

1974-1979
1971-1972
1965-1969

Cal 40



1970
Columbia
50

Celebrating
60 Years of
Match Racing



1989-Present
Catalina
37

1973
Ericson
39

1980-1988
Catalina
38



RACE DAYS: APRIL 29-MAY 4, 2025



DAILY EVENTS

8:00 - 10:00am	Ride Along Check-in in the Front Lobby
10:00am	Skippers briefing with Chairman, PRO, and Chief Umpire
11:30 - 5:00pm	<ul style="list-style-type: none"> ★ Public Viewing from the Belmont Veteran's Memorial Pier ★ Live commentary on the pier with all the action ★ Live Streaming Video on Friday, Saturday, Sunday at thecongressionalcup.com or Facebook page "@Long Beach Congressional Cup" or in the LBYC Lounge.
5:30pm approx.	★ Press Conference Press Conference approx. 30 minutes after boats return
6:00pm	★ Lounge and Dining Room open for dining

THE PIER WILL BE OPEN TO ALL SPECTATORS FOR THE BEST VIEWING OF THE RACE COURSE.

SPECIAL EVENTS:

TUESDAY, April 29: Practice Day

5:00pm	Club 100 VIP Champagne Reception (Invitation only)
6:00pm	All Member & Crew Cocktail Reception (no host)
7:00pm	Meet the Skippers Dinner (Blazer, Cocktail attire - reservation required)

WEDNESDAY, April 30: First Day of Racing

11:30am	Viewing from the Belmont Veterans Memorial Pier with live commentary
	★ East & West wing and Buoys patio open to the public
	★ Loft open for Ladies Day Event (reservation required)

THURSDAY, May 1: Second Day of Racing

11:30am	Viewing from the Belmont Veterans Memorial Pier with live commentary
	★ East & West wing and Buoys patio open to the public - Loft closed

FRIDAY, May 2: Third Day of Racing

11:30am	Viewing from the Belmont Veterans Memorial Pier with live commentary
	★ East & West wing open to the public
	★ Buoys Patio open to LBYC members only
	★ Loft open to Club 100 & sponsors only
5:00pm approx.	Jr. Congressional Cup – Racing in FJs with Juniors & Skippers
6:00pm approx.	Press conference after the Jr. Congressional Cup racing
6:30pm approx.	60th Anniversary Celebration with live music sponsored by F&M Bank

SATURDAY, May 3: Fourth Day of Racing

11:30am	Viewing from the Belmont Veterans Memorial Pier with live commentary
	★ Buoys Patio & Loft open to Club 100 & sponsors only
	★ West wing open to LBYC members only (with food & beverage service)
	★ East wing open to the public

SUNDAY, May 4: Final Day of Racing

11:30am	Viewing from the Belmont Veterans Memorial Pier with live commentary
	★ Buoys Patio & Loft open to Club 100 & sponsors only
	★ West wing open to LBYC members only (with food & beverage service)
	★ East wing open to the public
TBA	Fleet Race for non-semifinalists, Semi Finals and Finals
TBA	Victory Parade after racing finished back to LBYC
5:30pm	Trophy Presentation ~ Pool Deck
6:00pm	2025 Final Celebration Party

PARKING MADE EASY FOR PIER VIEWING

Heading to the Belmont Veterans Memorial Pier to watch the 2025 Congressional Cup?
 Download the **Passport Parking App** for your phone to park with ease.
 Pay, extend, and manage your parking session with just a few taps.



WELCOME TO LONG BEACH YACHT CLUB

A COMMITMENT TO EXCELLENCE IN YACHT RACING

COMMODORE LISA MEIER

ON BEHALF OF THE FLAG OFFICERS,
DIRECTORS AND MEMBERS OF LONG
BEACH YACHT CLUB, IT IS MY SINCERE
PLEASURE TO WELCOME YOU TO THE
2025 CONGRESSIONAL CUP.



Dear Sailors, Guests, Dignitaries, and Members of the Long Beach Yacht Club,

It is with immense pride and joy that we welcome you all to the 60th Annual Congressional Cup here at Long Beach Yacht Club. Since its inception in 1965, when Commodore Bob Pierce welcomed the first skippers to compete in this prestigious event, the Congressional Cup has evolved into an illustrious tradition that continues to attract the highest-ranked match racers from around the world.

The inaugural Congressional Cup, held from February 5th to 7th, 1965, saw skippers and crew from notable yacht clubs across the USA, including the Long Beach Yacht Club, Newport Harbor Yacht Club, San Diego Yacht Club, Santa Monica Yacht Club, Los Angeles Yacht Club, Alamitos Bay Yacht Club, California Yacht Club, Larchmont Yacht Club, Cabrillo Beach Yacht Club, and St. Francis Yacht Club. The first yachts were privately-owned Cal 40s, generously loaned by their owners. Today, the highest ranked match racers come from around the world.

We remain steadfast in upholding the high standards set forth in the inaugural program. Match racing, recognized as the ultimate test of skill for both the skipper and the crew, continues to be the foundation of this event. This year's competition will feature a round-robin series, with each boat engaging in match races against every other competitor.

The Congressional Cup has been sailed in a select class of boats, chosen for their outstanding racing records. Today the competitors race in Catalina 37s designed and built specifically for this event. To ensure a fair and challenging competition, short windward-leeward courses will be set in the ocean off the Belmont Veterans Memorial Pier, allowing for a multitude of races and providing a rigorous test of skill and strategy.

Today, as we celebrate the 60th Congressional Cup, we extend a warm welcome to participants and spectators alike. We invite you to enjoy the camaraderie and hospitality of the Long Beach Yacht Club, spectate from the Belmont Memorial Veterans Pier, on the water, or watch the live streaming broadcast to audiences worldwide.

