



From the President's Desk

This newsletter is to remind everyone of the very busy 2017 racing schedule. Most of the regattas have been scheduled, so mark your calendars.

Tina and Joe Lauver have graciously offered to host the North Americans at their Susquehanna YC. This would be a repeat of their successful regatta in 2013 with a delicious steak dinner.

By popular demand, the Internationals will be back to Ocean Gate Yacht Club. All those who attended in 2014, will attest that they host a fantastic regatta. They provided housing for everyone, prepared three full meals each day, and they have a great racing venue a short distance off the docks. You can't ask for any more.

If you are interested in the Bermuda International Race Week or their Long Distance Race be sure to contact Rockal Evans This is also an opportunity to see the America's Cup boats fly around the Great Sound.

rockalevans@gmail.com

The Junior Championship is scheduled again at Shrewsbury. This opportunity for Juniors to race a larger boat has always been well received.

Thanks to all those who have offered to assist.

Smooth Sailing and have fun.

Talbott Ingram
President CCYRA

www.cometclass.com
Find us on Facebook

Comet #4150

This is the first new production boat built from the new molds. - Proven to be quick as it won its first regatta at the Pumpkin Bowl. - The boat has been sailed in only three regattas. Boat weighs in at class minimum. - White hull with white and grey deck. - Self bailing cockpit with recessed bailer. - Selden Kappa section tapered mast. Selden boom with 12:1 vang. - All running and standing rigging included. Adjustable side stay tracks with quick release levers. - Mylar sails and road ready trailer

Sale price \$11,500

Please contact Paul @ 781-244-9560 or
paul@whitecapcomposites.com



2017 Regatta Schedule

April 2	Mid-Winters	Bermuda
April 6 - 8	International Race Week	Bermuda
April 29	Jack Peters Regatta (unconfirmed)	Tred Avon Yacht Club
May 20	Spring Regatta	Corsica River Yacht Club
June 3	Randall DeLeeuw Regatta	Green Pond Yacht Club
June 10 - 11	North American Regatta	Susquehanna Yacht Club
June 17	Invitational Regatta	Severn Sailing Association
June 19	Long Distance Race	Bermuda
July 8 - 9	Atlantic Coast Championship	Newport Annual Regatta, Newport, Rhode Island
July 22 - 23	Corsica River Annual Regatta	Corsica River Yacht Club
August 12	Junior Championship	Shrewsbury Sailing & Yacht Club
August 12 - 13	Annual Regatta (unconfirmed)	Tred Avon Yacht Club
August 25 - 27	International Championship	Ocean Gate Yacht Club
September 9 - 10	Massapoag Yacht Club 68th Annual Regatta	Massapoag Yacht Club
September 23	Drew Bowl	Shrewsbury Sailing & Yacht Club
November 4	Pumpkin Bowl	Corsica River Yacht Club
	Pigskin Regatta	Leatherlips Yacht Club

Open Series at Shrewsbury Sailing & YC and Corsica River YC

SSYC	Spring Series	April 23 & 30, May 7 & 21
SSYC	Holiday Regattas	May 28, July 2, & Sept. 3
SSYC	Fall Series	Sept. 10, 17, 24
CRYC	Fall Series	Sept. 1, 8, 15

**Support your Comet Class - pay your dues today.
Print form on last page or [click here to download.](#)**



Comets racing at the Newport Annual Regatta
July 8 & 9, 2017

Comet sailors have a phenomenal opportunity to promote the future growth of our Class.

With the Sailing World editor Dave Reed's article about the Comet in the current issue (copy attached), the recent listing of the Comet in the Sailing World Harken Showcase and with a quality builder in the Boston area, all the stars are now in line for us to market the Comet! Further, we understand that Dave (who lives in in the Newport area) is actively looking for a two person boat to race with his daughter.

This is a once-in-a-lifetime opportunity for each one of us to support the Class by attending The Newport Annual Regatta. **However this requires a minimum of 12 boats.**

I need to let their regatta chairman know ASAP, so they can plan accordingly and include us in their Notice of Race. This would be our Atlantic Coast Championship (which we had held there twice in the past) and can be either a two or three day regatta as per your consensus.

We need to count on you at Newport this July 8 & 9 to support the future of the Class!!!

Newport is a great sailing venue, and an historic town that non sailing spouses can enjoy, while the Comets are sailing past Goat Island along with many other one design classes. The Comet would be the only two person non-spinnaker boat racing, which gives us an opening for future growth particularly in the Connecticut, Rhode Island and Massachusetts area where there has been great interest.

We are in immediate need of your support for this regatta!!!

Please send me a reply **ASAP** indicating your status:

- A definite YES, I will plan on racing at Newport
- A possibility
- Probably not

Please also include your preference of 2 or 3 days.

