



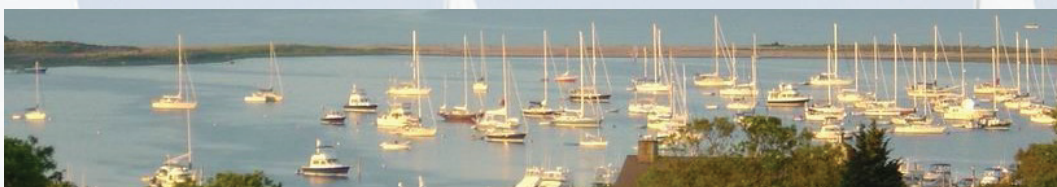
## NEWS & EVENTS

- Sail America Industry Meeting
- Sail America Industry Conference
- Strong turnout for 50th Snipe Worlds
- United States Sailboat Show



## MEMBER NEWS

- Longtime Sail America Member Doris Colgate, President and CEO of Offshore Sailing School is inducted into the National Sailing Hall of Fame
- Sailboat Racing Through the Squalls
- Her Majesty will be sorely missed
- Closing in on The Ocean Race 2022-23



# SAIL AMERICA MEMBER NEWS

Volume II 2022



Promoting the health and growth of sailing.



# MESSAGE FROM THE SAIL AMERICA PRESIDENT



Dear Sail America Members,

I hope everyone had a happy, healthy and successful summer.

Join us at the Sail America Industry Breakfast during the Annapolis Sailboat Show on Friday, October 14 at the Annapolis Waterfront Hotel. Alongside Sail America updates, we will be announcing the Industry's Distinguished Service Award and the Best in Show Award. Plus, you will have a chance to win Helly Hansen gear!

Stay tuned for our next Sailing Industry Economic Outlook Report! The report is free to Sail America members and to those who attend a Sail America virtual event this year. Meanwhile, non-members can purchase a copy (\$30) by contacting Stephanie Grove at [sgrove@sailamerica.com](mailto:sgrove@sailamerica.com).



As part of our continuing member education webinar series, in May, Sally Helme of Cruising World/ Sailing World presented The Sailing Market 2021 State of the Industry Report, sponsored by the American Sailing Association.

## Member referral bonus

As a valued member of Sail America, you can play an active role in helping your industry trade association grow its membership by referring other companies in your network who would benefit from Sail America membership. By referring new member companies, marine reps, sailing schools, riggers, and manufacturers, you are contributing to the vitality of the industry and the continued success of Sail America. With every new member we become a stronger representation of the industry and our collective voices get louder. If a new member joins Sail America because of your referral, we would like to offer you the following benefits as a 'thank you':

1. Four complimentary tickets to the Pacific Sail & Power Boat Show-Spring 2023
2. Recognition on Sail America's website

Hiring? Sail America News is interested in your firm's news, events, activities, and job postings. Send press releases or inquiries for consideration to Stephanie Grove: [sgrove@sailamerica.com](mailto:sgrove@sailamerica.com).

## Sustainability

Join us for the 9<sup>th</sup> edition of our Industry Conference (SAIC) in Newport, RI, April 19-April 23, 2023!

Our last Sail America Industry Conference (SAIC) was held in Annapolis, MD, in early April 2022, bringing the industry together again—in person—after three years of only virtual gatherings due to the pandemic. It was an engaging two days of camaraderie and learning. "The April SAIC in Annapolis was worth the wait! It was great to reconnect with industry colleagues, meet new sailors and hear from the experts on a wide range of subjects. For those who missed it, as expected, the pre-conference regatta provided spirited and friendly competition. Can't wait for next year!" said Mark Pillsbury, Sail America board member and Sailing writer. Attendees hailed from around the country—with several attending for their first time.

And remember, the new dues structure significantly reduces the cost of all memberships. Our continued success is only possible with your membership and support. Together, we can ensure member businesses are supported and sailing has a strong voice in the boating industry. If you have not renewed already, please do!