Thank you for joining us in this historic event. May the races be thrilling, the competition fierce, and the sportsmanship exemplary.

LONG BEACH YACHT CLUB

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Rear Commodore	Greg Magnuson
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Wishing a very Happy 60th Anniversary to the Long Beach Yacht Club Congressional Cup, an official world championship stage of the World Match Racing Tour.

#WHERECHAMPIONSAREMADE



**WORLD
MATCH RACING
TOUR**

— 2000-2025 —



On behalf of the World Match Racing Tour, I am delighted to welcome competitors and partners to the milestone 60th Anniversary of The Long Beach Yacht Club

Club Congressional Cup, also in our 25th Anniversary of the World Match Racing Tour.

As a founding event of the World Match Racing Tour, The Long Beach Yacht Club Congressional Cup is one of the world's most iconic international match racing events which almost every top match racing sailor has competed in their career, including Olympic and World Champions, and America's Cup legends. We are very proud to continue our long-term partnership with the Long Beach Yacht Club and to feature the Congressional Cup and also the Ficker Cup as official stages of the World Match Racing Tour.

Our thanks also go to the many members and volunteers of the Long Beach Yacht Club for dedicating their valuable time to the organization of the Ficker Cup and Congressional Cup events. The hospitality which the club and its members extends to competitors every year is simply world class, and it is no surprise that invitations to the events are so sought after from around the world.

We look forward to an exciting week of world class match racing for the 60th Anniversary Long Beach Yacht Club Congressional Cup, and I encourage everyone to come and watch the racing from the end of Belmont Veterans Memorial Pier.

Best of luck to all competitors!

James Pleasance

James Pleasance
CEO World Match Racing Tour



CHAIRMAN STEPHEN MEYER



I am pleased to welcome everyone to the 60th edition of Congressional Cup. After a year's worth of planning, it is rewarding to see everything come together for this great event. I am expecting the event to live up to the matches of years past with exciting and fierce competition.

This year also happens to be the 25th anniversary of the World Match Racing Tour. Congressional Cup was a founding event of the tour and remains a primary stop to this day. So, we have multiple reasons to celebrate this week.

The 2025 Congressional Cup is Long Beach Yacht Club's signature event and has become the most highly recognized annual match race event in the world. This is largely due to the commitment of our large team of volunteers who are passionate about bringing the best match racing sailors to Long Beach every year. It is rare to see an organization put on an event of this magnitude without a large team of professionals. So, my hat is off to the team! It could not be done without them.

Please enjoy this magnificent opportunity to see match racing up close and personal. With viewing and hospitality on the Belmont Veterans Memorial Pier, it is hard to conceive of a better place to catch this kind of action. If you are lucky enough, you may also have an opportunity to view the racing close up from a boat on the water. We are also live streaming the event on the Internet for those unable to get here in person. In any case, please enjoy Long Beach and the 2025 Congressional Cup!





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WELCOME to LONG BEACH

THE AQUATIC CAPITAL OF THE WORLD



The Executive Committee

(l-r) Commodore Lisa Meier, Chairman Stephen Meyer, Vice Chairman Ken Mattfeld, Chairman Afloat Tom Camp, Pier Chairman Tom Decker, Chairman Ashore Scott Meyer



MAYOR
REX RICHARDSON

To the Sailors and Race Fans,

On behalf of the City of Long Beach, it is my pleasure to welcome you to the 60th Edition of the Long Beach Yacht Club Congressional Cup – showcasing the most talented match racers in the world! Congratulations to the sailors who earned invitations to this prestigious event, and congratulations to the Long Beach Yacht Club for keeping this event at the pinnacle of their sport for so many years.

The Congressional Cup is one of the many events that has earned Long Beach the title of Aquatic Capital of the World. Long Beach's perfect weather, sheltered harbor and beautiful waterfront provide the ideal venue for this event. The Belmont Pier offers fantastic viewing opportunities. When you come to watch the racing, I hope you will also take time to enjoy the stunning scenery and vibrant atmosphere our city has to offer. As the 7th largest city in California, and one of its most diverse coastal destinations, Long Beach offers the best of big city convenience while maintaining the relaxed atmosphere of an oceanside community.

Thank you for joining us for this premier event. I wish all the teams the best of luck and hope everyone has a wonderful time experiencing the excitement and camaraderie of the Congressional Cup@

Best,

Rex Richardson
Mayor of Long Beach



THE PIER WILL BE OPEN TO ALL SPECTATORS FOR THE BEST VIEWING OF THE RACE COURSE.



WATCH from the Belmont Pier. The view from the pier is excellent. You can see the entire "Congressional Cup Stadium" race course. Nearby metered parking is available.

WATCH from a Boat/Flotilla. You can anchor, rent a mooring, or cruise slowly in the spectator areas. Be sure to not interfere with the race boats.



WATCH LIVE & READ Postings on the Internet. Live commentary and video will be available Friday - Sunday at thecongressionalcup.com. Social media updates can be found at

facebook.com/CongressionalCup

@LBYYConCup

#lbyconcup

VIEW racing highlights of on-the-water video and results each evening at thecongressionalcup.com.

VIEW the Action at LBYC! Live streaming video can be viewed Friday to Sunday during the day at Long Beach Yacht Club. There will be a monitor in the Lounge and live video will keep you up to date on every match as it happens.



Race Committee manages the race, sets marks, conducts starts, records finishes, and ensures fair and safe competition

Randy Smith Principal Race Officer

Randy, a member of LBYS since 1992, has been involved with Congressional Cup continually since 1990 as a sailor (5 times), Event Chairman/Co-Chair (twice), Umpire (4 times) and this will be his 11th year as the Principal Race Officer.

