



MANHATTAN YACHT CLUB



JULY AND AUGUST 2026

TABLE OF CONTENTS



Photo: Tuiga (left) and Viola sail in front of the Skyline of Manhattan on the week before July 4th. Special thanks to George Bekris for sharing this picture as well as the iconic picture of Tuiga and the Statue of Liberty on the cover of this newsletter.

03

THE COURSE AHEAD

Thoughts from Commodore Michael Fortenbaugh on our new magazine and our amazing summer.

04

YACHT CLUB DE MONACO'S VISIT

The visit of YCM's great classic yachts stemmed from a 39-year relationship.

10

AN HISTORIC CEREMONY

Having Tuiga and America II side by side added to our Commissioning Ceremony.

22

CLUB RACING

Racing has always been at the heart of Manhattan Yacht Club.

26

FREEDOM FRIDAYS

Now in its second year, this program is growing bigger.

28

FLEET CAPTAIN

The Fleet Captain program is on track for another record season.

32

12 METER SAILING

When you are ready to help preserve this important sailing heritage.

34

MEMBER MOMENTS

Submit your great photographs for this special section.

THE COURSE AHEAD

Welcome to the first edition of the Manhattan Yacht Club magazine. It seems appropriate at this moment to reflect on the important role that older newsletters have played throughout our Club's 39-year history.

In the beginning, before the internet as we know it today, our typed newsletter was the principal way members stayed connected with the Club. As technology changed, so did our communications. When email was still new, we created "This Week in Sailing," followed later by digital newsletters distributed through Constant Contact. During and after COVID, as Club operations contracted and our priorities shifted, the newsletter gradually became less of a focus.

Now is the perfect time to bring it back. New technology gives us the ability to create something more visually exciting—a true Club magazine that can be distributed electronically as a PDF and even printed for those who prefer to hold a traditional magazine in their hands. Equally important is there is so much happening at Manhattan Yacht Club that deserves to be shared.

This first issue covers events in the spring up to July, extraordinary months in our Club's history. Among the highlights are the ribbon-cutting for our new clubhouse and the arrival of Yacht Club de Monaco's flagship Tuiga and Viola. These were significant moments for our Club and deserve to be recorded and remembered.

But a great yacht club is not just defined by its biggest occasions. It is also defined by what happens every day—the racing, Fleet Captain sails, mentoring, regattas, social gatherings, sailing programs, volunteers, friendships, and countless other activities that create the life of our Club. Our magazine will give us a place to tell all stories.

Some stories will take more than one issue to tell, and many are best told through photographs. One of my hopes is that this becomes not simply a magazine produced for our members, but a publication created with our members. If you enjoy writing, I encourage you to contribute. If you have an interesting Club story to tell, let us know. And if you have great photographs from this summer—or from the Club's past—please send them along with a short description of who, what, where and when. The photographs we collect today will become part of the history of Manhattan Yacht Club tomorrow.



Photo: Commodore Fortenbaugh is joined by Vice Commodores Danielle Gallo and Scott Curtis as they cut the ribbon together for the new clubhouse.

Next summer will be the 40th Anniversary of the Manhattan Yacht Club! Over the winter, we will plan a full schedule of anniversary events and celebrations. The exciting events this summer with Yacht Club de Monaco will hopefully be just a taste of what lies ahead for us in 2027.

We will start the celebrations this winter with our Annual Cruise in the British Virgin islands. Then for our big event, we will go back to the second year of our club's history when we staged the first "International Yacht Club Challenge." This will be a big undertaking as we invite yacht clubs from all over the world to come celebrate with us in New York Harbor. The committees will be formed and begin meeting as soon as the sailing ends. Please volunteer.

Manhattan Yacht Club has an extraordinary history behind us, full of innovation and success. Today, we are a very active and exciting club. And tomorrow, let's dream of what we can and will do together. This magazine will help us celebrate the great community we have built.

Sailing is a great sport. It is healthy, makes us happy & brings us together. Full speed ahead!

MICHAEL WALL FORTENBAUGH
COMMODORE

Yacht Club de Monaco Comes to America

How Tuiga & Viola came to visit the Manhattan Yacht Club



The story of how Yacht Club de Monaco's Flagship "Tuiga" and their great classic racing yacht "Viola" came to the United States of America is years in the making. We will begin by telling the history of "How" in this newsletter. The rest of the story will take several installments in future newsletters to cover the "Monaco Challenge Cup" and then the "Grand Yacht Club Tour."

