



The Monthly Newsletter of Southern California Yachting Association

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UPCOMING MEETING

Saturday, April 3, General Membership Meeting and Board Meeting

Online Meeting by Zoom

General Membership Meeting at 12:00 pm

Board Meeting 10:30 am

Attention Member Club Flag Officers, Delegates and Alternate Delegates, April's General Membership Meeting will be a

virtual meeting. If you have not already signed up - please register in advance by clicking [**THIS LINK.**](#)

SCYA Flag Officers, Board Members and Committee Chairs, please use the same link for both the Board Meeting at 10:30 and the General Meeting following at 12:00 pm.

Our featured speaker this month is **Laura Jean Kasa** of Saving Ocean Wildlife (www.savingoceanwildlife.org). SOW is a locally based organization that helps protect North American Pacific Ocean wildlife. Their project involves connecting the community with marine wildlife. She will be reporting on the various species of whales that we have in our local waters, and their various migratory habits. She will also talk about how we can safely observe and help protect these great mammals.

Also, back by popular demand, we will have another special 100th Anniversary history review from SCYA Staff Commodore **Shawn Milligan.**

From the Helm



Bill McNamara

Commodore
SCYA

NOSA's Newport to Ensenada Race is happening! SCYA Clubs have sent over 160 members to skipper boats this year. SCYA yacht club member volunteers will be manning the Skipper Packet pick-up tables, Start Line Flags and Guns, Protest Rooms, Trophy Award ceremony and, in my case, the timer's chronographs and start sequence microphone announcing the starts. Late registration is still open and there are plenty of hotel rooms near the Dana Point, San Diego and Ensenada Mexico finish lines. Enter a boat, join a crew, volunteer to help out or just join the festivities at the finish line of your choice. This and a handful of SCYA blue water races, including the Transpac, Newport to Cabo, etc. are the pinnacles of ocean racing here in SCYA territory.

Even more popular with SCYA Member Clubs' members than offshore and inshore racing... is cruising! Nearly all of SCYA's clubs have a schedule of cruises where members cruise to other clubs, harbors, and island moorings and anchorages to enjoy Corinthian fellowship aboard and ashore. SCYA is excited to assist clubs to identify other clubs to "exchange" with (visit each other's locale) or jointly cruise to other harbors and venues, or just invite prospective members to check-out their cruise hospitality. This is the impetus for the SCYA Cruising

Calendar (like our Opening Day Calendar and our Sailboat and Predicted Log Races Calendar). Let your club's Cruise Chair know what we're up to and have them get in touch with SCYA's Cruise Chair through our Service Center Service@SCYA.org.

Right in the middle of SCYA's territory, the city of Dana Point has been named the 3rd World Heritage Site for Whales and the very first in the United States!

The World Cetacean Alliance (WCA) reviewed the application submitted by whale enthusiasts from Dana Point - the Dolphin & Whale Watching Capital of the World®. The WCA is the world's largest marine conservation partnership, dedicated to the promotion of safe and sustainable whale watching.

What is a Whale Heritage Site?

A Whale Heritage Site is an outstanding location where cetaceans (whales, dolphins, or porpoises) are embraced through the cultural, economic, social, and political lives of associated communities, and where people and cetaceans coexist in an authentic and respectful way. The criteria for acceptance as a Whale Heritage Site is incredibly challenging, focusing on protection, sustainability, education, research, public access, and awareness, as well as requiring a community effort that furthers the purpose of a Whale Heritage Site. If you missed Dana Point's city-wide Festival of Whales, be sure to put it on your March 2022 calendar.

Our speakers at this Saturday's General Membership (Delegates) Meeting are experts in the migrations of the several whale species that pass through SCYA's Pacific Ocean territory each year. They will be joined by the National Oceanic and Atmospheric Administration (NOAA) lead for ocean mammal entanglement rescue coordination.