Certified by US Sailing as a National Race Officer, National Judge and National Umpire, Randy works throughout the year at many National and International events, including PRO for the last two years at the World Match Racing Tour Finals in Shenzhen, China, the 2024 US Olympic Trials as a Judge and as a Race Officer for LA2028 preliminary events on the Long Beach/LA Harbor Olympic Sailing venue. In 2025, Randy joined the Sail GP LA Race Management Team.

Randy also maintains a busy sailing schedule, racing in 2025 on local boats Vigilante and Cal 20 Shifty and will be serving as the navigator aboard the J-145 Aimant de Fille in the 2025 Transpac Race.

RACE COMMITTEE TEAM

PRO.....Randy Smith
Deputy PRO.....Summer Greene
Timer.....Michele Blackmore
Stats/Flags.....David Murray
Flags.....Mary Beth Ives
Scoring/Flags.....Kelly Johnson
Radio Comms.....Todd Leutheuser
Mark Set-Pin.....Robin Townsend
Mike Bauman
W Mark Set.....Mark Townsend
Chuck Tripp
Bosun/Repair.....Heinz Butner

RACE COMMITTEE FLAGS

The Race Committee will start the racing only after it has decided there is enough wind, the wind direction is stable enough for fair competition, and all racing marks are in their proper locations. Through a sequence of sound signals and flags, the Race Committee communicates with the race boats telling them when to prepare for their respective starts.

Here's what to watch for, keeping in mind that — because this is match racing and there are 10 boats — there will be a sequence of five starts with two boats in each start. This sequence is called a "Flight."



FOR THE FIRST START IN A FLIGHT OF FIVE STARTS

◆ Start minus 11 minutes: 2 sound signals telling the skippers that racing is about to begin.



"F" Flag

◆ Start minus 7 minutes: the "F" flag is hoisted along with 1 sound signal.

◆ Start minus 06 minutes: the "F" flag is lowered.



Pennant 1

◆ Start minus 05 minutes: a numerical pennant is hoisted denoting the pair racing (in this case, **Pennant "1"** for the first pair of racers).

"P" Flag



◆ Start minus 04 minutes: the preparatory "P" flag is hoisted along with 1 sound signal, and the first 2 boats enter the starting area and begin their maneuvering in an attempt to gain the most advantageous start (the boat entering from the left side of the starting line has a blue flag on its backstay, and the boat entering from the right side has a yellow flag on its backstay).

◆ Start at 0 minutes: all flags come down and the starting sound signal is given. If a boat is over the starting line early, the Race Committee displays a blue or yellow flag denoting the boat, along with 1 sound signal.

FOR THE FOLLOWING FOUR STARTS IN THE FLIGHT

The sequence repeats for each subsequent pair of boats at the Start Minus 05 Minute point, beginning with **Pennant "2"** and continuing with **Pennants "3," "4," and "5"** until all boats have been started for the flight.



Pennant 2



Pennant 3



Pennant 4



Pennant 5

Abandonment Flag



If the race, or racing, must be abandoned, the Abandonment Flag is hoisted.

Postponement Flag



If the racing must be postponed, but is likely to resume later in the day, the Postponement Flag is hoisted.

WHAT DO THOSE FLAGS MEAN?

When the boats are on opposite tacks, the port boat must keep clear of the starboard boat. The tack a boat is on corresponds to her windward side. If the boats are on the same tack and overlapped, the windward boat (closest to the wind) must keep clear.

Umpires follow each pair and make instant penalty decisions. A green and white flag means "no penalty," but a yellow or blue flag means the boat in the match with the corresponding flag on the back of their boat must take a penalty before finishing.

A penalty turn on a boat to windward is a 270 degree turn that includes a jibe and coming to a close hauled course. A penalty turn on a leeward leg is a 270 degree turn that includes a tack and coming to a downwind course.

Umpires work in pairs positioned close to the action so they see incidents accurately. They call these incidents as they happen and signal a decision when required.



BLUE FLAG

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



YELLOW FLAG

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



PROTEST FLAG

(Code Y Flag)
Protest flag flown by competitor.
A competitor requests a decision from the on-water umpires believing a rule has been broken.



GREEN & WHITE FLAG

Flown by umpire.
An umpire signaling that there isn't any penalty "NO PENALTY" to action.



RED FLAG

Flown by umpire.
An umpire signaling the Red Flag together with Blue or Yellow Flag; indicates that boat must perform a penalty turn immediately.



BLACK FLAG

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

An umpire functions as a race official by applying the rules of match racing to racing situations, primarily on the water, as situations occur to resolve rules issues.



Kathy Lindgren IU Chief Umpire

Kathy is from the USA and has been an International Umpire since 2016.

She began her sailing career in one-design classes including the J24 and Lightning boats. She has won Women's National Championships in both fleets and prior to umpiring, skippered a team of women in match racing events.

Kathy has been a member of the International Umpire team for the Congressional Cup 7 times. She also has served as Chief Umpire for the 2024 Bermuda Cup, 2022 Women's World Championships in New Zealand and 2023 Casa Vela Cup in San Francisco. She has served on the umpire teams at numerous top-level events including Bermuda Gold Cup and Women's and Youth Match Racing Worlds.

She served on the US Sailing Umpire's Committee from 2018 to 2021 and is now a World Sailing Umpire Assessor.

She is very honored to be back in Long Beach for the 60th Congressional Cup.

THE UMPIRE TEAM

Kathy Lindgren	.....IU	.....USA
Richard Slater	.....IU/IJ	.....AUS
Juuso Leivonen	.....IU/IJ	.....FIN
Arnaud Mante	.....IU/IJ	.....FRA
Neven Baran	.....IU/IJ	.....CRO
Nelson Ilha	.....IU/IJ	.....BRA
John Busch	.....IU/NJ	.....USA
Glenn Oliver	.....IU	.....USA
Steve Schupak	.....NU/IJ	.....USA
Rick Hatch	.....NU/IJ	.....CAN
Colleen Cooke	.....NU/NJ	.....USA
Karen Butler	.....NU/NJ	.....USA
Ron Holsey	.....UIT	.....USA
Kirk Brown	.....	.....USA

HONORARY CRIMSON BLAZERS

Awarded to distinguished yachtsmen who, in the unanimous opinion of the Crimson Blazer Committee, have contributed exceptionally to the advancement of competitive yacht racing and the success of Congressional Cup.