Thanks for your support for this important opportunity,

Talbott
talbottingram@gmail.com

2016 Pumpkin Bowl Regatta



Results

4151	Talbott Ingram	Lee Ingram	1	1	1	1	2	6	1
3406	Elliott Oldak	Barbara Best	2	3	2	4	1	12	2
4148	Wick Dudley	Betsy Kulman	4	4	4	2	4	18	3
4087	Andy Wood	Jamie Keating	3	5	3	5	3	19	4
4137	Joe Lauver	Tina Lauver	5	2	5	3	6	21	5
4090	John Ebken	Karen Glass	6	7	6	6	5	30	6
4069	Art Silcox	Rhea Efaw	8	6	7	7	7	35	7
4077	Ridgely Kelley	Bob Gerber	7	8	8	8	8	39	8

Comet Class Membership Dues Form 2017

www.cometclass.com

www.facebook.com/CometClassAssociation

(Like us there!)

Name: _____ Comet # _____ Fleet _____
Please provide the following only if different from last year:

Mailing Address: _____

Email Address(es): _____

Telephone

Home: _____ Cell: _____ Work: _____

Occupation/Interest re CCYRA participation: _____

(Legal, Graphics, Printing, Marketing, Composition, Photography, Boat Construction/Restoration etc.)

Select Membership Type:

Regular – Comet owner or charterer. Skipper can vote and hold office \$40 _____

Co-Owner – May share ownership of a Comet listed by a Regular member. \$20 _____
May skipper or vote in place of the Regular Member and may hold office.
Regular Member's Name: _____
Co-Owner's Name: _____

Associate – No boat needed. Great for crews, retired sailors or yacht clubs \$20 _____

Classic – Owners of pre-1965 Comets with original bronze/steel centerboard \$20 _____

Junior – No boat needed. Must be under age 19 during calendar year. \$20 _____
Junior's Name: _____ Birthday: _____

Class Development Fund Suggested minimum \$25 _____

Patron \$10 _____

Booster \$5 _____

CCYRA Handbook – Update in process. PDF of 1994 Handbook **Free** _____

Comet hull line drawing – Blue lines on white, suitable for framing \$10 _____

Comet Plans – Three pages - hull, centerboard, rudder and more \$10 _____

Comet Bumper Sticker (4" X 3") \$4 _____

Comet Bumper Sticker (3.75"X 9") \$5 _____

Total _____

Enclose check payable to CCYRA and mail to:

CCYRA Treasurer, Bob Slook, 255 Portland Road, Atlantic Highlands, NJ 07716

SHARED EXPERIENCES

ONE SAILOR'S CONNECTION TO HIS BELOVED ONE-DESIGN CLASS SERVES AS AN EXAMPLE OF WHY WE SAIL

WE ALL HAVE IT: that human fascination with the new. Even the cereal I've been eating for years is now "new and improved" (which makes me wonder whether Quaker has been selling me an inferior breakfast all these years). I digress. Our curiosity is for new, new, new, all the time. New boats, new races, new classes, new experiences — you name it. We fill our social media feeds, our websites and even the pages of this magazine with new things. And while we're all so focused on the new, it's easy to ignore the older classes, boats and fleets that the majority of racers hold near and dear.

It's true that once a year we dote on the slick new boats that show up at the boat shows, and our respected Boat of the Year awards program is essential, as it highlights the sailing industry's innovations, which advance our sailing experiences. But

**WE'RE ALWAYS KEEN TO
SHARE THE SUCCESSES
OF THE MANY ONE-
DESIGN CLASSES THAT
ARE THE HEARTBEAT OF**

I assure you, when planning the editorial for this magazine, we're always keen to share the successes of the many one-design classes that are the heartbeat of our sport.

Take for example the International Comet. I've never sailed one, but for some reason I have imprinted in my mind the image of a fleet of Comets racing on my home bay. On that occasion, at least a decade ago, I admired dozens of white triangular sails and multicolored hulls crossing tacks on a brilliant summer sea-breeze day. The scene was as remarkable then as I'm sure it would be tomorrow.

I hadn't thought much about the Comet until an engineer at Harken chose the class for the Harken One-Design Showcase in our

July/August 2016 issue. The half-page technical illustration of the boat sparked my curiosity, as I'd had no idea someone was building Comets again. So I called the contact in the listing, Talbott Ingram, the class president and devotee who races his Comet up and down the East Coast. The enlightening cold call carried on for more than an hour, and I learned new Comets are coming out of Whitecap Composites, a small shop up in Peabody, Massachusetts.

More importantly, Ingram turned me on to Kevin Buruchian, a 29-year-old who sailed Comets as a kid. Buruchian had faded away as most young adults do from such legacy classes, but today he finds himself the next-generation leader of a quiet Comet resurgence.

Buruchian didn't grow up in a sailing program with modern dinghies. Instead he started sailing with his dad at the age of 4. He was skippering the family Comet at age 5, when he won his first race. He went on to win his first Comet championship at age 11.

"I didn't have Optimists, 420s or whatever," Buruchian says, "because on our lake, Comets and Sunfish were the only boats we sailed. But sailing with my dad all the time — those are my best memories."