SCYA has invited them to share their expertise on migrating whale species with us. We are fortunate as Corinthian yachts-people who are best able to observe, appreciate and maybe even assist researchers in documenting the majestic migrations of these fellow mammals, We can also spot and report those unlucky creatures who become entangled in lines and nets that only humans can help them escape from.

Our member clubs continue to update their 2021 Race Calendars and Opening Day Calendars and SCYA is scrambling to keep up with the updates. Please review our compiled listings at www.SCYA.org and let us know when reschedules happen. And allow us to once again assist you with Opening Day invitation labels for your fellow Corinthian yacht club officers.

Fair Winds
Bill McNamara

2021 Opening Day Schedule - UPDATED



SCYA has historically been the clearing house for scheduling dates for our member clubs' opening days. During Covid times 2020, we experienced a lot of postponements, cancellations and virtual opening days.

To date, SCYA has received most of our member club's confirmed 2021 opening day dates. We are committed to keeping this information up to date as provided by the clubs. You can find the latest list through [THIS LINK.](#)

ANOTHER CHAPTER IN:

SCYA Celebrates 100 Years



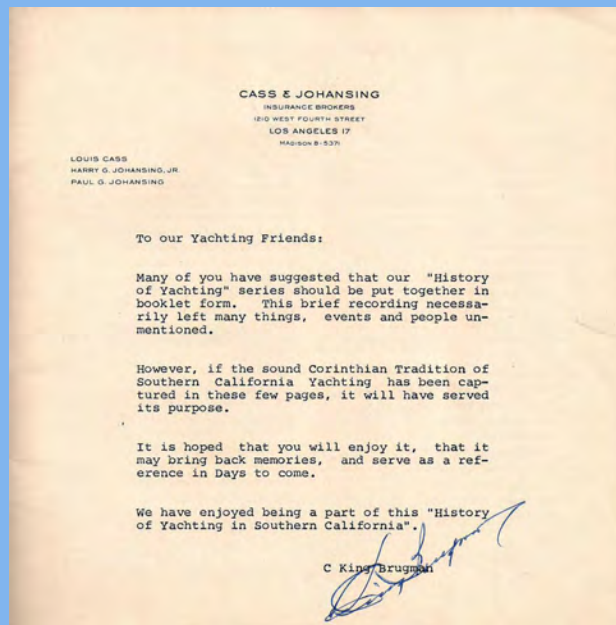
Visit www.scya.events to learn about SCYA's history, view historical videos and view early photos.

History of Southern California Yachting

The insurance company Cass & Johansing ran a History of Yachting series somewhere. They were asked to put them into a booklet form. SCYA's **Shawn Milligan** managed to grab a digital copy of this booklet, and it is rich with information. Here you will find the table of contents from the booklet. We have removed the page numbers and turned it into a web document with the links leading to the yacht club's page. We also included all clubs and organizations that are not in existence any more.

The History of Yachting in Southern California

Published by Cass & Johansing 1964



Sample story Catalina Island Yacht Club History:

The history of yachting in Southern California cannot be correctly chronicled without giving more than passing mention to the Catalina Island Yacht Club. Founded over three decades ago, the roots of this substantial organization go down so deep they touch the very bedrock of the sport's foundation.

The Catalina Island Yacht Club was not the first such organization to headquarter on Santa Catalina Island. Its predecessors were the Catalina Yacht Club, which came into being in 1892 and disbanded in 1914, and the Sophia Yacht Club, which had a thirteen-year span of life beginning in 1903 and ending in 1916.

It was in the early part of 1924 that a group of Corinthians drew up the plans for the Catalina Island Yacht Club. The history of the club proves that they were men endowed with vision, as well as stick-to-it-iveness, for they stood by from the time the keel was laid on August 23, 1924, until the club had safely as well as successfully sailed its first courses.

Unlike the majority of similar Southern California organizations, the Catalina Island Yacht Club is operated under what can be classed as dual or interlocking management, this consisting of a Board of Governors and a staff of flag officers. To G. Benton Wilson went the honor of being the club's first President, with Charles R. Ramsey serving as 1st Vice-President, Howard C. Miller as 2nd Vice-President, and E. R. Abbott as Secretary-Treasurer. W. W. Wilson and James W. Jump constituted the club's first directorate. There is hardly a chapter in the history of Southern-California yachting that docs not carry the names of these pioneers.