*deceased

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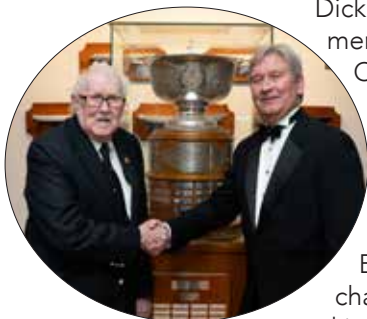
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MEET THE NEW HONORARY CRIMSON BLAZER RECIPIENTS

In the golf world, an Emerald Blazer awarded at Augusta National's Masters Tournament symbolizes mastery and dominance on one of the toughest courses in the world. In sailing, a Crimson Blazer awarded at Long Beach Yacht Club's Congressional Cup is similarly a global symbol of mastery and dominance at the highest level of sailing. Competitors that wear the Crimson Blazer have demonstrated superiority in boat handling, teamwork, timing, rules, and boat-on-boat tactics.

In addition to the champions, the Congressional Cup Committee occasionally awards a Crimson Blazer to yachtsmen who have made exceptional contributions to the advancement of yacht racing and the success of Congressional Cup in particular. There have only been thirteen honorary blazers awarded in the history of the Cup. Congressional Cup could not maintain its place at the pinnacle of international match racing for 60 years without an incredibly strong foundation. This year we recognize two of its pillars.

DICK SEWARD



Dick has been a LBYC member and involved with Congressional Cup since 1977. He is recognized as the longest serving and oldest Congressional Cup volunteer. Dick began his 47 years of service on the Boat Equalization committee, charged with the task of making borrowed boats perform

uniformly. Many of the Congressional Cup traditions we cherish can be traced back to Dick, including the medals, the commemorative pins, the traditional photographs, and the Crimson Blazer itself.

One of Dick's most important contributions to Congressional Cup involves the fleet of boats that Long Beach Yacht Club has used for 35 years. He worked with Frank Butler and Gerry Douglas at Catalina Yachts on the development of the Catalina-37 design. Dick was Congressional Cup chairman in 1990 when the the 37s made



1990 Commodore Paul Frazier, Vice President of Catalina Yachts Jerry Douglas, and Dick Seward, reviewing the new Congressional Cup boat plans.

their debut. He then worked with Frank Butler and Gerry Douglas in development of the Catalina 37 design. He was Congressional Cup Chairman in 1990 when the 37s made their debut. He then worked with Catalina Yachts to facilitate donation of the fleet to the Long Beach Sailing Foundation. There can be no dispute that the creation of our fleet of identical, purpose-designed and purpose-built match racing boats changed the game forever.

◀ Dick shares that one of his most satisfying contributions was enlarging the trophy base, doubling the area for the winner plaques.



KIRK BROWN



Kirk Brown receiving the US Sailing's Harman Hawkins Trophy.

Kirk has been involved in Congressional Cup for more than 40 years, beginning in the Cal 40 era. Kirk's early job was to borrow, tune, and maintain the boats used for the race, a job he kept through the Catalina 38 era. That experience provided perspective for his input into the design of our Catalina 37s. He was Chairman of the event in 1983.

In the late 1980's Kirk transitioned into the role he is best known for – the master of racing rules and the genius of on-the-water umpiring. Kirk was part of the first Congressional Cup umpire team in 1988 and part of every umpire team for the next 33 years. He pretends to be retired but you can still find him on the pier explaining umpire calls to the media.

Kirk gained his experience while representing Long Beach Yacht Club around the world. He was an umpire for the 32nd America's Cup in Valencia Spain, spending more than 200 days on the water. He has officiated at World Championship events in Sweden, Spain, Italy, Germany, Malaysia, Singapore, Russia, Canada, New Zealand, Brazil, Mexico, and Finland.

While the depth of his experience is remarkable, he must be recognized and honored more for his willingness to share his expertise with the sailing community. Kirk has been at the center of the United States' umpire training, development, and certification programs and has hosted more umpire seminars at LBYC than any club in the world. He has served as chairman of US Sailing's Umpire Committee, and as a member of US Sailing's Appeals Committee and ISAF's (now World Sailing) International Umpire sub-committee. Earlier this year US Sailing awarded Kirk the Harman Hawkins Trophy for his extraordinary commitment to the development of umpiring in the US and around the world.

He continues to recruit international umpires for Long Beach events and to guide event chairmen through the labyrinth of World Sailing rules that govern the conduct and grading of our match races.

★ ROCCO ATTILI



Italy
WS Ranking 8
RBYS Racing Team

Circolo Velico 3V

★ JOHNIE BERTTSSON



Sweden
WS Ranking 5
Berttsson Sailing Team

Royal Gothenburg
Yacht Club

ROCCO ATTILI, born in Rome, Italy, started sailing at the age of 10. After a youth career in dinghies, he established a match racing team, competing in various European events and winning the Youth Match Racing European Championship in 2019. In 2022, Rocco qualified for the World Match Racing Tour Final in Sydney, Australia, finishing in 8th place. The following year, he secured victories at the Porto Montenegro Match Race and the Italian Match Racing Championship. Rocco holds a Bachelor of Science in Aerospace Engineering from Politecnico di Milano and a Master of Science from La Sapienza University. He currently works as a System Engineer. In 2024, Rocco made his debut at the Congressional Cup, marking his first appearance at the prestigious event. Today, Rocco is preparing for his second participation in the Congressional Cup, aiming to build on his previous experience and achieve greater success.