Please stay informed about our new virtual event series and exciting content on our social media networks.

Josie Tucci  
Sail America President

# SAIL AMERICA INDUSTRY MEETING



## Friday, October 14, 2022

7:45AM – 9:30AM

ANNAPOLIS WATERFRONT HOTEL • BALLROOM SOUTH/CENTER  
80 COMPROMISE ST. ANNAPOLIS, MD

**Sailing Industry Annual Distinguished Service Award presentation**

**Best In Show Awards presentation**

**Sail America Updates and upcoming initiatives**

**Open to all industry professionals**

**Bring your business card to enter the Raffle!**



*Raffle  
generously  
supported by*



# SAIC

April 19-21, 2023

The Newport Harbor  
Hotel and Marina  
Newport, RI

We encourage attendees to have private meetings  
and strategic planning while attending SAIC.

Meeting rooms and lodging are available  
for April 19, 20, or 21, 2023!

For info contact: **Stephanie Grove**  
[sgrove@sailamerica.com](mailto:sgrove@sailamerica.com)  
or 401-289-2540

Sail America Industry Conference



Registration is open for the 9th edition of the Sail America Industry Conference (SAIC). Held annually, SAIC will host speakers, workshops, and industry leaders and colleagues for the three-day conference, April 19-21, 2023, in Newport, RI. Stay tuned to learn about exciting content!

To register click [HERE](#)!



# NEWS & EVENTS

## Strong turnout for 50th Snipe Worlds

Held biennially, the 50th edition of the Snipe World Championship has attracted 87 teams representing 17 nations and four continents for racing on August 21 to 25 in Cascais, Portugal. Brazilians Mario Sergio de Jesus and Henrique Wisniewski hold the early lead after two of the nine planned races, followed by Ernesto Rodriguez/ Kathleen Tocke (USA) in second and Alfredo Gonzalez/ Cristian Sanchez (ESP) in third.

Competing are six Snipe World champions including 2019 reigning Champions Henrique Haddad/Gustavo Nascimento (Brazil) followed by Ricky Fabini (Uruguay-1989), Alexandre Paradedda (Brazil-2001), Nelido Manso (Cuba-1999), Augie Diaz (USA-2003 & 2005), and Bruno Bethlem (Brazil-2009 & 2013).

European and Western Hemisphere Champions are also among the sailors with the Del Castillo brothers & Jordi Trial (Spain), Ernesto Rodriguez (USA), and Women's World champion Juliana Duque (Brazil)

The forecast is for strong winds on the first two days but decreasing breeze as the event progresses. Clube Naval de Cascais has been planning the event since the pandemic postponed the Worlds and after they had to be rescheduled for the earlier venue of Enoshima, Japan which hosted the most recent Olympic Games.

*Article courtesy of [Scuttlebutt Sailing News](#).*





# NEWS & EVENTS CONT.



UNITED STATES SAILBOAT SHOW

**OCTOBER 13-17, 2022**

October means boat shows in Annapolis, Maryland.

Join Sail America members and thousands of others  
in this fun, historic seaport for the  
United States Sailboat Show October 13-17.



# IN THE NEWS

## Longtime Sail America Member Doris Colgate, President and CEO of Offshore Sailing School is inducted into the National Sailing Hall of Fame

Doris Honecker Colgate has been at the forefront of sailing instruction and she has been a leading advocate for advancing opportunities for women in sailing since 1969. She and her husband, Steve, (2015 Inductee) built the Offshore Sailing School into a successful business that has helped many people enjoy their time on the water safely. Over the past 53 years they have taught 160,000 people with courses that have included beginning sailing, adventure cruising and advanced racing techniques. The Colgates were efficient partners. Steve raced in the America's Cup trials, the Olympic Games, and in many of the world's great ocean races. Doris became President of the company in 1978 and built the operation into the largest sailing school in the United States. They have operated sailing training facilities in locations ranging from New York to Florida to Wisconsin and throughout the Caribbean and the Bahamas. In 1990 Doris founded the National Women's Sailing Association (name was later changed to the National Women's Sailing Foundation) to create more awareness of sailing among women and to help women to build confidence in their sailing skills. In 1991 she launched "AdventureSail" a mentoring program for at-risk girls.

