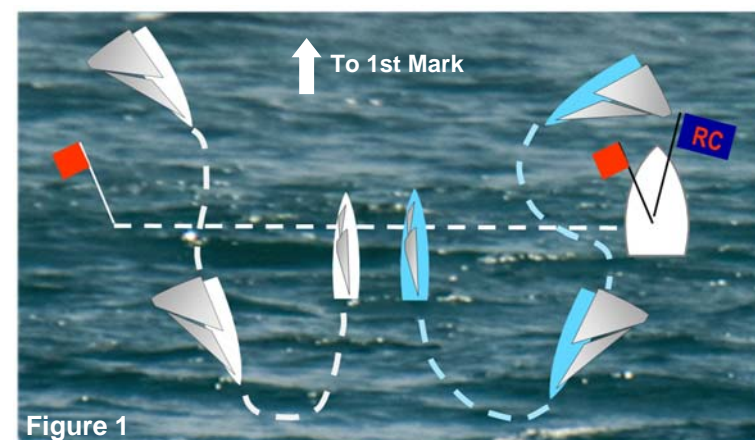


Figure 1

involve one boat sailing away on port tack towards the committee boat and spectator fleet located to the right of the R/C boat as shown in Figure 2.

There is one major rule which governs right of way as they sail away from the committee boat. That is that the boat ahead can't tack or gybe if it can't complete that maneuver before the boat behind it must *begin* to get out the way. So, in a typical move, the white boat that is obligated under that

rule will use a spectator boat (shown in green) to avoid being controlled and taken away from the starting line. As you can see, it uses the catamaran as a blocker which allows it to gybe onto starboard tack and reverse its position. Blue must now avoid white.

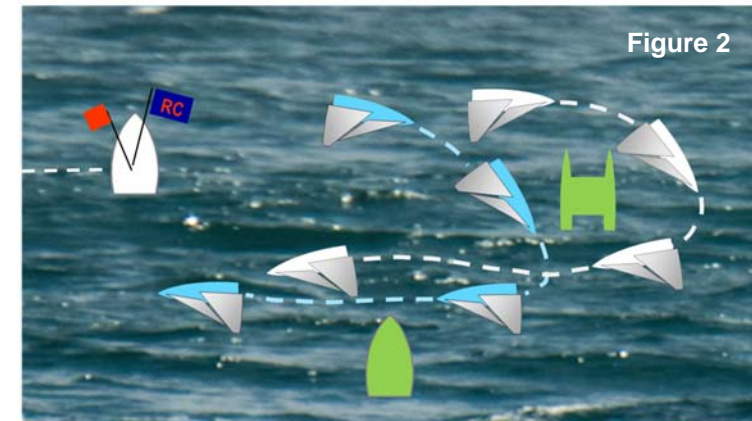


Figure 2

So what happens then? If they are within about 90 seconds from the starting gun, you will likely see the boats approach the start as shown in Figure 3 which is a continuation of the situation shown in Figure 2. At this point, white will try to "hook" blue by establishing an "overlap" to leeward which gives it the right of way over the "windward" boat.

### The "Hook"

Here, timing is everything. If white can "hook" blue, it could force her over the line early or to tack and go towards an unfavored "boat" end of the start line (the "favored" end of the line is generally the end closest to the windward mark. For figure 3 purposes, assume it is the "pin" end). On the other hand, blue will try to avoid that overlap and lead white to the favored end. If blue can maintain that position ahead, it can use the deflection of the wind off its sails to force white to tack away as in Figure 3. At worst, blue would have an even start. With relatively equally skilled match racers in the Governor's Cup, this is often the result. However, here is where timing is important. If white can hook blue and there is still time before the start, it could force blue over the line or, even if blue tacks, white can sometimes then chase her to the boat end and if white's timing is right, blue could either be over at the starting gun or be forced to sail away from the line until white lets her start. Either is a "slam dunk" start for white which

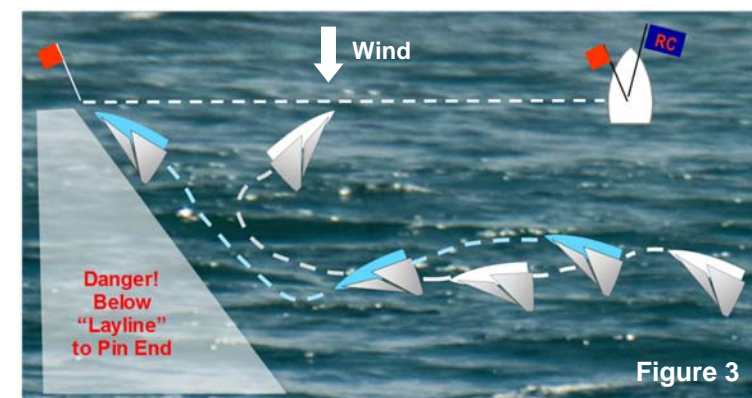


Figure 3

would give her a big advantage. Or, just as good, white forces blue into the "danger zone" shown which would prevent blue from "laying" the pin end of the start and preventing it from going through the start line on time. So, in watching the starts during the Cup, watch for the "hook" and see what happens. The result is not always what the skippers intend!