Born in Sweden, **JOHNIE BERTTSSON** began sailing at the age of nine in an Optimist dinghy. By twelve, he transitioned to keelboats, expanding his competitive horizons from local Swedish waters to the European circuit. In 1997, he ventured into match racing and steadily climbed the ranks. His accolades include victories at the European Championship (2009), Scandinavian Championship (2008), and multiple Swedish Match Racing Championships. In recognition of his achievements, the Swedish Sailing Federation honored Berttsson as "Swedish Sailor of the Year" in 2011. A highlight of his career is his remarkable success at the Bermuda Gold Cup, claiming the prestigious Gold Cup four times: 2008, 2014, 2023, and 2024. His 2023 victory was particularly impressive, with a flawless 11-0 record. In 2024, Berttsson successfully defended his title, demonstrating his consistency and excellence in the competition. Johnie has also been a dominant force in Congressional Cup, securing the coveted Crimson Blazer in 2009. He has remained a strong contender in subsequent editions, earning a silver medal in 2021. Johnie is determined to capture his second Crimson Blazer.

★ DAVE HOOD



USA
WS Ranking 30
DH3 Racing

Long Beach Yacht Club

★ ERIC MONNIN



Switzerland
WS Ranking 4
Capvis Swiss Match Race
Team

Segel Club Staefa

DAVE HOOD, originally from West Point, New York, has established himself as a prominent figure in the sailing community and within Long Beach Yacht Club, where he is a Staff Commodore. His sailing journey began with the Catalina 37s during the Wet Wednesday series, leading to an impressive record of performance both domestically and internationally. In 2022, Hood and his team, DH3 Racing, finished 8th on the WMRT and 14th in the World Sailing match racing rankings, qualifying for the World Finals in Sydney, Australia, where they secured a 9th place finish. In 2023, DH3 Racing continued to showcase their prowess, achieving a 3rd place finish at the Oakcliff International. Dave Hood has been eight-time Club Champion at LBYC, two-time LBYC Yachtsman of the Year, and five-time Class/National Champion in the Catalina 37s. Dave Hood is proud to represent LBYC, cherishing the camaraderie and competition it fosters, and is committed to "enjoying the journey" as he continues his sailing endeavors.

ERIC MONNIN began sailing at the age of six on his family's Surprise yacht, similar to a J/24, and also competed in the Optimist, Laser, and 470 dinghy classes. Match racing has been a family affair for Monnin, involving his father, two brothers, and his wife. Holding a PhD in physics, Eric works as an engineer when not sailing, though his primary focus has been on match racing. He is regarded as one of the top monohull match racing sailors and is a familiar face on the World Match Racing Tour. Notable victories include the Teamwork Geneva Match Race (2014), Knickerbocker Cup (2014, 2015), Championnat de France Elite (2016), Thompson Cup (2018), CER Match Race Cup (2018), Match Race Germany, and the European Match Racing Championship (2018, 2019, 2022). In 2024, Eric achieved a 3rd place finish at the 59th Congressional Cup and he reached the finals of the Bermuda Gold Cup, finishing as runner-up after a closely contested series. Today, Eric and his team are preparing for their 11th appearance at Congressional Cup, aiming to secure the elusive Crimson Blazer.

★ IAN GARRETA



France
WS Ranking 7
Team Garreta

Saint-Tropez Yacht Club

IAN GARRETA began sailing at the age of ten at the Saint-Tropez Yacht Club in southeastern France. After several years competing in multihulls and the 420 class, he transitioned to match racing in 2021, participating in national and international youth events. Following a series of podium finishes, Ian and his team advanced to open competitions, winning the EUROSAT Match Racing Open European Championship in both 2023 and 2024. In 2023, they debuted on the World Match Racing Tour, achieving a podium finish. By 2024, Ian's accomplishments propelled him to 4th place in the world rankings. Notably, he led the round-robin stage at the 2024 WMRT Final in Shenzhen, ultimately finishing fourth overall. Today, Ian is preparing for his first appearance at the Congressional Cup, aiming to further his success in the international match racing arena.

★ BJÖRN HANSEN



Sweden
WS Ranking 68
Hansen Sailing Team

Gamla Stans Yacht
Sällskap

BJÖRN HANSEN is a distinguished Swedish sailor with over two decades of success in match racing. He has been a dominant force in Match Cup Sweden, winning the prestigious event seven times (2007, 2012-2015, 2021, 2023). His 2023 win was particularly significant, as he overcame Chris Poole in a 2-1 final, further solidifying his legacy at this historic regatta. In addition to his success in Sweden, Björn made a remarkable return to competitive match racing in 2023 by winning the NJK Open Spring Cup in Finland. Later that year, he led the round-robin at the 2023 WMRT final in Shenzhen, China, before being eliminated in the quarter-finals by New Zealand's Megan Thomson. Throughout his career, Björn has elevated the status of match racing, both in Sweden and globally. His exceptional skill and consistent high-level performances have earned him a place among the world's elite sailors. After finishing fourth in the 2015 Congressional Cup, Björn is set to return for the event's 60th anniversary, aiming to add another milestone to his distinguished sailing career.