A Dream Nearly 20 Years in the Making

When the magnificent classic yachts Tuiga and Viola finally arrived in America this summer, their visit represented far more than two beautiful yachts crossing the Atlantic. It was the fulfillment of a dream nearly two decades in the making—and the latest chapter in an extraordinary 38-year friendship between Manhattan Yacht Club and Yacht Club de Monaco that reaches back almost to the founding of our Club.

International Goodwill Through Friendly Competition

The story begins in 1987, at the conclusion of Manhattan Yacht Club's first sailing season.

Manhattan Yacht Club had just completed its exciting inaugural year re-introducing recreational sailing to New York Harbor. Buoyed by that success, our young Club decided to attempt something bold: invite yacht clubs from around the world to come to New York and race together for honor and a trophy. About 50 invitations went out by airmail to yacht clubs around the world using addresses found in the Lloyd's International Registry of Yachts.

The first favorable response arrived from Societe Nautique de la Baie de St Malo in France. The second came in a way no one at the fledgling Manhattan Yacht Club could possibly have anticipated.

Prince Albert of Monaco Telephones the Club

Prince Albert had recently become President of Yacht Club de Monaco, succeeding his father, Prince Rainier III. Already an international Olympic athlete, the Prince was attracted to the philosophy behind Manhattan Yacht Club's proposal: *International Goodwill Through Friendly Competition.*

In those days, Manhattan Yacht Club had a receptionist named Liz and telephones that were still attached to cords. Liz answered the call, put the caller on hold and went running out of the room shouting, "Prince Albert is on the phone for Michael!"

Commodore Michael Fortenbaugh then picked up the phone and said hello. It really was Prince Albert who applauded the initiative and said Yacht Club de Monaco would be interested in sending a team to compete in New York. Needless to say, this was one of the very exciting moments in the early history of the Manhattan Yacht Club!

As additional yacht clubs responded favorably, the idea grew into the **International Yacht Club Challenge** and the first one was organized in New York Harbor in October 1988.

During that event, the Monaco delegation proposed going a step further. Perhaps Yacht Club de Monaco and Manhattan Yacht Club could jointly develop the Challenge, bringing together yacht clubs from around the world and alternating between New York and Monte Carlo.



Photo: In 2006, Prince Albert presented our Commodore and Manhattan Yacht Club with the Twinned Yacht Club plaque.



Photo: The Yacht Club de Monaco team racing in the very first International Yacht Club Challenge in 1988.

The idea was embraced, and a special relationship between the two clubs began to take shape around the principle that had inspired the original event: international goodwill through friendly competition.

A Friendship Sealed in Champagne

Coincidentally, another important chapter in the relationship was already unfolding. In 1988, Manhattan Yacht Club was invited to field a team in the prestigious Tour de France à la Voile, the sailing race around France.

One of the Club's corporate sailors, Barry Allardice of Morgan Stanley, helped make connections in France. Through former U.S. Ambassador to France Evan Galbraith and Bruno Troublé, the Manhattan Yacht Club team received an unusual form of logistical support.

When our team arrived in Paris, a van was waiting. This was not just any van. It was filled to the roof with bottles of Moët & Chandon Champagne, which the MYC sailors were encouraged to present to the winning teams at each stop along the Tour.



Photo: "A Bottle of Champagne Per Race." This was the bet established between Manhattan Yacht Club and Yacht Club de Monaco back in 1988 at the Tour de France a la Voile. The bet has continued through time. This picture of our Commodore and YCM Secretary General Bernard d'Alessandri is from 2009 Monaco Classic Week. This is when Manhattan Yacht Club fielded a team to race on Moonbeam III against Tuiga on her 100th Anniversary celebration.

Upon arriving in Dunkirk and preparing their 38-foot One Design for racing, the Manhattan sailors met the team preparing their boat on the other side of the finger pier. It belonged to Yacht Club de Monaco. Leading the Monaco team was YCM Secretary General Bernard d'Alessandri, who would become one of the most important figures in the history of Yacht Club de Monaco.

After the preliminary races, it became clear that the two amateur teams were evenly matched. Commodore Fortenbaugh therefore approached Bernard with a bet which was sealed with a handshake: A bottle of champagne per race!

Since our Commodore had a van full of champagne, he thought he was smart. But what he didn't realize was that Bernard had an even bigger van filled with more champagne. The Monaco team was sponsored by Champagne Mumm.

Around 1994, Yacht Club de Monaco acquired one of the world's great classic sailing yachts, the 15 Meter Tuiga. Designed by William Fife III and launched in 1909, Tuiga became Prince Albert's flagship and a symbol of the Club's commitment to preserving the traditions of classic yachting. Monaco also developed Monaco Classic Week, bringing together some of the world's most beautiful classic yachts and celebrating the traditions, elegance, and camaraderie of the sport.

