

For Immediate Release 8/31/03

Contact: Andrea Watson

Phone: 516-767-7712

Cell: 917-734-3144

Email: agwatson@sailingpress.com

Terry McLaughlin Wins the 2003 Knickerbocker Cup

Terry McLaughlin, and his crew, Phil Gow, Geoff Moore, and Allan Megarry have won the 2003 Knickerbocker Cup, hosted by the Knickerbocker Yacht Club, Port Washington, NY, held from August 27-31. The last day of racing on Sunday, August 31st, brought challenging conditions for the four teams who advanced to the semi-finals and finals in this international match racing event. Because of a dying northerly on Saturday forcing the Race Committee to call it a day before the full round robin was completed, those flights were raced early Sunday morning in light wind, again coming out of the north. As the day wore on, the wind became lighter, and for the semi-finals and finals the wind was a paltry 4 knots. The four teams who advanced to the semi-finals were: Terry McLaughlin, Canada, Andy Green, Great Britain, Mattias Rahm, Sweden and Mason Woodworth, USA. As the high point team after the full round robin, McLaughlin chose Woodworth to race against in the semis, beating him 2-1 in the best of three series. The first match between McLaughlin and Woodworth looked like a photo finish at the end, except that Woodworth had to complete a penalty turn at the finish line, giving line honors to McLaughlin. Woodworth beat McLaughlin easily in the second match, but McLaughlin came on strong to win the third match, winning the right to go after the winner of the Green-Rahm matches. Andy Green easily disposed of Rahm, 2-0 in their semi-final duel. It was the McLaughlin team against Andy Green and his crew for first and second place, with McLaughlin beating Green 2-0, in the best of three matches. Rahm and Woodworth were paired to determine third and fourth place, with Rahm beating Woodworth 2-1. Top four: 1. Terry McLaughlin, Canada 2. Andy Green, Great Britain, 3. Mattias Rahm, Sweden and 4. Mason Woodworth, USA.

The competition for the 5th through 9th place was fierce. A tie between Martin Angsell, Sweden and Dave Dellenbaugh, USA, for fifth place was broken in favor of Angsell who had beaten Dellenbaugh in the round robin. A three-way tie for seventh place between Matteo Simoncelli, Italy, John Mollicone, USA, and Przemek Tarnacki, Poland, was more difficult to determine. Since each team had one point against each other, the tie-breaker went to Mollicone who had beaten the first place finisher, McLaughlin once, giving Mollicone 7th place. The tie for 8th place between Simoncelli and Tarnacki was broken in favor of Simoncelli who had beaten Tarnacki during the round robin.

The top four winners are not new to the winners circle. Terry McLaughlin has won the York Cup Matchracing Championship six times (2002, 1999, 1993-1996), won the Canada Cup (Canada vs. U.S. Matching) in 2001 and was a member of the Canadian Olympic Team in 1980 and again in 1984. Andy Green came in first in the 2003

Laureus Regatta Match Racing in Monaco, was 4th in the 2003 IMS Freixenet Regatta in Barcelona, Spain, and in 2002 was 4th in the Congressional Cup, 5th in the Newport Swedish Match, 7th in the Louis Vuitton Cup Challenger Race for the America's Cup where he was the starting helmsman, afterguard and rules advisor. Mattias Rahm was 7th in the ACI Cronet Cup in 2003, 9th in Matchrace Germany, 8th in the Swedish Match Cup and first in the Ice Breaker Cup. In 2002, Rahm was 2nd in the Danish Open, 11th in the Swedish Match Cup and 7 in the Bermuda Gold Cup. Mason Woodworth was first in the Match Race di Roma in 2003, and in 2002 was 9th in the Bermuda Gold Cup, 11th in the UBS Challenge, 3rd in the RYA National Championship, and was first in the US National Championship (Sonar, J22) in 2000 and again in 2001.