Doris Honecker grew up in Bethesda, Maryland along with two younger sisters. The family moved to Paris, France where she learned to speak French. She graduated from Antioch College in Ohio. A few years later she ended up in New York City working at Yachting Magazine for Robert Bavie, Jr., the publisher and the skipper of a winning America's Cup crew. Doris was fascinated by the happiness her co-workers seemed to display. She figured it was because they went sailing. So, she took sailing lessons at the Offshore Sailing School on City Island, New York. She met Steve after completing a summer course and they eventually married on December 17, 1969. A few months later she left Yachting to work alongside Steve at the Offshore Sailing School. Both were prolific writers. Doris has published five books on her own and co-authored two more books with Steve.



The Colgates worked with author Herb McCormick on a book titled, "Offshore High." The sub-title reads, "Grand Prix Yacht Racing – Big Business – Epic Love Story." They created a boat, the Colgate 26, specifically to teach sailing. The United States Naval Academy acquired a fleet of 30 of the boats to teach Midshipmen the basics of sailing. She served as Chair of the Commercial Sailing School Committee for US Sailing, was a member of the Board of Sail America, and she has received dozens of awards for her work over the years.

Doris Colgate aspired to go sailing to make a better life and found a way to improve the lives of many people by making their time on the water special.

*Article by Gary Jobson, courtesy of [National Sailing Hall of Fame](#).*



# IN THE NEWS CONT.

## Sailboat Racing Through the Squalls

### Lessons for All Racing Sailors Learned at the Mackinac Race

Anybody who sails in North America during the summer months has probably encountered powerful localized storms. Those who raced in the 2022 Mackinac Race from Chicago to Mackinac got an abject lesson in just how big and scary a factor they can be. Aboard Sledd Shellhorse's well-traveled Carkeek 40, Meridian XI, our day started with one of the most terrifying weather briefings I have heard in a long time.

Mark Thornton, Great Lakes weather expert, gave a private chat that let us know that with as much certainty as any forecast could that we were going to get pounded. A perfect mix of warm and cold fronts was going to come together directly over our projected path and create a line of organized squalls with potential winds of 40-60 knots, driving rain and two-inch hail. Good times. As we sailed towards the potential maelstrom it was hard to imagine what was coming as we enjoyed idyllic downwind conditions in 12-16 knots of breeze and plentiful sunshine.

There was plenty of discussion, however. Ron Mclean, a veteran team member, made the comment that if we were just cruising, we would roll up a couple of turns on the sails or maybe just take them all down and cautiously prepare for the worst. I recalled teaching a Safety at Sea lecture on heavy air where the first lesson upon facing a forecast like this was simply to say "no." The wise thing is just to stay home and wait it out. In fact, some of the very smart money aboard several top programs did just that. We were determined to race and charged on. Here are some thoughts on how to survive when you are unlucky enough to get caught out but want to keep on racing.



*A mean storm cloud approaches at Solomons, Maryland, on the Patuxent River on the Chesapeake Bay. Photo by Steven Blirchfield.*

### Preparation

One of the problems with race boats is that we just don't sail very often in really windy conditions. If it is blowing over 25 and we are course-racing, most race committees have the sanity to cancel racing. Offshore you don't have the luxury. The ability to shorten sail by reefing or even taking down the mainsail, and having a proper heavy weather jib are key. Unfortunately, many modern racing boats with big fractional mainsails don't even have a reef in their race mainsail, much less have gone through the mechanics and gear setup which allow one to put it in easily and reliably.

It is essential to have the rigging you will need organized and to have the crew practice taking a reef in normal conditions. There are usually rigging issues to address. Is the tack stop for the reefed tack long enough? Does it pull forward at the cor-



# IN THE NEWS CONT.

rect angle to unload the bottom of the sail above the reef? How hard is it to put it on? Which winch am I going to use for the clew reef? Reefing is complicated on pure race boats which have only a bolt rope holding the sail in the mast.

