



*** FOR IMMEDIATE RELEASE ***
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NEWPORT BEACH, CA: The Newport Balboa Sailing and Seamanship Association ("NBSSA") is pleased to announce the completion and successful sea trial of hull number one of the new Governor's Cup 21 class, a 21 foot racing sloop designed by Alan Andrews of Long Beach, California. The first boat is the first of an initial fleet of eleven boats built by Bravura Yachts of Costa Mesa, California, all of which will be owned by NBSSA and used for training and regattas with an emphasis on junior sailors.

The class is named after the initial regatta in which the fleet will be used, Balboa Yacht Club's ("BYC") annual Governor's Cup. The Governor's Cup is a 36 year old junior match racing series which has been designated the United States Junior Match Racing Championship by US Sailing, the governing body of the sport. It was founded by Balboa Yacht Club members Chet and Glee Purcell in 1967 with a trophy donated by then California Governor Ronald Reagan and is the oldest and one of the most prestigious junior match racing series in the world. Past competitors in the Cup include former Rolex Yachtsman of the Year Paul Cayard, US Sailing team member Morgan Larson, multiple Congressional Cup winners Argyle Campbell and Dennis Durgan and many America's Cup sailors.

BYC provides boats for the US and international crews who compete in the regatta. For many years, the owners of Santana 20's loaned their boats to the Club for use in the Cup. Last year, a group of BYC members led by former two time Governor's Cup winner Andy Rose decided to develop a new, purpose built class for use in the Cup which would not only assure equality of the fleet, but also provide more excitement to the sailors due to the state of the art design. Ten of the boats are expected to be available for the 2003 Governor's Cup, August 12-17.

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“The boats’ development and our fundraising efforts were fairly unique,” said Mr. Rose, “few yacht clubs worldwide are fortunate to have a membership which includes a world class yacht designer like Alan Andrews, a world class sailor and sailmaker like Dave Ullman and the support of a foundation like NBSSA, organized in the mid-1990’s by BYC members John and Melinda Pentz. Once we created the concept we found one other aspect of which BYC can be proud---the generosity of its members. We were successful in raising all of the money for the construction of the fleet from individual BYC members and the Club itself.”

“We are very excited about these boats and look forward to their use not only in the Governor’s Cup but in other national and international events sponsored by BYC or other clubs who may wish to charter the fleet on a limited basis”, stated Larry Law, President of NBSSA. “Ownership of this fleet perfectly complements the mission of NBSSA and will enhance our ability to help train the sailors of the future. This has to be a first in the sailing community, where such a consortium of people, resources, time and tremendous commitment has come together to create such a venture – NBSSA is proud to accept this awesome gift”, he continued.

The boat has an overall length of 21 feet, with a waterline length of 18 feet 5 inches, a draft of 5 feet and the beam is 8 feet 1 inch. Displacing 1670 pounds, it has a sail area of 326 square feet in the main and 100% jib and an additional 368 square feet in the masthead spinnaker. All of the sails will be built by Ullman Sails.

Designer Andrews described the design philosophy: “These will be modern racing boats, well suited for the typically light airs of Newport Beach, but with enough strength and stability to work well when the breeze “kicks up”. He continued by describing why they should be particularly well suited to the match racing format of the Governor’s Cup, “They should have good acceleration so that tactics will become an integral part of racing the short courses in light air but not so much acceleration that a “pinned” competitor can easily escape.”

The deck plan of the boats is very simple and winches have been eliminated in favor of ratchet blocks and jam cleats but as Mr. Andrews points out, “All the equipment necessary to race and

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race well is included but since the boats are all equal, there is no need for extravagant gear that brings no advantage to the fleet as a whole.” The boats are expected to be sailed primarily with a crew of three although four persons would also fit comfortably within the wide cockpit and deck areas.

The boats will be chartered by Balboa Yacht Club from NBSSA for the Governor’s Cup and other prestigious events sponsored by BYC on a long term basis and will also be available for charter to other yacht clubs and organizations for events that are consistent with NBSSA’s programs that serve its mission. Over its history, NBSSA has sponsored both sailing events and young sailors in efforts to expose young sailors to the joys of sailing and develop well rounded young men and women who can compete worldwide at all levels of the sport.