America's Cup Hall of Famer, Ed du Moulin, Past Commodore of the Knickerbocker YC and founder of the Knickerbocker Cup, awarded first prize to the McLaughlin team and congratulated them on their win. du Moulin remembered McLaughlin from the America's Cup days back in 1983 when McLaughlin was the Canadian contender to challenge for the Cup and was eliminated by Australia II, which went on to win the Cup and take it away from the United States for the first time in history. He continued, "We are pleased to include your name on the permanent trophy which resides at our club. You'll be in good company as you join the past twenty winners which include Paul Cayard, Russell Coutts, and Peter Gilmore". In accepting the award, McLaughlin introduced his crew and then said, "I have been to the Knickerbocker Cup before and was impressed to see the dedication of all the volunteers who help make this event successful. I am glad to see it hasn't changed at all".

A regatta this size takes a tremendous amount of man-hours to plan and orchestrate, all of which is accomplished by volunteers from the membership of Knickerbocker YC, which numbers just 120 active members. Most of the yacht clubs that host a match racing event at this level of competition have at least 2,000 members to help support the club.

According to Ted Weisberg, the past President of the Match Racing Association, and a Director of the Swedish Match Racing Grand Prix Tour, skippers, crew, umpires and all those associated with match racing on an international level, think the Knickerbocker Cup is one of the best match racing events of the year, and look forward to coming to Port Washington because "of the warm hospitality that is always extended" to the competitors. Interviews with the top four on the leaderboard confirmed what Weisberg said. Andy Green from Great Britain summed it up best, "It is an honor to be invited to this prestigious event and I hope to be invited back next year!" Members of Knickerbocker who deserve mention: The Governing Committee: P/C (Past Commodore) Ed du Moulin, Chairman Emeritus, P/C Ted Weisberg, Commodore Jeffrey Wenger, P/C Joel Sterling, Paula Davis, Robin Helfat and Tinette Sterling. The Race Committee, who did an outstanding job setting good race courses in difficult conditions: P/C Ted Weisberg, P/C Norman Schefer, P/C Maurice Mandel, Commodore Jeffrey Wenger, Burt Lowatsky, and from Manhasset Bay YC, Sue Miller and Jean Shope. Others who spend an inordinate amount of time over the last five days to ensure the smooth running of this year's event include Howard Hirschmann, David Lurie, Robert Marcus, Ed Tolley, Manny and Dorothy Greene, Don Abrams, Bob Ebenau, David Shea, Claire Lowlicht, Jewel Prince, Stanley and Sara Wolin, Donna Wenger, Richard Farber,

Andrea Watson (Sailing Press, Inc.) and Marla Freeman (Smallkaps Associates, Inc.) and Richard Dickon (RD Graphics).

As in past years, skippers and crew sailed in J105's for this year's event. Owners of the boats who demonstrated their dedication to match racing and their generosity in lending their boats for the event: (boat name, owners): *Pal*, Bill Bohnsack, Larry Specht and Roberto Mitnone, *Resistance*, Maritime College at Fort Schuyler, *Morning Glory*, Dr. Carl Olsson, *Andiamo*, Jayne and Paul Fargas, *Bottlerocket* Glen Marck, *Tigger*, Guy Jedlicka, and *Eclipse*, Damian Emery.

For the uninitiated, match racing can be somewhat confusing; therefore, the following is an attempt to help readers understand the format of match racing. Two yachts compete one on one and first across the finishing line is the winner. It is before the start that match racing is so very different than what is seen on our bay. Action begins at the ten-minute and then a five-minute warning gun, which serves to notify the yachtsmen that the match is about to start. Four minutes before the start the next signal is given. The yachts then begin to approach each other from opposite ends of the starting line. The yacht on the port end flies a blue flag and the starboard yacht flies a yellow flag. This marks the beginning of the twisting and turning typical of match racing. The yachts chase each other, both trying to avoid being early across the starting line or ending up with the other yacht in a controlling position behind them. If one yacht makes a premature start its flag is shown on the starting vessel and there is nothing for it but to return and make a new start. The start gun is also the five-minute gun for the next pair.