When the halyard is lowered, the sail is all over the place and wants to pull out of the groove at the bottom. On the highest tech masts the halyard is secured on a lock, which is great to reduce weight and compression, but it means the sail has to be fully unloaded (head to wind) to get it off the lock. The mainsail halyard has to be raised above the mechanism to get it on or off. Not easy in 30 knots of breeze. Knowing the sequence and who is going to do what becomes critical. True offshore racing boats skip the bolt rope and use a track with cars firmly attaching the sail to the mast, keeping it under control, and making raising, lowering, and reefing easier.

Likewise waiting until the breeze arrives will make a headsail change almost impossible and fraught with danger. On Meridian we went to the heavy jib well before the first squall line was scheduled to come through. Okay to be a little underpowered at times.

## Decision time

If it is daylight out, a squall line with potential big breeze is usually quite visible as a mass of black clouds in a defined line. At night, it is much more difficult to figure out what is going on and how scared you should be. Radar is a big help, as are local weather station wind readings. As the first line of squalls approached right on time with last light of day, we were just offshore of Milwaukee and had good cellphone coverage. Radar made it clear where the big red blotches were heading. Wind readings from the local airport just to the west gave a good indication of how much breeze to expect (not more than 30). Later that evening, just after midnight when the second even bigger line of squalls came through, we had no such luxury. Just one of the most frightening skies you have ever seen, wind shifting all over the place, and the most incredible lighting storm I have ever witnessed. The information we had dictated our tactics.

## Two approaches to the problem

For the first line we chose to keep the mainsail up and to run off aggressively. For this to work the first key was room to leeward. (If there had been a lee shore, this wouldn't have been an option.) One of the reasons we had worked west to effectively meet the storm lines was to have room to run off. Typically, intense wind lines are of relatively short duration. You just have to be able to hang on for the first 20-40 minutes, and things will get better. Off we went at 20-25 knots in a breeze that built into the high 30s.

There is really only one angle you can sail under any sort of control in this much wind: 145-150 degrees true wind angle is the magic angle. Any closer than this, and the boat will be overpowered. Lower, and you risk accidental gybe and auguring into waves. It takes a good helmsperson. This is not for the faint at heart. Were we on course? Not even close. Not that you could really see the instruments in the driving rain, but we were only generally heading north, nowhere near where we wanted to go. Fortunately, things gradually toned down until the wind was in the high 20s. This gave us another option.



*Afternoon storm in Annapolis, Maryland, on the Chesapeake Bay. Photo by AP Conrad.*



# IN THE NEWS CONT.

With the breeze down, we could head up and sail the other possible angle: a close reach. With mainsail and jib both luffing evenly, we could just hang on in the big puffs, and we were pretty much on course. If we had tried to sail a close reach with full mainsail and jib in 35-40 knots, we would have flogged the sails to death. You could only have pulled this off with a reef or no mainsail at all.

Normally this type of line squall is a “one and done thing.” The front passes, and all is back to normal. Not this night. The perfect intersection of the two fronts with all the mixing of warm and cold air provided hours of excitement. There were squalls and lightening almost all night. The second major round required a different tactical approach. Since it was pitch dark and we had no clear picture, more caution was indicated. This was reinforced by a sudden 180-degree shift in breeze direction (a sure sign of bad things possibly coming). We decided to take the mainsail completely down while we could for this one. Fortunately the sail came off the lock and down into the cockpit where eight people could sit on it. When the breeze built to nearly 40 in less than two minutes, we were feeling pretty smart. With just a heavy jib, we could sail a close reaching angle that was head- ed roughly where we wanted to go; when you could see the instruments.

Eventually the wind dropped. In fact, it got very light and unstable, coming in from all directions. We stayed throttled back for a good while, since the skies were still ominous, and we were a little gun shy by this point. We figured that boats were scattered all over Lake Michigan, so we could afford to be cautious.