Additional boats will also be available “for sale” to other clubs or private owners with the first boats being available in September, 2003 after the initial fleet is completed. Mr. Andrews and Bravura Yachts President, Leif Beiley, are working on a strict set of one design rules to ensure that all of the Governor’s Cup 21s remain equal and consistent with the design philosophy. Further information on boat purchase is available from NBSSA.

“While we can hardly wait to see the fleet complete, an even better moment is going to be when this year’s Governor’s Cup competitors see these boats for the first time. It’s going to be exciting”, summed up Mr. Rose.

For more information on the entities named in this release please contact:

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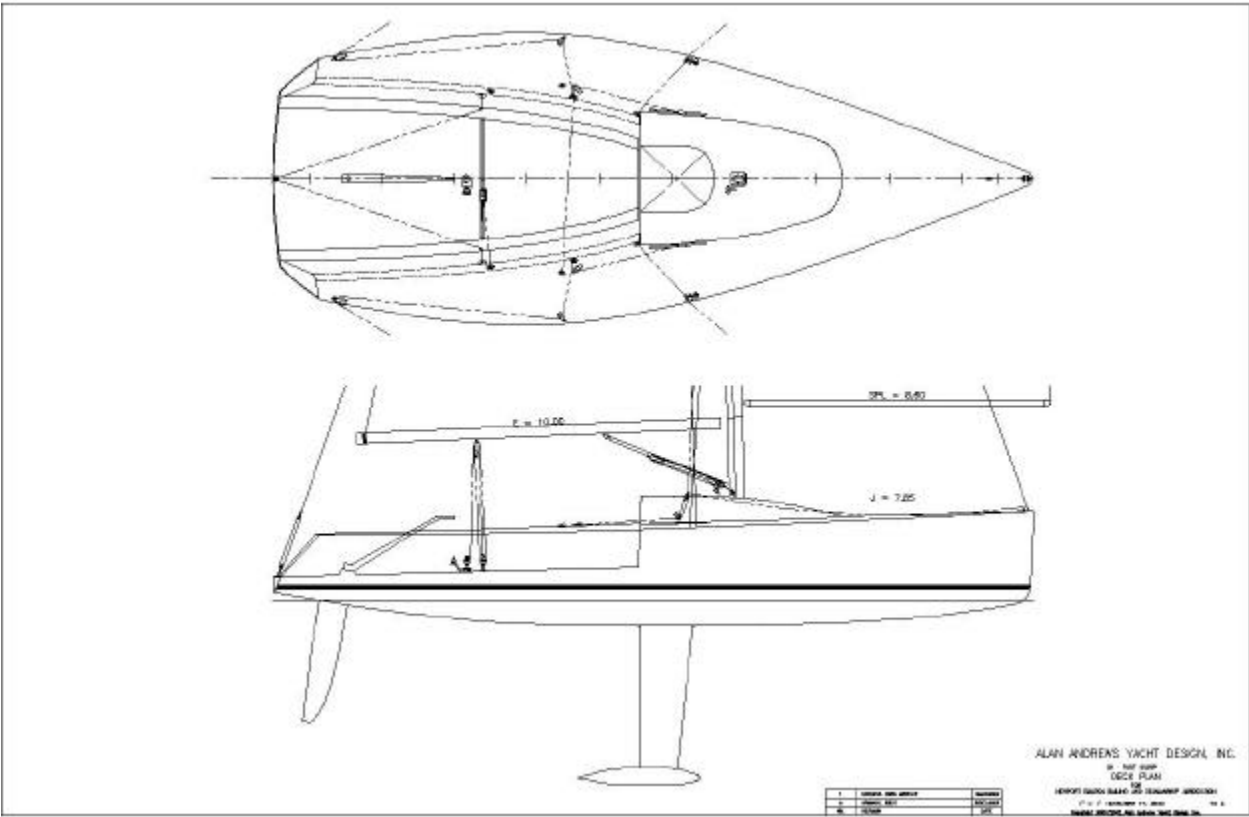
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HULL AND DECK DETAIL



SAIL PLAN