James W. Jump was selected to be the club's first Commodore, the balance of the staff including Charles R. Ramsey, Vice-Commodore; Owen Churchill, Rear-Commodore; Wm. C. Warmington, Port Captain; Milton Hesselberger, Measurer.

Unless he be a resident of Santa Catalina Island, or unless he hails from some point east of the Rockies, it is doubtful if the Catalina Island Yacht Club has a member who is not also a member of another yacht club. By far the greater portion of its extensive membership is made up of yachtsmen who are also members of one or more of Southern California's other major yacht clubs. This unique situation grew out of the fact that these men, when cruising to Avalon, did not wish to use

the club's facilities gratuitously nor to accept its hospitality services, which these yachtsmen knew no club could extend to nonmembers and still continue to exist.

To Norman Pabst, who served the Catalina Island Yacht Club as Commodore in 1930, goes the distinction of being the Corinthian who thought up, planned and promoted the club's outstanding and most unusual event, the annual Commodores' Cruise. The basic idea of this event was for the commodore of each mainland yacht club to up anchor and, at the head of a fleet from his club, cruise to the island's famous Isthmus Cove where, over the Labor Day holidays, the hundreds of yachtsmen with their families and friends were guests of the Catalina Island Yacht Club.

The first of these annual events was held in 1931 during the commodoreship of Douglas Radford, and proved to be such a success that the Commodores' Cruise ranks in importance with the annual Championship Regattas.

Few, if any, are the yachtsmen who have not seen and thrilled over the aerial view of 762 yachts jammed into every available inch of mooring space at the Isthmus and its nearby coves to participate in the combined Commodores' Cruise and Pacific Coast Championship Regatta held there in September of 1937.

Since the end of World War II the position of the Catalina Island Yacht Club has been one of increasing importance. The number of both sail and power cruising yachts with Catalina Island as their nearest objective, particularly for weekend trips, is now so great that Avalon and the other coves on the island are filled to the guards from May to November. As the

leading boating organization on the island, the Catalina Island Yacht Club has enjoyed a phenomenal growth, and continues as one of the leading clubs on the coast.

To read more about other yacht club's early histories written up in *The History of Yachting in Southern California* Click [HERE](#)



NEWS FROM MEMBER CLUBS

SMWYC Launches Foiling Junior Program

Santa Monica Windjammers Yacht Club has acquired 2 foiling Nikki sailboats from Australia. They both have been purchased for their junior program with the help of the Santa Monica Bay Sailing Foundation. The club is in the process of fundraising to repay the organization.

These are the very first foiling sailboats to be used in a junior sailing program in the entire West Coast and SMWYC is very proud of their Junior Program Coordinator and Guru Steve Potter.

We all know how great the "America's Cup" event was and this seem to be the future of sailboat racing. SMWYC is excited to be on the leading edge of Junior Sailing.

In 2015, the SMWYC junior program just had a few old Sabots and some club member's boats that were made available for the junior instructors.

Currently the SMWYC Junior Program has 53 boats, including many Optis, Sabots, Lasers, CFJs, Radials, 2 Santana 20, 2 Capri 22, a Santana 22 and now two foiling boats.



SCYA PUBLICATIONS

2021 SCYA Yearbook

SCYA 2021 Yearbook is available!

The 2021 "Go-To Guide" for who's who in yachting is ready for distribution. The Yearbook highlights 2020's Service Awards as well as a full roster of SCYA yacht clubs and their officers, directors and delegates. Each club will be receiving their allotment (based on Membership Level) soon.



