

1990 MALLORY CUP
KING HARBOR YACHT CLUB
REDONDO BEACH CALIFORNIA
17-22 SEPTEMBER

This is a brief summary of the regatta highlighting the conditions and race management events that occurred during the week. It is followed by a short race-by-race narrative by Jeanne Reinhardt who worked on the race committee boat.

- A Mallory Cup brochure was published in June and distributed to the contestants and interested USYRU officers and representatives. It contained the original sailing instructions, schedule of events, race area and courses, plus local racing conditions and maps of the area. The colorful cover was created by KHYC member and artist Staff Commodore Nick Galloway.

- The final sailing instructions with modifications were agreed upon by the Judges on Monday night, September 17, 1990 posted and given to the contestants on Tuesday morning, September 18, 1990.

- The Notice of Race initially appeared in the 1990 USYRU Directory and was subsequently distributed to all Area Mallory Cup Representatives by the USYRU along with the 1990 Mallory Cup Championship Conditions. The Mallory Cup Notice of Race and Championship Conditions are also enclosed.

- An opening ceremony was conducted with Area team introductions, individual biographies and a display of YRA and Yacht Club burgees from each area.

- The regatta included a practice sailing day, a practice race and ten round-robin races using Martin 242 class one-design boats.

- The Martin 242's were loaned by private owners of the Martin 242 fleet in Marina Del Rey located about 10 miles north of King Harbor. These boats proved to be very closely matched and an excellent choice for the Mallory Cup.

- Five of the seven standard USYRU championship sailing courses were used during the week.

- On-the-water race support was provided entirely by nonprofessional volunteer Yacht Club members and their boats.

- one Judge boat
- three Avon utility boats
- one runabout safety and maintenance boat
- one photo/video boat
- two spectator boats
- three stake boats
- one Yacht Club Race Committee boat
- 30 people were directly involved in daily race management support
- 40 additional people performed important duties off the water

- Wind direction during the races varied from 198 degrees magnetic to 245 degrees magnetic. The marks were moved several times to accommodate the changing conditions. Leeward mark course change signals included red or green flags to designate the change direction. This method, used also at the Goodwill Games in August at Seattle, proved to be very successful. Windward mark direction at the start of the races was displayed in the conventional manner using international code flags.

- Water depth at mark locations varied between 60 to 280 feet making mark movement very difficult.

- The large point scores illustrate the tough competition from the teams all during the regatta.

- Three breakdown incidents occurred; one was resolved after postponing a start, another resolved between races and required a hull replacement (using the same sails as on the other boat). The last breakdown was resolved by redress and award of breakdown points by the Judges. Prompt response by the Race Committee to the first two breakdown incidents minimized the effect of the breakdowns on the race results.

- A direct swap boat rotation system was used. The crew exchange procedure between races was accomplished safely and efficiently by using a rubber Avon as a bridge between boats being traded.

- Eighty percent of the skippers St. Petersburg Trophy ballots were returned after the regatta. The Chief Judge submitted a report as Protest Committee Chairman. These are enclosed in the sealed envelopes.

The entire regatta cost was funded without commercial sponsorship, King Harbor Yacht Club covered all expenses with the aid of a fund raising dinner, jacket sales, a contributory honor roll pledge and individual cost saving contributions.

- The regatta chairman was KHYC S/C Dick Ohst, a USYRU Senior Race Officer And Certified Judge. The Principle Race Officer was KHYC S/C Richard Reinhardt, a USYRU Senior Race Officer. The Chief Judge was Ed VonWolfersdorf from Area H and the other Judges were Harold Christenson, Area E, Barry Labow Area J, Bruce Miller, Area J, and Ted Stoker, Area J. USYRU Mallory Cup National Chairman Don Brown also attended.

THE MALLORY CUP FROM THE EYES OF THE RACE COMMITTEE

September 17, 1990 - No races today. Just practice sailing on the part of the contestants who were lucky enough to arrive early. The weather is still being cooperative with the temperature in the high 70's to low 80's, the wind at 8 to 10 knots out of the Southwest. The normal westerlies haven't really filled in yet. The PRO is keeping a sharp eye out for weather while he and his crew busily ready the Committee Boat for the week ahead. The inflatable marks have been tested, patched, marked and tested again, the alternate marks have their identifying black caps attached, the stake boat flags and the course change flags have been duly dispensed, all protest and break-down flags have been added to the registration packets and ground tackle for the marks has been checked and identified and accumulated. By 1700 hours all is in readiness and all contestants except Area C are accounted for and registered.

September 18, 1990 - The first race is a practice race. Thank goodness! Even the best laid plans of a race committee need some trying out. The adrenaline is high and responses are not quite routine yet. The boat numbers on the bows of the boats will take some getting used to. Sail numbers are still the choice for finishes. One boat was over early but chose not to return, but then neither did he sail over the finish line. Only 4 boats gave the Committee some exercise with the finish horn, the rest were superstitious.

The second race was the first one that counted. We sent them on course 3, still with the start and finish at mid-course, with the start at 1455. The teams are eager. The line of boats was close to being all over early, but they surged back again just in time. The weather is still cooperating. It's sunny and warm, wind steady - medium to brisk - South Southwest, where is the usual Westerly? No protests and no problems.

