

## NEW YORK INVITATIONAL CUP DIARY 11<sup>th</sup>-19<sup>th</sup> September 2009

### **The Competition:**

An international competition intended to replace the large hole left in Newport RI by the departure of the America's Cup, the NYYC Invitational is an inter-yacht club competition over four days, with as many as four races a day – aiming for 11 in all – for a new trophy yet to be unveiled. There is a heavy emphasis on amateurism and the Corinthian spirit; Royal Thames member, Anthony Matusch, Chairman of the ISAF Classification Panel is here to see fair play:

“All boats are absolutely optimised and standardised,” he says. He is also interviewing sailors on a spot-check basis to satisfy the Federation that this is a Corinthian event. “There is a common misunderstanding about professionalism,” he says, “and a lot of muttering about people having taken part in such and such an event and therefore being professional. It is only things that have been done in the last two years that are relevant. If you haven't sailed as a professional for the last two years, then you are not a professional – regardless of how important you may have been in the 1983 America's Cup.”

### **The Venue:**

Newport RI – The City by the Sea

Its deep natural harbour and easy access to open-ocean racecourses make Newport an ideal venue for all types of competitive sailing all year round. It has been the waterside home of the New York Yacht Club since the NYYC's foundation in 1844.

The first view of Harbour Court is simply breathtaking. Described in the NYYC's brochure as a “Renaissance, Norman-style mansion”, it was completed in 1906 for a gentleman who subsequently became a commodore of the Club and acquired by the Club in 1988. It is, even by Newport standards, enormous, but elegant and set in beautifully manicured grounds. This, and everything around it, could feature as a simple template of how the rich live.

### **The Boat:**

The NYYC Swan 42, designed by German Frers, is a pretty impressive boat but then, as someone remarked, “What do you expect for a million dollars – and that was for a job lot.” The original brief was for a performance one-design keelboat that needed to score well under IRC, be sturdy enough to race offshore and be easily converted into a comfortable cruiser that could be handled by a couple. They wanted a boat that could be raced hard by amateurs, “creating a class that fostered Corinthian competition”. The rules stipulate that each boat should carry a maximum of two Category 3 (professional) sailors and that no one can be paid to race.

For this competition, the boats – all lent by members of the NYYC – have been optimised and the settings tagged. Sails have been provided for this competition only. It is a true one-design test.

**The Entries:**

Japan Sailing Federation (Tokyo, Japan)  
New York Yacht Club (New York, N.Y., USA)  
Norddeutscher Regatta Verein (Hamburg, Germany)  
Nyländska Jaktklubben (Helsinki, Finland)  
Real Club Nautico Barcelona (Barcelona, Spain)  
Royal Bermuda Yacht Club (Hamilton, Bermuda)  
Royal Canadian Yacht Club (Toronto, Ontario, Canada)  
Royal Cork Yacht Club (County Cork, Ireland)  
Royal Danish Yacht Club (Hellerup, Denmark)  
Royal Hong Kong Yacht Club (Hong Kong, China)  
Royal New Zealand Yacht Squadron (Auckland, New Zealand)  
Royal Ocean Racing Club (London, England)  
Royal St. George Yacht Club (County Dublin, Ireland)  
Royal Thames Yacht Club (London, England)  
Royal Yacht Squadron (London, England)  
St. Francis Yacht Club (San Francisco, Calif., USA)  
Yacht Club Costa Smeralda (Porto Cervo, Sardinia, Italy)  
Yacht Club de France (Paris, France)  
Yacht Club Italiano (Genoa, Italy)

**RTYC Crew List:**

John Greenland – Skipper  
Lizzie Vickers – Tactician  
Andrew Collins – Trimmer  
Doug Harkham – Main Trimmer  
R/C John Dallimore – Pit  
Jamie Houston – Mast  
Jon Blackburn – Trimmer  
Nick Hornby – Trimmer  
Simon Morris – Bow  
Samantha Evans – Mid Bow

**Support:**

R/C Bernard Kinchin  
Yvette Dallimore  
Richard Bundy