★ CHRIS POOLE



United States
WS Ranking 1
Riptide Racing

Seawanhaka Corinthian
Yacht Club

CHRIS POOLE, from Westport, CT, began sailing at age ten in an Optimist at Portland Yacht Club in Falmouth, Maine. He honed his match racing skills at Maine Maritime Academy and, in 2011, finished second in his first match race at the Chicago Match Race Center. Since then, Chris has climbed the international match racing rankings, training in Oyster Bay, NY, and competing globally. In 2023, Chris and his Riptide Racing Team made history by winning the 58th Congressional Cup undefeated, with 24 straight race wins. In 2024, he successfully defended his Congressional Cup title and became the first American to win the GKSS Match Cup Sweden. He also won the US Grand Slam match race series with victories at the Thompson Cup, Oakcliff International, and Detroit Cup along with a second at the Chicago Grand Slam event. Nominated for the 2024 Rolex Yachtsman of the Year, he is now preparing for his seventh Congressional Cup appearance, aiming for a third consecutive victory to further cement his legacy in match racing.

★ COLE TAPPER



Australia
WS Ranking 13
CYCA Youth Sailing
Academy

Cruising Yacht Club of
Australia

COLE TAPPER began sailing in the Optimist class, representing Australia at the Asian and European Championships. He transitioned to the 420 and Nacra classes, winning the 2018 New Zealand 420 National Championship and the U17 420 European Junior Championship. In match racing, Cole earned second place at the 2023 World Sailing Youth Match Racing World Championship and Governor's Cup, and in 2024, claimed the Youth World Championship title and won the Governor's Cup after a dramatic comeback. Ranked world number one in youth match racing and thirteen in open match racing, Cole has also competed in events like the US Grand Slam and New Zealand Match Racing Championship. In 2024, he was selected as skipper for the Australian Youth America's Cup Challenge.



**Sail into Flavor at the
60th Congressional Cup:
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Rocco Attili - Negroni

Bombay Sapphire, Campari, Sweet Vermouth

Chris Poole – Duggie Pie

Bacardi 4 Year, Pineapple Juice

Ian Garreta – Hugo Spritz

Sparkling Wine, St. Germain, Mint, Soda Water

Dave Hood – Catalina 37

Sparkling Wine, Croft Pink Port, Bombay Sapphire,
Lemon Juice, Simple Syrup

Bjorn Hansen – Mojito

Bacardi Silver, Mint, Simple Syrup, Soda Water

Eric Monnin – Kir Royal

Crème de Cassis, Sparkling Wine

Cole Tapper – Cold Brew Old Fashion

Mr. Black, Angel's Envy, Orange Bitters

Johnie Berntsson – Swedish G&T

Bombay Sapphire, St. Germain,
Tonic, Thyme, Apple

Match race sailing is easy to follow. A match race consists of two identical boats racing against each other. With effective boat handling and prudent use of wind and currents, a trailing boat can escape the grasp of the leader and pass. The leader uses blocking techniques to hold the other boat back. This one-on-one duel is a game of strategy and tactics. There is no second place.

THE COURSE: The boats sail upwind to mark # 1 (the 'windward mark') where they round and set their spinnakers for mark # 2, which is placed in close proximity to the starting line. The yachts will sail back upwind to mark #1, round, and begin the run to the finish line (start line) downwind. Legs # 3 and # 4 are a repeat of the first two legs. The four-leg course will take approximately 20 minutes to sail.

THE START: The race begins with an attention sound and Flag F displayed from the Race Committee signal boat 7 minutes prior to the start of the first match of the race. Flag F is removed at 6 minutes to go. Another sound is blasted at five minutes prior. The two boats (each flying either a blue or yellow flag) enter the start area from opposite ends of the starting line four minutes prior to the actual start. During the next four minutes, the boats will engage in a furious pre-start battle, in which each will try to gain an advantage over the other. The goal is to make the other boat cross the starting line early, which is a penalty, or to start legally ahead of the other boat.

LEG ONE: The yacht which crosses the starting line first has a decided advantage because it can hinder the other boat by 'covering' it (blocking its wind). The trailing yacht will counter by tacking (altering course from one tack to the other) to gain clear wind. This usually results in a 'tacking duel' between the contestants. If the boats were even at the

start, each uses speed and wind shifts to try to pull ahead.

After sailing to the first mark upwind, the boats will round the mark to starboard (clockwise), then set colorful spinnakers and race downwind, in what is called 'the run' to the second or 'leeward' mark.

LEG TWO: In this leg, the trailing boat has the advantage because it is in a position to 'cover' the leader and slow it down by blocking the wind from the leader's sails. The leader must then work to keep its air clear while positioning itself between the trailing boat and the next mark.

UMPIRING: Each race is officiated by two umpires in a small power boat who follow each pair of boats and make on-course penalty decisions. When a foul is allegedly committed, the umpire boat will fly one of the following flags: blue - the blue boat is penalized, yellow - the yellow boat is penalized, or green/white - indicating there is no penalty. When a boat is penalized, it must complete a penalty turn. The penalized boat may complete its penalty turn at any time during the race prior to the finish line. If penalties are offsetting, penalty turns need not be completed.

Cumulative penalties are indicated by blue and yellow flags displayed on the umpires' boat. If one boat receives three penalties, it is disqualified and the race is over.

RULES: There are two basic right-of-way rules. The boat with the wind coming across its right, or starboard, side has the right of way and the other boat must stay clear. Within two boat lengths of a mark, the inside boat has the right to pass inside and ahead. The races are typically very close. Often, the winner is determined within several boat lengths of the finish line.

(Guide courtesy of World Sailing – www.sailing.org)



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The Catalina 37 fleet, donated by Frank Butler, the president of Catalina Yachts, has been used for Long Beach Yacht Club's signature event, Congressional Cup, for more than three decades. The Long Beach Sailing Foundation, a 501 (c)(3) nonprofit organization was formed in 1991 to own, manage and maintain the eleven "37s." As a part of its mission, the Foundation undertakes activities that promote national and international amateur sailing, maritime education, and youth sailing opportunities. In the process you will find the Catalina 37 fleet at the core of all the work the Foundation does.