Three or four weekends a year, Buruchian and his father would hitch the 16-foot "junior Star" and travel to Cazenovia Lake, New York. "I can still picture getting to the lake late at night, pitching a tent and sleeping on the lawn," says Buruchian, who now lives outside of Boston. "We'd sail all day and we'd be beaten up. He'd have a few beers, and we'd just hang out with everyone. As a kid, I was always comfortable being around the adults."

He sailed with his father straight through his teen years, but when he shipped off to the University of New Hampshire, Buruchian curtailed his Comet sailing. One day, Ingram called him out of the blue and offered him a charter boat for the class's North American Championship in Lake George, New York. With a pickup college crew, he lost the championship by a single point.

"I know how I lost it," he says today, "but that's by the by."

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SAILING WORLD EDITORIAL OFFICE
55 Hammarlund Way, Middletown, RI 02842
401-845-5100; fax 401-845-5180
sailingworld.com, editor@sailingworld.com

Reprints: Email reprints@bonniercorp.com
WRITER/PHOTOGRAPHER GUIDELINES: Send stories and photos to Sailing World (address above) or via email (editor@sailingworld.com).

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Life and work took hold, and Buruchian grew distant from, but no less fond of, the Comet. He'd been casually looking for a fixer-upper, but "no one ever wanted to sell theirs," he says, until one day, a friend of the family emailed him with a lead on a derelict boat thought to be a Comet. It had been sitting uncovered under a tree for 10 years, says Buruchian. It was full of water, but from photos, he deduced it had the desired double-bottom construction.

He bought it for \$500.

"I didn't bother to tell my wife (then fiancée)," he says. "It was a week before our wedding, so I planned to pick it up afterward."

At his wedding, however, he says "everyone kept talking about this huge gift, hinting, 'Did you open up your big gift?'"

It turned out friends and family had chipped in to buy the very boat he thought he had bought. "My dad was so happy for me to have one again," says Buruchian.

He fixed it up and soon started racing with his wife, a complete novice. They did well in a few local regattas before entering the Internationals.

"We had a blast. It was windier than I thought she would have liked, and my parents thought for sure she'd either come back smiling or never want to sail one again," says Buruchian. "We were out there in 20 knots, and when we got back to the dock, she had the biggest smirk on her face. That's the reason why I'm sailing with

the Comet class today. She'd never sailed before in her life, but now it's something we can do together. It's something she knows means a lot to me."

And so today Buruchian finds that his role with his beloved class is to get younger people into the Comet, to work with Whitecap to improve it and simplify it. "The travel culture is still a draw to the class," he says, "and there still isn't anything at a reasonable cost for people coming out of college. The Comet offers a lot of good things: It has plenty of performance, it's been around forever, and it's a boat that hasn't changed a lot, because it doesn't need to."

I know there are many stories similar to Buruchian's from countless long-forgotten, struggling or reviving one-design classes scattered about the country, which is why I'm kick-starting a regular column called "My Class, My Story." I'm eager to discover why die-hards like Buruchian remain true to their deepest sailing roots. After all, a boat is a boat, right?

Our sport's aging one-designs are really no different than the five new Boat of the Year winners featured in this issue: They're simply fiberglass objects that provide us immense pleasure, a competitive outlet and a social network for life. It's the people and the stories that make each of them unique. So I invite you to share your story, your class. Write me at editor@sailingworld.com so I can share it and make old new again. 🍷



OFFICIAL BOAT OF THE YEAR TENDER

A special thank-you to BRIG Inflatables for supplying its Navigator 570 RIB to serve as both transfer and photography platform for our Boat of the Year tests in Annapolis. A reliable and nimble ride is essential for five days of chasing judges, safely transferring them from boat to boat, and shooting images and videos. The Navigator 570 delivered perfectly — fast and smooth. BRIG, founded by former military aeronautical engineers, is the world's largest producer of RIBs, all built in the Ukraine. To see the line, visit siroccomarine.com.

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401-845-4405
sally.helme@bonniercorp.com

**ADVERTISING DIRECTOR
NEW ENGLAND, MID-ATLANTIC AND EUROPE**

Ted Ruegg 410-263-2484
ted.ruegg@bonniercorp.com

SOUTHEAST, CENTRAL U.S. & WEST COAST

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parker.stair@bonniercorp.com

CARIBBEAN

David Gillespie 303-638-7909
david.gillespie303@gmail.com

CLASSIFIED AND SPECIAL-SECTION SALES MANAGER

Michelle Roche 401-845-4440
michelle.roche@bonniercorp.com

DETROIT ADVERTISING DIRECTOR

Jeff Roberge
jeff.roberge@bonniercorp.com

DETROIT ACCOUNT MANAGER

Joy Gariepy
joy.gariepy@bonniercorp.com

EXECUTIVE ADVERTISING COORDINATOR

Trish Means-Reardon 401-845-4402
trish.reardon@bonniercorp.com

EVENT DIRECTOR

Jen Davies 401-845-4412
jennifer.davies@bonniercorp.com

ONLINE DIRECTOR Mike Staley

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55 Hammarlund Way, Middletown, RI 02842
401-845-5100; fax 401-845-5180
sailingworld.com, advertising@sailingworld.com



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