Across the Atlantic, Manhattan Yacht Club was evolving as well. In 1994, MYC moved from its original home at South Street Seaport to North Cove in Battery Park City. During those years, Manhattan Yacht Club often looked toward its friends in Monaco for inspiration. Monaco demonstrated how a yacht club could combine great sailing, international friendships, traditions, and a unique and uplifting spirit.

Then came September 11, 2001. The attacks profoundly changed Lower Manhattan and the environment surrounding North Cove. Manhattan Yacht Club remained committed to its community and played an important role in bringing sailing and activity back to the waterfront. The friendship with Monaco endured through those years.

In 2006, Yacht Club de Monaco reaffirmed the clubs' longstanding relationship, and Commodore Fortenbaugh was invited to opening day at Yacht Club de Monaco, where he was received by Prince Albert. The Prince presented our Commodore with the Twinned Yacht Club Plaque, which today hangs proudly in our Trophy Room.

During this trip, Bernard d'Alessandri also invited Manhattan Yacht Club to compete in Monaco's Primo Cup. And so a group of 31 members packed their bags and flew back to Monaco in February 2007 to race in the Mumm 30 and Smeralda classes.



Photo: The owner of Eleonora hosted Bernard and our Commodore for a special dinner in July 2008 while docked at North Cove.

During the 2007 visit, Commodore Fortenbaugh was invited onboard Tuiga and sat in her forepeak with some of the YCM staff. Moved by this experience, our Commodore suggested to Bernard that it would be a great chapter in the history of Tuiga for her to sail in front of the Statue of Liberty.

The First Attempt

The idea soon began to look possible. In 2008, another of Monaco's great classic yachts, Eleonora, was scheduled to visit the United States. Bernard asked that she include New York City in her itinerary and visit the Manhattan Yacht Club based out of North Cove. At this time, our club also managed the marina.

Manhattan Yacht Club organized a friendship sail for Eleonora in the harbor, and Bernard flew to New York for the occasion. This visit culminated in a special dinner outdoors on Eleonora's deck, attended by members of Manhattan Yacht Club, Bernard, and other sailing dignitaries.

As Champagne glasses were raised that evening, the discussion centered on Tuiga. Her 100th birthday would be celebrated in 2009. What better way to mark it than finally bringing the Yacht Club de Monaco flagship to America and sailing her past the Statue of Liberty?

But just as the dream was beginning, the world changed again. The financial crisis erupted in 2008. Like countless ambitious projects around the world, plans for Tuiga's American adventure were put aside. The dream would have to wait.

The Club Rebuilds

Manhattan Yacht Club successfully navigated the financial crisis, but another major challenge arrived several years later. At the end of 2014, the Club's lease on North Cove came to an end when the new Governor awarded the concession to a friend. After two decades in Battery Park City, Manhattan Yacht Club had to leave the home where it had grown and prospered.

The Club moved across the Hudson River to Jersey City. The transition was difficult. Membership declined, and immediate priorities necessarily shifted toward rebuilding operations and establishing a new home. But Manhattan Yacht Club persevered.

By 2017, the Club was growing stronger again—and one of the signs of that renewed confidence was a return to Monaco. A Manhattan Yacht Club team traveled to compete in Monaco Classic Week. During this return visit, Bernard presented our team with a beautiful half hull of the Tuiga. This half hull is hanging in our Trophy Room as well.

Monaco Classic Week is every two years, so in 2019, Manhattan Yacht Club sent another team, this one setting a new record of 35 people. We chartered the 12 Meter French Kiss, and Marc Pajot joined us one day as our guest skipper.

At the start of the 2019 visit, Bernard d'Alessandri arranged a special gathering in the YCM Members Bar when he introduced our Commodore to Kosta Belkin, owner of Viola, the Fife classic yacht which was winning races through the Med under the YCM burgee.



Photo: After reestablishing our club in Jersey City, a team of members raced in Monaco Classic Week 2017 where Bernard presented us with half hull of Tuiga



Photo: At Monaco Classic Week 2019, Bernard hosted the Manhattan Yacht Club for a private champagne toast in their members' bar to introduce Kostia Belkin, owner of Viola. This meeting continued a few hours later at the Bar American at the Hotel de Paris. The subject of the discussions was "What do you dream about?"