## The final lesson

The breeze, while never completely stable did fill in with reasonable volume (20 knots): time to get back to racing. This meant getting the mainsail back up, which required a full rotation to nearly head to wind to unload the sail so that we could over-hoist and get it on lock. Except it would not go on lock. Repeatedly we tried. Finally on the 10th or 12th time, the bottom of the mainsail track (which on this carbon mast was glued on) simply tore off the mast. Race over.

We had exercised reasonable judgement and solid tactics, but preparation ultimately let us down. We had failed to address the fact, though we were all aware of the issue, that you can't reliably go offshore with a glued on track and a mainsail with a bolt rope only. Needless to say, the next time Meridian XI goes into the water there will be a new track with cars, mechanical as well as adhesive attachment system, and a simplified reefing system.

Story by Dave Flynn; courtesy of [Quantum Sails](#).

Questions? Email [dflynn@quantumsails.com](mailto:dflynn@quantumsails.com).



Storm cloud at Rock Hall, Maryland, on the Chesapeake Bay.  
Photo by Kimberly Jones Valerio.



# IN THE NEWS CONT.

## Her Majesty will be sorely missed

With the passing of Queen Elizabeth II, 96, on September 8, 2022, here is the following tribute from the United Kingdom's national governing body for boating:

The Royal Yachting Association (RYA) is deeply saddened by the loss of our Patron, Her Majesty The Queen. Our thoughts and condolences are with The Princess Royal, RYA President, and the entire Royal Family.

Known for her sense of duty and her devotion to a life of service, Her Majesty The Queen has been an important figurehead for the UK and the Commonwealth. She has ruled for longer than any other Monarch in British history, becoming a much loved and respected figure across the globe.

The Royal Family has a long history of seafaring. Over the centuries the Monarchy has sailed aboard 83 royal yachts, including the most recent, HMY Britannia, which often hosted the RYA Council meetings during Cowes Week.

With so many fond memories around the yacht, Her Majesty The Queen officially took her leave of it in 1997 and the vessel was placed in the port of Leith in Scotland, where it serves as a floating museum and events venue. All of the clocks on board remain stopped at 3:01, the exact time that Her Majesty disembarked for the last time.

In 1948, Bluebottle was presented to Her Majesty The Queen (then HRH Princess Elizabeth) and HRH Prince Philip as a wedding present from the Island Sailing Club of Cowes, Isle of Wight. Bluebottle is the only British Dragon to have won an Olympic medal, picking up a bronze at the 1956 Melbourne Olympic Games.

"Like so many around the world, we are deeply saddened at the loss of Her Majesty The Queen," said Chris Preston, Chair of the Royal Yachting Association.

"Having Her Majesty as Royal Patron, alongside the support of her husband HRH The Duke of Edinburgh as former RYA President and her daughter The Princess Royal as our current President, has undoubtedly helped us to raise awareness of our aims to increase participation in boating, to promote safety afloat and to raise sailing standards.

"Her Majesty will be sorely missed and we offer our deepest condolences to our President, The Princess Royal, and her family."



*Article Courtesy of [Scuttlebutt Sailing News](#); Published on September 8th, 2022.*



# IN THE NEWS CONT.

## Closing in on The Ocean Race 2022-23

In the year since Charlie Enright and Mark Towill's 11th Hour Racing Team became the first of The Ocean Race IMOCA syndicates to launch their new 60-foot boat, the USA squad has crossed the Atlantic no less than four times and racked up an estimated 20,000 nautical miles aboard the Guillaume Verdier-designed Mālama.

Despite accumulating such an impressive open ocean mileage, according to skipper Enright, it was only after the team's recent fourth transatlantic that Mālama "finally started to feel like a boat and not a construction project".

"These yachts definitely have a sweet spot after they are launched, tested, and become reliable," he said. "We have put a lot of miles on our boat. We have sailed back and forth across the Atlantic and done some other training, as well as the Newport Bermuda Race."