(continued on next page...)



# As Argyle Campbell, the first winner of the GovCup, has said, “Match racing is simple in concept, difficult in execution!”

(...continued from previous page)

## Later in the Race

Upwind, the boat ahead will try to stay between its opponent and the windward mark, located about one half a mile directly into the wind. If it can stay directly upwind, it's sails will also disturb the wind flow onto the trailing boat which will slow it down. Sometimes, you'll see a “tacking duel” which is an effort by the boat ahead to “cover” in order to do that and the boat behind to keep his wind “clear.”

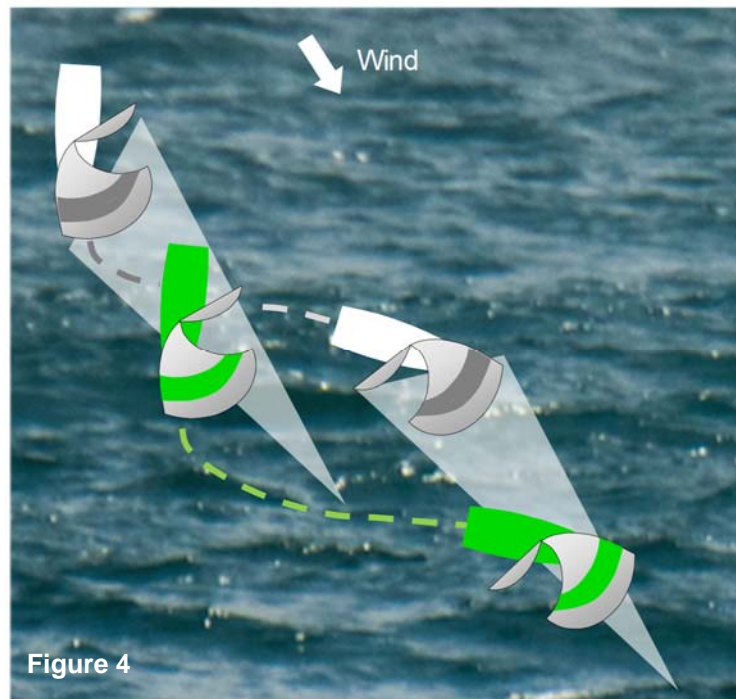


Figure 4

But, downwind legs back to the starting area can be a time for the trailing boat to turn the tables as the boat behind can actually have an advantage because it can throw its wind shadow forward onto the lead boat. As you can see in

Figure 4, the white boat's wind shadow is “blanketing” green and green will be going slower than white. Green therefore gybes to try to avoid the disturbed wind, but white matches the move, continues to disturb green's air and soon will be overlapped or even ahead as they approach the leeward mark.

It doesn't have to be that way! If the boat ahead has a great sense of exactly where the disturbed air will be, and has great crew work allowing it to gybe quickly as soon as the trailing boat does so, it can preserve its lead by avoiding the wind shadow. It may be a bit closer at the leeward mark, but it will still be ahead and will again have the advantage as it starts the second windward leg. Green is doing that in Figure 5.

The picture below shows BYC's 2017 Governor's Cup winner, Christophe Killian, (the green spinnaker in both Figure 5 and picture) avoiding the shadow and keeping his wind clear in the final matches against runner-up Leonard Takahashi in the grey spinnaker (and in the white boat position in Figure 5).

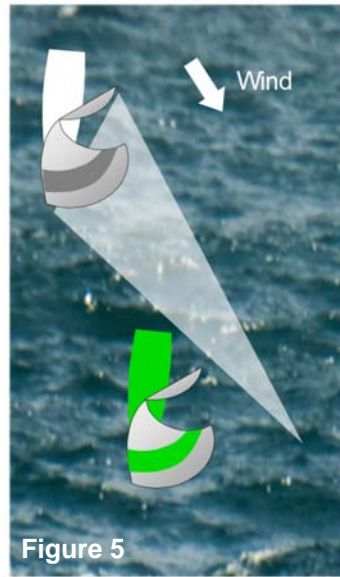


Figure 5



Mark roundings are also an exciting part of any match race and lead changes can happen. Around a mark, an “inside” boat closest to the mark generally has right of way over an outside boat which must give the former room to round the mark. But, here is where crew work is crucial as a poor spinnaker set or takedown can allow the boat which does it well to pass. But mark roundings are a subject for another day.