In any true duel, the secret is outwitting your opponent, and in match racing, skipper and crew try to do this before the start to give them advantage. Trying to force your competition to make a single mistake is the goal, so each skipper will try to force his competition over the starting line. Another tactic is what is called "stealing from your opponent", which means using sails to "steal" the wind from the other yacht, causing it to lose speed. That's where the spectator will see the two boats very close together on the race course, as one competitor is trying to "cover" the other. For the spectator, watching a match race is exciting because the races are usually close with the winner not being determined until the final few boat lengths toward the finish line. A heated match may have 30 or 40 tacks to windward and 10 – 20 jibes sailing downwind. Really good match racing, with skilled skippers, like the competition displayed at this year's Knickerbocker Cup, is not only exciting, but also fascinating to watch because of the strategies employed.

Match racing is different in how protests are handled. Sailors who are protested during a race on Manhasset Bay wait to return to land to face a Protest Committee, who will determine who should be assessed a penalty by listening to arguments from all involved parties. In match racing, a jury boat follows each pair of racers throughout the match, with two umpires who make on-the-water decisions together. The book of rules and existing precedents set the limits of acceptable behavior on the course. The umpires must know the rules by heart and be able to make irrevocable split-second decisions; their knowledge and experience are crucial elements during a match. The way it works is

this: The yachtsmen show a yellow/red protest flag if they think their opponent has violated the rules. The umpires then decide whether a penalty is warranted and whom to penalize. The penalty can be made good at any time during the match. Thus the skippers and crew know immediately that they have committed an infraction. The Umpires at the 2003 Knickerbocker Cup include: Sue Reilly, Principal Race Officer; John Standley, Chief Umpire; Bruce A. Cook (USA), Peter Hayward (CAN), Leila Jenkins (USA), David Kilponen (USA), William B. Ludlum (USA), Henry Menin (USVI), Ruth Miller (USVI), and Mary M. Savage (USA).

The Knickerbocker Cup has grown to become a leading Match Race Event, having gained status as part of the World Match Racing Association, of which Past Commodore Ted Weisberg is the immediate past President. The dream of having an East Coast Match Racing Event, which started twenty years ago, has become much more than the founders, Ed du Moulin and Arthur Knapp, could have expected. Today the Knickerbocker Cup is known throughout the world as a well-run match racing event, with skippers and crew eager to be invited to compete on Manhasset Bay. Past winners have included top names in match racing: Dave Dellenbaugh, USA (1985), Paul Cayard, USA (1991), Ed Baird (1993, 1994, 2000), Roy Heiner, Netherlands (1995), Russell Coutts, New Zealand (1996), Peter Gilmour, USA (1998, and 2001), and Tomislav Basic, Croatia.

2003 FINAL STANDINGS:

1. Terry McLaughlin, Canada
2. Andy Green, Great Britain
3. Mattias Rahm, Sweden
4. Mason Woodworth, USA
5. Martin Angsell, Sweden
6. Dave Dellenbaugh, USA
7. John Mollicone, USA
8. Matteo Simoncelli, Italy
9. Przemek Tarnacki, Poland
10. Sven-Eric Horsch, Germany
11. Damian Emery, USA

Event website: <http://www.kyc.net>

Photos:

1. **The 2003 Knickerbocker Cup awards, Sunday, August 31st . Ted Weisberg, past President of the Match Racing Association and a Director of the Swedish Match Race and Ed du Moulin, America's Cup Hall of Famer and founder of the Knickerbocker Cup present Terry McLaughlin, second from left and his crew their first place awards. Jeff Wenger, Commodore of the Knickerbocker Cup is on the right.**

2. **The downwind leg of the Semi-final match between Terry McLaughlin and Mason Woodworth. Woodworth is on the right and ahead of McLaughlin, but McLaughlin went on to win top honors.**
3. **Mattias Rohm (boat A) rounding the mark right behind Andy Green (boat D). Green beat Rohm in the semi-finals, then lost to McLaughlin in the finals.**