This Congressional Cup week you will see the Catalina 37s in the hands of some of the most talented match racing crew

and skippers from the United States and around the world. To provide the fairest possible racing, the Foundation maintains the boats to an identical standard in all performance-related areas: weight, equipment, rig tuning and sails. This is possible through the tremendous efforts of dedicated volunteers, contractors, and supporters. The Foundation is grateful for the wonderful partners that are essential to maintaining the fleet. Special thanks go to Catalina Yachts, Bahia Marine/Quantum Sails Long Beach, our maintenance partner, and to Samson Rope Technologies for "keeping the fleet rigged." The Long Beach Sailing Foundation is proud to be the steward of the Catalina 37s, the official boat of the Congressional Cup, and to support the exciting sport of match racing.

Catalina Yachts

**BUILDERS OF
CATALINA AND MORGAN
SAILING YACHTS**



Photo credit: WMRT



BY KIRK BROWN

Bill Dalessi is widely recognized as the creator of Congressional Cup ("The Grandfather of Modern Match Racing"). Dalessi's vision was to avoid a design contest like the America's Cup and instead test the skill of the skippers and crews on big boats on a level playing field. The sailors had a different idea.

For the inaugural event in 1965, Dalessi was able to borrow ten Cal-40s thus creating a fleet of seemingly equal one design boats. But then Gerry Driscoll showed up. Driscoll, fresh off an America's Cup campaign, brought a tender to Long Beach stocked with a full complement of spare jibs and spinnakers each designed for different wind conditions, all made by his San Diego tactician, Lowell North. Driscoll's tender also carried spare crew members who rotated in after each race. Driscoll ran away with the regatta: fresh grinders + new sails = Crimson Blazer.

This began a long-running battle between the LBYC volunteers tasked with equalizing the boats and the sailors searching for ways to 'fine tune' an extra ounce of speed from their boat. Some of the more creative efforts include:

- A midnight trip up the mast to wet sand its leading edge to reduce wind resistance.
- Temporarily storing a ceramic head at the bottom of Alamitos Bay to reduce weight.
- Taking the mainsail to a sail loft to be re-cut to the skipper's specifications (leading to an early retirement from the event to avoid disqualification).

- Pumping all the fresh water overboard using the galley pump, the head pump, and the head sink pump – freshwater that had been added to get the boats to float on equal lines.
- Replacing the winches with titanium drum winches to reduce weight. (Volunteers switched them back at night and returned them to the sailor's hotel while he was racing.)

Raising the specter of inequality is also a common psychological tactic. One skipper was notorious for identifying an issue at the first skipper's meeting which would result in a near riot as doubts about the quality of their boats crept into the other skippers' minds. Once the volunteers realized this was just a ploy, they would plant an issue for the skipper to discover. In one regatta, it was the diameter of the wire jib halyard. When the skipper complained about the excess weight aloft caused by his "fat" halyard, the volunteers simply dropped ten new halyards on the table – problem solved; rant over.

Dalessi's vision made a giant leap forward with the donation of the Catalina 37 fleet. The Long Beach Sailing Foundation maintains the fleet with uniformity always a top priority. That means eleven new engines, eleven new fuel tanks, eleven new booms, etcetera. Regardless, the sailors never give up their search for an advantage. Among other things, they have been caught tweaking rig or trying to bend the mast using the spare spinnaker halyard. The opportunities are limited, however, and the rumors of one boat's superiority over the others are unfounded. The game today is mostly mental. Dalessi's vision realized.



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MATCH RACE VOCABULARY

Astern Behind the boat

Backing Pushing out a sail so the wind fills it from the opposite side. Used to slow a boat or turn the bow away from the wind.

Beating To sail upwind, close hauled, tacking to make way to the upwind mark.

Running Sailing downwind, with the wind behind you (i.e. Sailing with the wind).

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

Clear Astern One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead.

Clear Ahead When one boat is clear astern, the other is clear ahead.

Close-Hauled Sailing as close to the wind as possible.

Keep Clear A boat keeps clear of a right-of-way boat. Clear astern must keep clear of the clear ahead boat, windward must keep clear of leeward boat when overlapped, and port tack must keep clear of starboard tack boat.

Right-of-Way The boat either clear ahead, or to leeward if overlapped, or on starboard if on opposite tacks.

Luff or Luffing When a sail is waving back and forth as the sail is "eased" out too much or the boat is heading into the wind, the sail is said to be luffing, like a flag flying in

the breeze. When a boat turns its bow toward the wind the boat is said to be luffing.

Overlapped The boats are overlapped when neither is clear astern. When two boats are on the same tack and overlapped, the one on the leeward side of the other is the leeward boat. The other is the windward boat. Windward boat must keep clear of a leeward boat.

Windward A boat's windward side is the side that is toward the wind.

Leeward A boat's leeward side is the side that is away from the wind.

Jibe Turning the boat away from the wind so the stern passes through the wind and the sail switches sides.

Tacking Turning the boat into the wind so the bow passes through the eye of the wind and the sail switches sides.

Starboard Refers to the right side of the boat. A boat is on a "starboard tack" when the wind is on its starboard side (coming over the right side of the boat).

Port Refers to the left side of the boat. A boat is on a "port tack" when the wind is on its port side (coming over the left side of the boat).

Give-Way The boat which must alter course to avoid another boat, the burdened boat in the Rules of the Road.

Zone The area around a mark within a distance of two boat lengths of the boat nearest to it. A boat is in the zone when any part of her hull is in the zone.

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Club 100 continues to lead the way in Member Sponsorship. With over 16 years in the making our members have raised well over \$250,000 in support of the Catalina 37s and Congressional Cup.

Club 100 is an exclusive group of LBYC members who believe in all the benefits the global recognition of Congressional Cup brings to Long Beach Yacht Club.