In sum, there is a lot to modern match race tactics and that is what makes match racing so fascinating. The good sailors now know the duration and effect of each move and with practice will instinctively be able to choose one that works most of the time. There are a lot of those good sailors in this fleet and it should be fun to watch!

Thanks to Principal Sponsor Terry Causey



Below is a list of the 51 winners of the GovCup to date. Pretty impressive, eh? You should see the list of who didn't win!

## Past Winners

1967	Argyle Campbell	USA	BYC
1968	Argyle Campbell	USA	BYC
1969	Andy Rose	USA	BYC
1970	Andy Rose	USA	BYC
1971	John Daigh	USA	NHYC
1972	Curt Olsen	USA	CYC
1973	Bill Menninger	USA	LAYC
1974	Mark Rastello	USA	BYC
1975	Steve Washburn	USA	LBYC
1976	Steve Schock	USA	NHYC
1977	Scott Mason	USA	BCYC
1978	Brad Wheeler	USA	BYC
1979	Brad Wheeler	USA	BYC
1980	Jack Franco	USA	BYC
1981	Gordon Clute	USA	SFYC
1982	Mike Pinckney	USA	BCYC
1983	Mike Pinckney	USA	BCYC
1984	Chris Redman	USA	ABYC
1985	Chris Redman	USA	ABYC
1986	Bart Hackworth	USA	SFYC
1987	Geoff Becker	USA	CpBYC
1988	Jason Fain	USA	RYC
1989	Mark Christensen	NZL	RNZYS

1990	Kelvin Harrap	NZL	RNZYS
1991	Giselle Camet	USA	SDYC
1992	Anthony Merrington	AUS	RPAYC
1993	Tim Wadlow	USA	SWYC
1994	Matt McQueen	USA	StFYC
1995	Andy Estcour	NZL	RNZYS
1996	Steve Kleha	USA	NHYC
1997	Tom Hebbert	GBR	BBSC
1998	Brian Bissell	USA	NHYC
1999	Colin Campbell	USA	KHYC
2000	Colin Campbell	USA	KHYC
2001	Simon Minoprio	NZL	RNZYS
2002	Paul Campbell-James	GBR	RYA
2003	Seve Jarvin	AUS	CYCA
2004	Murray Gordon	AUS	RPAYC
2005	Murray Gordon	AUS	RPAYC
2006	Steven Natvig	USA	KHYC
2007	Michael Menninger	USA	NHYC
2008	Michael Menninger	USA	NHYC
2009	William Tiller	NZL	RNZYS
2010	William Tiller	NZL	RNZYS
2011	Nevin Snow	USA	SDYC
2012	Tim Coltman	NZL	RPNYC
2013	Sam Gilmour	AUS	RFBYC
2014	Sam Gilmour	AUS	RFBYC
2015	Harry Price	AUS	CYCA
2016	Nevin Snow	USA	SDYC
2017	Christophe Killian	USA	BYC

### Yacht Club Abbreviations

ABYC	Alamitos Bay YC
BBSC	Bough Beech Sailing Club (UK)
BCYC	Bahia Corinthian YC
BYC	Balboa YC
CpBYC	Capistrano Bay YC

CYC	California YC
CYCA	Cruising YC (AUS)
StFYC	St. Francis YC
SDYC	San Diego YC
SFYC	San Francisco YC
SWYC	Southwestern YC
KHYC	King Harbor YC

LAYC	Los Angeles YC
LBYC	Long Beach YC
NHYC	Newport Harbor YC
RYC	Richmond YC
RFBYC	Royal Freshwater Bay YC (AUS)
RNZYS	Royal New Zealand Yacht Squadron
RPNYC	Royal Port Nicholson YC (NZL)

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**1980** was a long time ago—thirty seven years from last year’s Governor’s Cup, to be exact. It took that long for a Balboa Yacht Club team to again win the Club’s “signature event,” but Christophe Killian and his crew Harrison Vandervort and Jack Martin broke the long running jinx last year. The crew was also responsible for a certain lack of dry eyes among the 150+ BYC volunteers and in the record breaking spectator fleet as they crossed the finish line to win last year’s 51<sup>st</sup> Annual “GovCup” 3 races to 1 over a tough New Zealand team headed by Leonard Takahashi. This year’s GovCup will provide an opportunity for a classic rematch as both Killian and Takahashi return.

Killian savors his win for BYC last year. He returns this year trying to become the 11th two-time winner.



Mary Longpre

Below, Christophe Killian, Harrison Vandervort and Jack Martin approaching a weather mark and below that, relaxing after a close finish with Leonard Takahashi in the 2017 finals.