SCYA Protocol Guide

SCYA Protocol Guide Available

SCYA just received a new shipment of our popular Yachting Protocol Guidelines Booklet. In it you will find sections on proper yachting etiquette, special events attire and proper display of burgees and related signal flags. This is a popular item to give to new Board Members. Available for purchase from the Service Center. Contact Sylvia at service@SCYA.org



SCYA COMMITTEE NEWS

Submitted by Kathy St. Amant

SCYA Director and Women's Boating Chair

Update Regarding Women's Boating Event

The Women's Boating Event is shaping up to be a blockbuster weekend of fun and learning. As we have changed the name of the "clinic" to an "event" and increased the number of days from 1 to 2, the variety of skills and information the coaches are preparing to share grew with the extra hours. As far as I know, and I have been around a while, I have never seen such a broad selection of workshops being offered to sailors

in one weekend. Currently over 18 topics are being offered with more in the talking stages.

An invitation only coaches party will be at South Coast Corinthian Yacht Club on Friday evening. A light dinner, no host bar, and lots of time to network will be on tap.

Our Saturday event, not counted in the above workshops, will be a full day on the water with the overall topic of "The Cruising Life". It will be based out of Santa Monica Windjammers Yacht Club. The boats will fill up with coaches and participants after a short breakfast, then sail off to a destination in Santa Monica Bay. On the way they will learn about Coastal Piloting, once there, anchoring, meal planning, dinghy basics, outboard engine handling will be covered. THEN...lunch will be served, swimming, and plain fun at anchor for a while. The sail back will be low key fun. Saturday night we have a super dinner event, along with a speaker, live music and fun.

Sunday will be based out of California Yacht Club. SCYA's Women's Boating Event is one of few that offer workshops in power vessel handling. This was a major request through the years, and we provided! One of our very popular workshops is "Suddenly Alone". So many women head out with their spouses and never learn to handle the boat. This workshop is designed to provide a skillset for confident shorthanded boat handling and safety when one or more crew go down.

Another workshop that is favored is our "Safety as Sea". The difference we provide with this workshop is that it is held onboard and out of the slip. The topic will be covered with

hands on use of equipment, flares, lifejackets, etc. including a man overboard procedure, if the weather cooperates.

The day will include a light breakfast, lunch around the pool, and to close the event: a fun evening by the pool with snacks and a no host bar.

We are lucky to have three of our member clubs step up and partner with us to host this event. We wish to thank SCCYC, SMWYC, and CYC for being there for us and providing everything we need to put on this major event. So, let's say, one more workshop could be called "The Yacht Club Experience".

I am still in great need of experienced women sailors/boaters to be onboard the boats as helper coaches. The instructors/owners need to focus on the topics and will need someone on board with them to watch the boat and everything that entails.

To keep up to date on what SCYA will be offering at the event, please see our website for the details. Most of the workshop's details will be available within another month and reservations will open early June. We expect to sell out, so please sign up for the email updates and stay in the know so you can get a spot reserved.

If you have any questions regarding coaching or vessels, please contact me: Kathy St. Amant SCYA Director and Women's Boating Chair Kathy@scya.events

Kathy St. Amant
SCYA Director and Women's Boating Chair

[CLICK HERE](https://www.scya.events/womens-event/) to reach the Women's Boating Event Website -
<https://www.scya.events/womens-event/>



The poster features a woman in a grey and black sailing jacket and a blue headband, looking out over a body of water under a cloudy sky. In the foreground, a white sailboat is visible. The text is overlaid on the image. At the top right is a large '100' logo with a circular emblem inside containing the text 'CELEBRATE - EDUCATE - COMMUNICATE' and '1921-2021'. Below the '100' is the text 'A CENTURY OF SERVICE'. The main title is '2021 SCYA's 31st WOMEN'S BOATING EVENT' in large blue letters, with 'September 18th & 19th' below it. At the bottom right, there are two pennants on a wooden stand: a blue pennant with a white triangle and a red star, and a white pennant with a blue triangle. Below the pennants is the text 'Saturday Santa Monica Windjammers' and 'Sunday California Yacht Club'. At the bottom is the website address 'www.SCYA.Events/womens-event'.