Enright said that the four Atlantic crossings – including his participation with French training skipper Pascal Bidégorry in the double-handed Transat Jacques Vabre race in November last year – had been key for the team to gather important performance data and to learn vital lessons about how to coax the best out of the US-flagged IMOCA.

Despite having had little time to prepare and subsequently encountering performance limiting keel problems during the Jacques Vabre, Enright said there were still plenty of lessons learned from the race in which despite their issues they finished 13th in the 23-boat field.

"The Jacques Vabre was a case of 'cross your fingers and hold on'. We had absolutely no time but knew we were better for trying to do it rather than to keep the boat on the dock – because you don't learn anything there."

After a period in the shed for scheduled maintenance Mālama returned to the water in May this year for a fully-crewed Atlantic crossing from the team's French base in Concarneau, France to its US headquarters in Newport, RI.

"We tightened up some of the systems and implemented some new ones and that first transatlantic was about testing all of those, gathering some performance data, and starting to push the boat with confidence," Enright said.

But there was no pushing too hard. With a whole summer of activity planned in and around Newport Enright – along with crew mates Francesca Clapcich (ITA), Simon Fisher (GBR), and Justine Mettraux (SUI), and onboard reporter Amory Ross (USA) – knew they had to get their boat to the US in good shape.

On the recent return trip, however, Enright said the crew – featuring this time new recruit Jack Bouttell (GBR/AUS) instead





# IN THE NEWS CONT.

of Mettraux – were able at times to ‘let it rip’ in near perfect IMOCA conditions: an average of 20 knots of wind and a favorable sea state. They made the crossing in seven days, 13 hours, and 15 minutes and on the way recorded a 24-hour run of 560.54-nautical miles (nm) [621 miles / 1,037 kilometers].

Although not able to be ratified by the World Sailing Speed Record Council the run surpasses British yachtsman Alex Thomson’s record for yachts 60-foot or less of 539.71 nautical miles at an average speed of 22.49 knots aboard the IMOCA Hugo Boss fully-crewed in the Atlantic in 2018.

It’s an impressive benchmark for the American team but one which Enright is certain will be easily exceeded when the IMOCA fleet sets off fully crewed and in proper race mode on The Ocean Race 2022-23 – such is the potency of the latest generation offshore foiling monohulls.

Enright even suggested that both The Ocean Race 24-hour distance record of 602.51 nm set by team AkzoNobel on the transatlantic leg of the 2017-18 edition, and the outright monohull 24-hour record of 618.01 nm set by the 100-foot US yacht Comanche in 2015, could fall during the 2022-23 race.

“I think the outright record is possible. The thing is you don’t need that much wind. I think those records are on the table in 18-22 knots of wind if you have no maneuvers and flat water – like maybe coming out the Doldrums when you are headed towards Brazil.

“It has a lot to do with the sea state because at 60 feet these boats are either fitting in between the waves or they’re not. That extra length that a hundred like Comanche has buys you the ability to put up big numbers in bigger sea states. But when the sea state cooperates the sky’s the limit for the IMOCAs and from a top end speed perspective these boats can do it.

The faster the boats go, however, the more difficult life on board becomes for the sailors. Although Mālama features an enclosed cockpit to give the crew protection from the elements Enright said that life on board when the boats are in fast and furious mode is ‘pretty heinous’ and was a factor that would inevitably take its toll on the sailors during the race.

“It’s the slamming, it’s the banging, it’s the stopping, it’s the starting, it’s the cramped quarters, that make it a tough slog. We talk a lot about the reliability of the boats, but the question of the reliability of the humans is not to be underestimated. We have been working a lot on injury prevention and just being able to come to work every day. Some sailors’ best ability might end up being their availability, if you know what I mean.”

Ocean racing purists may turn up their noses at the thought of the IMOCA crews spending most of their time inside their boats as they race around the world. However, Enright said the sailors will still have to be at the top of their game and will largely rely on their innate sailing skills to get the most out of their high-tech boats.