We give a special thanks to our "Club 100" members. As individuals, they're Long Beach Yacht Club Members, together we make a sustainable driving force in what makes Congressional Cup one of the premier sailing championships in the world.

Conrad Banks
Randy Beers
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On behalf of the Congressional Cup Sponsorship Team, Congressional Cup Executive Team, and the members of Long Beach Yacht Club, we thank you for partnering with Long Beach Yacht Club and sponsoring the 60th Congressional Cup Regatta.

This event would not be a success without the generous commitments you have provided us. We deeply appreciate the willingness in which you have continued to sponsor our efforts to help us to continue to grow Congressional Cup into one of the premier sailing championships in the world. Partnerships with our sponsors are vital to the success of this regatta. None of this would be possible without all of your gracious and unwavering support.

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LONG BEACH YACHT CLUB



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1965	Gerry Driscoll	San Diego Yacht Club	William Dalessi, Don Leedom, Clark Sweet Don Leedom
1966	Gerry Driscoll	San Diego Yacht Club	Robert Basham
1967	Scott Allan	Newport Harbor Yacht Club	Downie D. Muir, III
1968	Skip Allan	Los Angeles Yacht Club	William Effinger
1969	Henry Sprague	Navy Yacht Club	Robert Leslie
1970	Argyle Campbell	Balboa Yacht Club	Robert Graham
1971	Tommy Pickard	Long Beach Yacht Club	Barney Flam
1972	Argyle Campbell	Balboa Yacht Club	Paul W. Smith
1973	Dennis Conner	San Diego Yacht Club	Norm Scott
1974	Bill Ficker	New York Yacht Club	Tom Shadden
1975	Dennis Conner	San Diego Yacht Club	Bill Steuber
1976	Dick Deaver	Los Angeles Yacht Club	Peter Kent
1977	Ted Turner	Atlanta Yacht Club	Paul Frazier
1978	Dick Deaver	Los Angeles Yacht Club	Nort Nelson
1979	Dennis Durgan	Newport Harbor Yacht Club	Dave Crandall
1980	Dennis Durgan	Newport Harbor Yacht Club	Stan Miller
1981	Rod Davis	Long Beach Yacht Club	David Berg
1982	Scott Perry	Naval Academy Sailing Squadron	Bruce Brown
1983	Dave Perry	Yale Corinthian Yacht Club	Lou Comys
1984	Dave Perry	Yale Corinthian Yacht Club	Harlan Moore
1985	Rod Davis	Newport Harbor Yacht Club	Brian Donaldson
1986	Harold Cudmore	Royal Cork Yacht Club, Ireland	Howard Thompson
1987	Edward Owen	Holyhead Yacht Club, Wales	Tom Dessel
1988	Peter Gilmour	Royal Freshwater Sailing Club, Australia	Bill Uniack
1989	Rod Davis	Royal New Zealand Yacht Squadron	Dick Seward
1990	Chris Dickson	Tutukaka Yacht Club, New Zealand	Ken Larson
1991	Chris Dickson	Nippon Ocean Racing Club, Japan	Hal Lane
1992	Terry Hutchinson	Grand Traverse Yacht Club, Michigan	Drew Satariano
1993	Rod Davis	Royal Akarana Yacht Club, New Zealand	Bob Kirstine
1994	Chris Law	Tamesis Club, Great Britain	Bud Tretter
1995	Harold Cudmore	Royal Cork Yacht Club, Ireland	Dave Millett
1996	Gavin Brady	Royal New Zealand Yacht Squadron	Mike Van Dyke
1997	Gavin Brady	Royal New Zealand Yacht Squadron	Mike Trainotti
1998	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Bill Green, III
1999	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Camille Daniels
2000	Dean Barker	Royal New Zealand Yacht Squadron, New Zealand	Shannon Gallagher
2001	Peter Holmberg	St. Thomas Yacht Club, US Virgin Islands	Dean Sutherland
2002	Peter Holmberg	Golden Gate Yacht Club	Donald Warner
2003	Ken Read	New York Yacht Club	Charles Legeman
2004	Ed Baird	St. Petersburg Yacht Club	Kate Banks
2005	Dean Barker	Royal New Zealand Yacht Squadron, New Zealand	Randy Smith
2006	Gavin Brady	Royal Hong Kong Yacht Club, Hong Kong	John Busch
2007	Mathieu Richard	APCC Voile Sportive, France	Merle Asper
2008	Gavin Brady	Edgartown Yacht Club	David Stotler
2009	Johnie Berntsson	Royal Gothenburg Yacht Club, Sweden	Mustafa Altuner
2010	Francesco Bruni	Yacht Club Costa Smeralda, Italy	John Satariano
2011	Ian Williams	Exe Sailing Club, Great Britain	Mary Voigt
2012	Ian Williams	Royal Lymington Yacht Club, Great Britain	David Murray
2013	Simone Ferrarese	Circolo Della Vela	David Westerfield
2014	Taylor Canfield	St. Thomas Yacht Club	Bill Durant
2015	Taylor Canfield	St. Thomas Yacht Club	Camille Daniels
2016	Taylor Canfield	St. Thomas Yacht Club	Joe Seibert
2017	Ian Williams	Royal Lymington Yacht Club, Great Britain	Eric Dickinson
2018	Taylor Canfield	Chicago Yacht Club	Arleen Tolle
2019	Ian Williams	Royal Yachting Assoc., Great Britain	Cheri Busch
2020	No race		Chris Macy
2021	Taylor Canfield	St. Thomas Yacht Club	Lisa Meier
2022	Ian Williams	Royal Yachting Association	Bob Piercy
2023	Chris Poole	Seawanhaka Corinthian Yacht Club	Tony Mansour
2024	Chris Poole	Seawanhaka Corinthian Yacht Club	



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