2021
SCYA's 31st
WOMEN'S BOATING EVENT
September 18th & 19th

100
CELEBRATE - EDUCATE - COMMUNICATE
1921-2021
A CENTURY OF SERVICE

Saturday Santa Monica Windjammers Sunday California Yacht Club

www.SCYA.Events/womens-event

SCYA COMMITTEE NEWS

Inclusive Boating
Subcommittee Report on
the US Sailing Partnership
with NWS AdventureSail



AdventureSail was designed by the National Women's Sailing Association to foster the next generation of female (or female identifying) sailors. The NWSA understands the importance of providing opportunities for sailing early and the barriers preventing all young women and girls from making it to the water must be overcome.

Towards that goal, NWSA will be partnering with US Sailing. Together they are expanding the program to include US Sailing's community sailing centers nationwide. NWSA will also be working with Tall Ships America to further broaden the scope of sailing opportunity.

AdventureSail Day Goals

- To enrich the lives of America's young underserved girls through sailing, with an emphasis on diversity and inclusion.
- To open girls' eyes to a multitude of life's positive possibilities, and through continued participation in sailing
- Provide a positive activity that will encourage affirmative life choices

- Develop self-confidence to overcome adverse living conditions
- Introduce career paths and opportunities that involve the marine industry, marine related sciences and their local waters.

How to get your club involved

NWSA is identifying and making agreements with national organizations providing opportunities for girls, preferably focused on black, indigenous, other girls of color, or girls from disenfranchised groups and communities that will supply participants for your Club's program

- Fill out the online questionnaire regarding your intent to host an AdventureSail
- Identify and make an agreement with a venue for the event

Making changes come about®

- A day of introducing sailing to underserved girls ages 9 to 14 at an approved sailing, commercial or community sailing facility.
- Boats, qualified volunteer instructors as mentors on the boats, and other sailing-related activities are arranged by the local organization. The activities are fun, educational and the instructors and volunteers for the most part are young women, providing positive female role models.
- Unique to each location. The boats and the agenda are provided by the host organization. Some events have a guest speaker or guest appearance. Some use small boats while other locations use cruising boats. Some engage in spirited

competition. It all depends on what the organizer arranges. Current and past years of AdventureSail events will show you the variety of events. Each will show the enthusiasm and smiles of the girls, who may be getting on the water for the first time in their lives.

- Free program
- Waivers are necessary for all participant, girls and volunteers.

[CLICK HERE](#) for more information

News from US Sailing



Get your SAS training on!

If your Offshore Safety at Sea Certificate is expiring or you need one for a 2021 race, US Sailing's Offshore Online Safety at Sea courses are the way to go! US Sailing is offering a specially priced "2-pack" code package through the US Sailing store which contains the user codes for Offshore Online Part One (Units 1-10) and Part Two (Units 11-15).

Once this is complete, you have until the end of 2022 to take your Hands-On course for the International Safety at Sea Certificate - an extension of 9 extra months due to the pandemic.

[SIGN UP HERE](#)

Paul Cayard to head US Sailing Team

US Sailing today announced Paul Cayard (San Francisco, Calif.), one of America's most accomplished sailors, in the role of Executive Director of U.S. Olympic Sailing. Cayard will take the helm of the US Sailing Team, inclusive of the U.S. Olympic Sailing program.

Cayard has been highly involved in Olympic Sailing throughout his illustrious career. He is a two-time Olympian in 1984 and 2004. Sailing in the Star Class, he earned a silver medal at the pre-Olympic regatta in 2003. Cayard went on to finish fifth at the 2004 Summer Olympic Games in Athens.

Click to [READ MORE](#)



News from RBOC

APRIL RECREATIONAL BOATERS OF CALIFORNIA NEWS

Submitted by Peter Phillips, SCYA Director and
Committee Chair



RBOC
Protecting Your
Boating Interests

From Boat US Press Release:

New Boat Engine Cutoff Switch Law goes into effect April 1

There are new engine cutoff device wear requirements for recreational boat operators as part of the January 1, 2021, passage of National Defense Authorization Act that included a U.S. Coast Guard Reauthorization. These devices, commonly referred to as engine cutoff switches (ECOS), are designed to prevent a boat-strike injury if an operator is accidentally ejected overboard while underway.