Tom Walker



Tom Walker

Alee

Killian brought BYC back to the winners circle after the Club had dominated the event in its early years including the first four as Argyle Campbell won in 1967 and 1968 followed by Andy Rose, who won in 1969-1970. (The pair then went on to team up to win two Congressional Cups in 1970 and 1972.) BYC winners total nine wins over the fifty one regattas to date, the most of any club, with the Royal New Zealand YS tied with Newport Harbor YC for second with six each.

Killian reached the semi-finals of the 2017 Cup with the second best record in the “double round robin” series in which each team sailed every other team twice, with one point for a win and zero for a loss. However, the round robin winner was Harry Price, former Governor’s Cup champion and current 4<sup>th</sup> ranked match racer in the world according to the World Sailing Open Rankings, which do not consider age as a factor.

Most observers picked Killian and Price to meet in the finals since they had placed 3<sup>rd</sup> and 4<sup>th</sup> in the 50<sup>th</sup> Anniversary GovCup in 2016, and the two skippers that beat them then were “aged out” of the 2017 Governor’s Cup.

But that intriguing final match pairing was not to be. In a significant upset, the 18 year old New Zealander, Takahashi, sailed fast and quickly learned to avoid engagement with the more experienced Price on the downwind legs and won his semi-final 3-1.

Takahashi was unable to completely avoid Price in the pre-start maneuvers, however. In one spectacular start, as Price attempted to dip below the Kiwi’s stern to establish an overlap and thereby gain some control over his opponent, Price misjudged his radical change of course and hit Takahashi on his windward quarter so hard that the New Zealand skipper was knocked overboard.

Price incurred a penalty and Takahashi had a nice swim on a hot day! The incident certainly didn’t slow Takahashi down as he won that race and had a surprisingly easy path to the finals. Meanwhile, Killian and team, in a sign of things to come, sailed brilliantly and efficiently in dispatching their semi-final opponent, Christopher Weis, from Marina del Rey, 3-0, and set up the final match with Takahashi. In another upset, Weis later beat Price in the *petit finals* to claim third place in the Cup. Price will try to get revenge this year!

## Balboa YC’s Killian, Vandervort & Martin Break 37 Year Drought by Winning 2017 GovCup

Despite the pressure Killian must have felt in his first GovCup final with the hopes of family and BYC members riding on his shoulders, the experience of the team proved the deciding factor in their 3-1 win, although the racing was close. At the post-race press conference, when asked about the importance of his veteran crew, Killian replied, “Obviously it’s huge! I think they made one mistake in the whole regatta. Everything was perfect.” The spectators and those watching live coverage on the web would agree.

The live coverage—at least of the quality presented—was new last year and included full “streaming” of the semi-final and final races with commentary by Rose and 13-time America’s Cup manager Tom Ehman. In addition to the live broadcast of the racing, a total of 11 other live shows were aired, led by Ehman, including a morning and post-race show, the two press conferences, and the complete Opening Dinner and crew introductions. Collectively, the coverage was seen periodically by approximately 20,000 viewers from all over the world including some very interested parents!

One of the highlights of the event showed that BYC’s next victory may not take another thirty seven years. In 2017, 16 year old David Wood made his GovCup debut, having won the invitation given to the U.S. Youth Match Racing Champion where he beat many more experienced competitors.

As the youngest and least experienced of the 2017 GovCup skippers, Wood and team surprised everyone by leading Killian until the last downwind leg of the first race of the round robin and then did the same to Harry Price in both of their races. They ended up placing 7<sup>th</sup> of the 12 boats in the Cup but Wood will again race this year and then has eligibility for *five* more GovCups. Rose predicted that he would win more than one in the future. And, as the 21 year old Price noted in an interview when asked about Wood, “That kid is fast!” This year’s skippers may want to make note of that!

Leonard Takahashi knocked overboard after being hit by Harry Price in 2017 in Mary Longpre’s fantastic photo.



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### Final Results 2017 Governor’s Cup

1. Christophe Killian (USA) Balboa Yacht Club
2. Leonard Takahashi (NZL) Royal New Zealand YS
3. Christopher Weis (USA) Del Rey YC
4. Harry Price (AUS) Cruising YC of Australia
5. Will Boulden (AUS) Royal Freshwater Bay YC
6. Clare Costanzo (AUS) Royal Prince Alfred YC
7. David Wood, (USA) Balboa Yacht Club
8. George Anyon (NZL) Royal New Zealand YS
9. James Pinder (GBR) Cambridge University CC
10. Matt Whitfield (GBR) Wessex Sailing Club
11. Grenier Hobbs (USA) Davis Island Yacht Club
12. Charlie Welsh (USA) Newport Harbor YC





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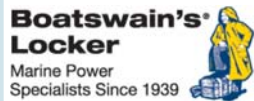
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