“In some ways it’s very different: you are inside, you have got a bot [autopilot] driving, and you are surrounded by a lot of electronics, a lot of computers – all that stuff. But you know, the difference of three knots of boat speed can still be 250 mill different trim on the headsail sheet – that part’s not gone. You have got to balance: you’ve got to be a sailor and you have got to be fast – it’s just different.”

The team was on a busy schedule during its two-month summer visit to Newport but according to Enright the workload was as



# IN THE NEWS CONT.

enjoyable as it was challenging – particularly being able to draw attention to the important topic of ocean health.

“It’s enjoyable, it’s humbling. We are the luckiest people in the world because our job is to talk about something that we’re extremely passionate about in ocean health and as it relates specifically to Narragansett Bay and our own home coastal community. It’s rewarding and it’s easy to immerse yourself in that.”

As well as spreading the team’s sustainability and ocean health messaging Enright said it was satisfying to introduce American sailing fans to their latest generation IMOCA yacht and to spark some anticipation for The Ocean Race’s return to Newport as a stopover for the third consecutive edition in May next year.

“It’s obviously a ravenous sailing fan base and people are very, very intrigued by the IMOCAs. People are psyched. Certainly, in the last six months with more entries coming online and in the pipeline and our visits to town, people are getting fired up.”

After some tender love and care for Mālama from the shore crew after the recent high-speed Atlantic crossing the 11th Hour Racing Team IMOCA will be back in action for the Défi Azimut regatta in Lorient, France next week, followed by two, week-long, blocks of training at the nearby Pôle Finistère Course au Large training center in Port la Forêt, and a final two-week period in Concarneau. After all that it will be time to head for Alicante, Spain in December for the assembly period prior to the race start on January 15, 2023.

Right now the team is waiting to take delivery of some new foils and sails which will need to be signed off prior to the race start.

“Hopefully it’s just a case of put it up, check the box, sign it off. In terms of opportunities to make changes between now and the start of the race, six months isn’t a lot of time. We know we can’t make any wholesale changes at this stage – but nor can anyone else.”

“Now, I think it’s about getting the best out of what we’ve got. There’s a lot to be gained on the margins and a lot of low hanging fruit still out there. We are not gonna chop the hull in half or change the bow profile or move the keel aft 500 mill or any of that stuff – that ship has sailed – but there is plenty we can do with sail areas and optimizing what we have on board in relation to the boat’s trim and ballast.”

Describing the sailing team he has assembled to race around the world alongside him Enright said he was happy with the blend of experience from both The Ocean Race and the IMOCA worlds.

As well as British sailor Simon Fisher (who won The Ocean Race 2014-15 with Abu Dhabi Ocean Racing) Switzerland’s Justin Mettraux (a veteran of the 2014-15 edition with the all-women Team SCA entry and a race winner with Dongfeng Race Team in 2017-18) and the vastly experienced OBR Amory Ross (who has been part of three previous editions of The Ocean Race), the team has recently recruited Italian double Olympian and 2017-18 race Turn the Tide on Plastic crew member Francesca Clapcich, and most recently Jack Bouttell – who won the 2017-18 edition with Dongfeng Race Team.

Enright did not, however, rule out making any new additions to the 11th Hour Racing Team sailing lineup – especially given the physically demanding nature of the foiling IMOCAs offshore.



# IN THE NEWS CONT.

“We are going to continue to build out the sailing team because it’s going to be a race of attrition, certainly. We only have one extra sailor right now so we will probably need a couple more, plus some depth in the OBR position. There will be some planned rotation, as well as I’m sure, some unplanned rotation, so building up that bench is something that we’re still doing right now.”