Engine cutoff devices can be located at the helm of the boat or on the tiller or body of an outboard engine and typically connect a boat's operator to the cutoff switch with a lanyard. Some ECOS devices eliminate the lanyard and rely on wireless proximity devices to shut down an engine if the operator goes overboard.

Effective April 1, 2021, the new law requires a vessel operator to use either a helm or outboard lanyard or wireless ECOS on certain vessels less than 26 feet when traveling on plane or above displacement speed. These vessels include (1) boats that have a functioning engine cutoff device installed at the helm or on an outboard engine or have wireless ECOS, or (2) boats manufactured beginning January 2020. The Coast Guard increased the number of boats required to have ECOS installed after this date in an effort to reduce boating accidents and fatalities.

Exceptions to the ECOS requirement include if the main helm of the vessel is in an enclosed cabin or the vessel is not operating on plane or at displacement speed. Low-speed activities such as fishing or docking do not require use of an ECOS. The vessel operator is also exempt if the boat's motor produces less than 115 lbs. of static thrust - or about the size of a 2-hp engine.

The new law applies to all federally navigable waterways. As this is a federal law, states do not have the ability to enforce the new ECOS regulation - though seven states (Alabama, Arkansas, Illinois, Louisiana, Nevada, New Jersey and Texas) currently have their own ECOS laws. BoatUS expects most states to amend their regulations to match federal law over the coming years. While boat operators who fail to follow the new requirement could face a \$100 civil penalty for the first offense, BoatUS expects the U.S. Coast Guard's initial focus will be education.

Boaters are encouraged to check the U.S. Coast Guard website for additional information on this new use requirement and other safety regulations and recommendations.

"BoatUS supports responsible use of cutoff devices and wants to get the word out to boaters to be aware of this new requirement so they can prepare," said BoatUS Manager of Government Affairs David Kennedy. "We believe the new requirement allows recreational boaters to operate their vessels in a practical manner while increasing boating safety."

Kennedy suggests that boat operators double check to see that their engine cutoff switch is working and begin the season by getting into a good habit of wearing it.

For the BoatUS update: [CLICK HERE](#)



Credit - National Safe Boating Council

News from NOSA



Registration is Up Restrictions are Down for N2E 73 Deadline for standard registration ends April 1

Standard registration for the 73rd Newport to Ensenada International Yacht Race will close April 1. Sailors are also encouraged to book boat slips and rooms at the Hotel Coral and Marina by the same date.

Skippers who sign up April 2 through 8 will be charged a \$100 late fee. Registration officially closes on April 8.

Race organizers, the Newport Ocean Racing Association, announced last October its commitment to holding the 73rd annual race. Thanks to the reduction of COVID restrictions and with the Mexican Navy offering landing assistance, sailors will safely be able to disembark and enjoy Ensenada.

As restrictions are being lifted, options for social activities will increase in Newport Beach for packet pick-ups, and it is possible that the always festive Ensenada could reach yellow or green tiers by race day.

In consideration that large gatherings are still likely to be restricted, the awards ceremony Sunday afternoon, always joyful and celebratory, may be conducted in shifts.

For those sailing the challenging San Diego course, our race partners

at Silver Gate Yacht Club are anticipating some ability to offer food service and additional activities if health and safety guidelines permit.

Those who still have questions or concerns are encouraged to visit the FAQ page at [NOSA.org](https://www.nosa.org).

“We’ve really made the best of a challenging situation and are pleased with the number of sailors planning to participate if for no other reason than the love of the sport and to honor this race’s esteemed traditions,” said Vice Commodore Administration Mary Bacon.

PRE-RACE EVENTS

The Last “Sail 2 Win” Seminar will be held on April 7 at 7 p.m., via Zoom. Our hosts will be awarding special merchandise giveaways courtesy of our sponsors to attendees.