September 19, 1990 - The Committee is getting down to serious business. The jobs are a little more routine. We finally got the problem of the shotgun solved and with the gun at the preparatory cone the teams all gave a resounding cheer. It seems that L.A. County has an ordinance against the firing of firearms. By the time we went up through the heirarchy of the County and City to the Acting Mayor and convinced them that this was no ordinary firearm but merely a sound signal, it had taken a full day of discussion and diplomacy. It does make a difference in the efficiency of the starts. It also deafens the committee members.

Race 2 - Course 6 with start and finish on opposite sides of the leeward mark. The start was delayed due to a roller furling break-down on one boat. Start was finally accomplished at 1217. The windward mark stake boat had to set the alternate mark for a 40 degree windshift.

Race 3 - Course 3 - Moved the committee boat to the mid-course position. Start at 1430 and finished at 1554. The weather today was cloudy with the sun playing favorites in El Segundo and Hermosa Beach to the North. Wind was medium to light. The boat exchange worked smoothly with 3 inflatables.

There was one protest between boats #2 and #7 for tacking too close. The protest was later disallowed. It helps to know that the Judges and not the committee has to hear the protests.

Race 4- Third race today. There was some grumbling about 3 being too many in one day, but they all seemed to be hanging in there. Course 4 is a short triangle race. The start was at 1620 and finished at 1656. So far no problems and complements from the Race Judges.

September 20, 1990 - The Committee is now operating like a smooth, well-oiled machine. Race 5- Course 3 - start 1200 - finish 1322 - no problems. Wind is South Southwest - 9 to 11 knots.

Race 6 - During the starting sequence had a break-down flag displayed for a roller furling gear repair. Turned out to be a simple repair handled quickly and efficiently by the Martin Rep. on board Sea-Ya. Tried a start again. One minute before the red cone, the head stay on boat #3 gave way. Raised the general recall flag and finally got all boats back to the starting area. After some discussion between the PRO and Judges, the decision was made to bring the spare boat out to meet the disabled boat, switch all sails and continue the race as soon as possible. The first delay took 10 minutes, the second break-down resulted in a one hour delay. The race finally got under way at 1533. No further problems. The substitute boat was not a "dog" as rumored. It came in second place in this race. The Committee Boat arrived at the dock at 1730. A very long day.

September 21, 1990 - A very wet squall moved through the area this morning waking people in Manhattan Beach with bright lightning and sharp thunder. It got the Californians' attention but the Easterners hardly blinked. The air was a little muggy but the clearing breeze freshened things up. We had to use the alternate mark again at the windward mark for race 7 and we changed the leeward mark before the start of race 8.

Race 7 - Course 5 - start 1200 - finish at 1315. Boat #7 dropped out of the race right after the start because of a collision and the crew spent the rest of the race on the leeward stake boat. The race started at the leeward mark and finished at the alternate Windward mark. Because we had difficulty getting the anchor to hold we just made it before the first boat finished. Boats #1 and #2 protested each other. Protest was later disallowed. Re-anchoring for the start of the 8th race for course 3 gave the teams a little time for lunch that they had requested.

Race 8 - Course 3 - start 1400 - winds were getting a little lighter. Boat #7 displayed a break-down flag for a broken main halyard. They will be given break-down points for this race.

The spare boat is now being sailed in the area just in case it's needed again. The crew is doing a good job of staying well clear of the race course. Boat #1 had a knot meter problem and has ended up with no display. Someone left the meter on all night - hence no battery power.

September 22, 1990 - Last race day. The pressure is building and the teams are in high spirits. There has been a high degree of good sportsmanship and camaraderie all during this week but today they are really showing their exuberance. Making a decision on which one should receive the Sportsmanship trophy is going to be difficult.

Race 9 - The wind shifted just before the start from 250 to 225 - race was postponed to rerosition marks. The second try started the race at 1216 - Course 7 - wind speed 8 to 11. The committee boat end of the line was slightly favored but the boats seemed to bunch up at the flag end of the line. One boat was almost over early but ducked back just in time. The finish was the closest one yet. The questions from the boats on finish places came fast and furious. At the end of this race there is 1/4 of a point between each of the first 3 places.

Race 10 - The last race of this competition. Before the start we moved the windward mark to accommodate a 210 wind angle. The start was another clean one. After the first or second "close to being over" starts the boats have all been well behind the start line. Course 3 - wind speed 8 to 10. The finish again was close but the 3 leaders were back in the pack. The final standings were: Scott Deardorff, Area J - First, Robbie Berg, Area F - Second, Andy Schoettle, Area K - Third, and Robin West, Area H - Fourth. 4-1/4 points is all that separated First from Fourth places. It was a well fought competition.

As a race committee participant I can truthfully say that this has been a real highlight. It isn't often that I have been exposed to competition at this level with such a high degree of sportsmanship and fair play. The comments from the teams were all friendly, patient even in the face of delays for wind shifts and break-downs, and courteous. We had a super race team that gave unstintingly of their time, efforts and resources. It was a very successful week and I am grateful to have been part of it.

10/2/90
Jean Reinhardt