[Race details](#) – [Route](#) – [Teams](#) – [Facebook](#)

## **The Ocean Race 2022-23 Race Schedule\*:**

Alicante, Spain – Leg 1 start: January 15, 2023

Cabo Verde – ETA: January 22; Leg 2 start: January 25

Cape Town, South Africa – ETA: February 9; Leg 3 start: February 26 or 27 (TBC)

Itajaí, Brazil – ETA: April 1; Leg 4 start: April 23

Newport, RI, USA – ETA: May 10; Leg 5 start: May 21

Aarhus, Denmark – ETA: May 30; Leg 6 start: June 8

Kiel, Germany (Fly-By) – June 9

The Hague, The Netherlands – ETA: June 11; Leg 7 start: June 15

Genova, Italy – The Grand Finale – ETA: June 25, 2023; Final In-Port Race: July 1, 2023

*\* To be confirmed – Prologue: September to December 2022*

The Ocean Race (formerly Volvo Ocean Race and Whitbread Round the World Race) will be raced in two classes of boats: the high-performance, foiling, IMOCA 60 class and the one-design VO65 class which has been used for the last two editions of the race. Entries in the IMOCA 60 class will compete for The Ocean Race trophy, while those racing the VO65s will chase the Ocean Challenge Trophy. The 14th edition was originally planned for 2021-22 but was postponed one year due to the pandemic.

*Article courtesy of [Scuttlebutt Sailing News](#); Source: The Ocean Race; Published on September 12th, 2022.*



# MEMBER

# NEWS

## Benefit Update

### MEMBER REFERRAL BONUS

As a valued member of Sail America, you can play an active role in helping your industry trade association grow its membership by referring other companies in your network who would benefit from Sail America membership. By referring new member companies, marine reps, sailing schools, riggers, and manufacturers, you're contributing to the vitality of the industry, and the continued success of Sail America. With every new member we become a stronger representation of the industry and our collective voices get louder.

If a new member joins Sail America because of your referral, we would like to offer you the following benefits to say thank you:

1. Four complimentary tickets to Pacific Sail & Power Boat Show.
2. Recognition on Sail America's website.

Please contact Stephanie Grove, Sail America's Membership Coordinator, for more details. She can be reached directly at 401-289-2540 or [sgrove@sailamerica.com](mailto:sgrove@sailamerica.com).

Thank you for your continued support!

### MEMBERSHIP RENEWAL

"Your membership is critically important, as our strength is in our numbers and our successes are achieved as a team. Working together, we contribute to the overall advancement of the sailing industry."

Have you renewed?  
The Sail America team is standing by to help you renew your membership!

Please call Stephanie Grove at 401-289-2540 or email Stephanie at [info@sailamerica.com](mailto:info@sailamerica.com).



## Send us your company news!

Sail America News is interested in your firm's news, events, activities and job postings. Send press releases or inquiries for consideration to Stephanie Grove: [sgrove@sailamerica.com](mailto:sgrove@sailamerica.com).

Sail America's mission is to support the success and growth of its member businesses, which will contribute to the overall success of the sailing industry.



# MEMBER NEWS

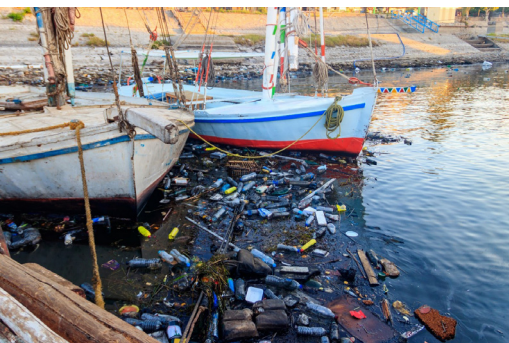


## Benefit Update

### CONNECT TO YOUR CUSTOMER!

You may not be aware of this amazing corporate member benefit, but it's a good one! Sail America would be happy to share your news, promotions and more via an email blast to it's over 15,000 consumer emails. If you have any questions, please contact Stephanie Grove at (401) 289-2540 or [sgrove@sailamerica.com](mailto:sgrove@sailamerica.com).

***Roughly a garbage truck's worth of plastic waste gets dumped into our oceans every minute.***



Join us in protecting the ocean! Learn more at [sailorsforthesea.org](http://sailorsforthesea.org).