The annual Yachtsmen’s Luncheon will be held on **April 21, 2021**, at Balboa Yacht Club at **Noon**. The cost is \$20/person cash at door. A link for reservations will be on the [nosa.org](https://www.nosa.org) site shortly.

Race Packet Pick-up starts April 17 at BCYC, which will likely have food service set up outside if you can stay awhile and talk racing. The daily schedule is online.

BCYC will host a Racers VIP Buffet on April 22, Reservations are a must, and seatings are limited. Reservation details to follow on [nosa.org](https://www.nosa.org).

New information is being posted at [nosa.org](https://www.nosa.org) daily. If you need any information, from official race documents to How-To’s, details on

seminars or events, answers can be found on the website.

With 163 entries and counting, racers should secure slips and book rooms as soon as possible at the Hotel Coral & Marina or the Palm's Best Western Plus in San Diego, Shelter Island, and secure dockage.

RACING NEWS

History of the America's Cup

[CLICK HERE](#) to Catch the highlights of the 2021 America's Cup on YouTube

Excerpt from <https://www.americascup.com/en/history>

The trophy's roots date back to when a syndicate of businessmen from New York sailed the schooner *America* across the Atlantic Ocean for the World's Fair in England. The schooner won a race around the Isle of Wight against a fleet of British yachts to claim the £100 Cup.

From there, the United States embarked on what would become the longest winning streak in the history of sport. A 132-year stretch saw boats representing the country successfully defend the trophy 24 times from 1870 through 1980—until 1983, when *Australia II* became the first successful challenger to lift the trophy from the Americans.

Throughout its history, the America's Cup has enchanted leaders of industry and royalty from tea merchant Sir Thomas Lipton, to brewing and real estate mogul Alan Bond, aviation pioneer Sir T.O.M. Sopwith, the Aga Khan, media mogul Ted Turner, and Harold S. Vanderbilt.

Not to mention the icons of the sport of sailing such as Tom Blackaller, Peter Blake, Dennis Conner and Russell Coutts and Grant Dalton.

Read the full history [HERE](#)



The yacht America, 1851

The Untold Story of the Birth of Foiling in the America's Cup



FROM TEAM EMIRATES NEW ZEALAND

In late August 2012 a grainy photo of a boat emerged online. Most hardened America's Cup followers will clearly remember

the image that was the talk of the sailing world for many weeks.

A high angle shot, looking down on a giant 72 foot red and black Emirates Team New Zealand catamaran seemingly flying above the waters of the Auckland's Waitemata Harbour.

Debate raged:

"OMG photoshopped of course,"

"Can't be foiling - anyone can see from that picture they're simply launched off a wave."

"On close inspection it is photoshop. You can see where the bow and stern were in the water. They have cut, lifted and pushed the boat forward 1/2 a boat length. Shame. That was cool for about 5 min"

An image that was so far outside the realms of the imagination of most people- but not those inside the base of Emirates Team New Zealand.

The cat was out of the bag, foiling had arrived. But there had been many months of secretive R&D meetings at Emirates Team New Zealand that went into developing a concept that would transform the world of America's Cup racing forever.

Rewind to 2011, two years out from the 34th America's Cup in San Francisco. A time of any campaign where teams are thinking outside the square with weird and wonderful ideas having been studying the AC72 class rule, looking for loopholes and testing or attempting to validate some of the

most innovative theories. A crazy concept was continuing to circle within Emirates Team New Zealand.

“What if we could make the AC72 catamaran fly above the water?”

Was there a way to design a control system within the rules to move the daggerboards in the water to create enough lift to support the weight of five saloon cars on a surface area the size of a desk?

In 2011, simulation was not at the required level of technology that it is today, so testing and ideas had to be validated on the water.

The challenge was how to keep such a crazy concept of foiling secret.

[READ MORE](#)

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Learn more about Women's Boating

Event www.scya.events/womens-event

Updates on Midwinter Regatta scyamidwinterregatta.org

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