The dream of a Yacht Club de Monaco yacht sailing in front of the Statue of Liberty was reborn, but this time it would be Viola making her way to America in place of Tuiga.

After the regatta, plans were started for a great 2020. Then COVID shut down the world. Once again, the dream was postponed.

Never Give Up on a Good Idea

Manhattan Yacht Club returned to Monaco Classic Week in 2023, this time racing aboard the magnificent 15 Meter Mariska. The Club returned again in 2025, once more competing aboard Mariska.

By then, the world had returned to normal, and conversations between the old friends naturally turned once again toward the unfinished business of Tuiga, Viola and America.

This time, Yacht Club de Monaco proposed something even more ambitious. Perhaps both Tuiga and Viola should cross the Atlantic together. And perhaps 2026 was finally the year.

The timing could hardly have been more appropriate. The United States would be celebrating its 250th Anniversary. New York Harbor would once again become a center of international maritime celebration.

There was also a wonderful historical connection. Fifty years earlier, Prince Albert had been present with his mother, Princess Grace, for America's Bicentennial celebrations in 1976 and the extraordinary gathering of tall ships in New York Harbor.

Commodore Fortenbaugh wrote back to Monaco with a suggestion: If Tuiga and Viola were going to cross the Atlantic in 2026, why not make their arrival part of America's 250th Anniversary celebrations? They could sail from Newport to New York Harbor, participate in the festivities surrounding the Fourth of July, and then head north again for a summer of classic-yacht racing from Maine to Newport.

The idea was enthusiastically received.

After nearly four decades of friendship, two financial upheavals, the loss of Manhattan Yacht Club's longtime home, a move across the Hudson River, and a worldwide pandemic, something extraordinary was finally happening.

The dream of sailing Tuiga in front of the Statue of Liberty was becoming real. And this time, Viola would be coming with her.

PART TWO OF OUR MONACO SUMMER COMING IN THE NEXT ISSUE...



Photo: As the final act of Monaco Classic Week 2025 awards ceremony, Bernard & Kostia invited our Commodore onto the stage and then publicly announced their plans to bring both Tuiga and Viola to the United States of America!



An Historic Commissioning Ceremony



This year's Manhattan Yacht Club Commissioning Ceremony was one for the history books.

The evening became especially memorable with the arrival of Tuiga, the Yacht Club de Monaco's magnificent historic flagship. For the ceremony, our America's Cup 12 Meter America II was brought alongside Tuiga, with both yachts dressed overall in colorful signal flags.

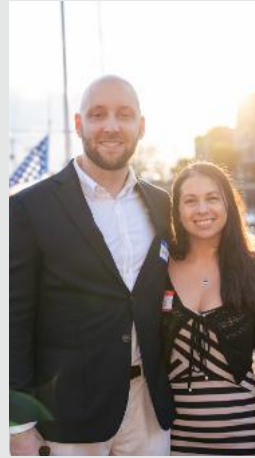
The pairing carried special meaning for MYC. We have long considered America II to be Tuiga's "little sister." The Yacht Club de Monaco's acquisition and preservation of Tuiga helped inspire our own Club to acquire and preserve an American counterpart from America's Cup history.

Tuiga's skipper, Daniel Pereira, joined the ceremony and said a few words in French before one of MYC's most cherished traditions began. The first Manhattan Yacht Club burgee ever made was raised, the Club cannon was fired, and the sailing season was officially declared open.

Then came a wonderful surprise: Tuiga returned the salute by firing her cannon in honor of the Manhattan Yacht Club.

With two historic yachts side by side, both dressed in signal flags, cannons sounding across the harbor, and a dock full of excited members, it was an extraordinary evening—and an incredible way to begin another season of sailing at MYC.









Ribbon Cutting for the New Clubhouse



Sometimes an important event provides the inspiration—and the deadline—to accomplish something that will benefit a club for many years to come.

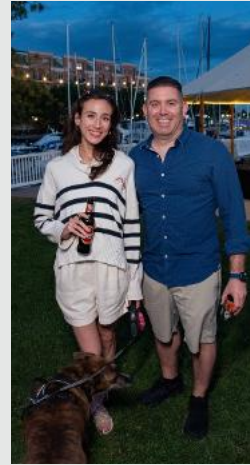
Last summer, we first learned that the Yacht Club de Monaco was considering bringing its flagship Tuiga to New York as part of an historic American visit. The plans became official during Monaco Classic Week in September. Once we knew that such an important international guest would be visiting Manhattan Yacht Club, we began asking ourselves a simple question: How could we make our Club even better and welcome our guests in the finest tradition of yachting hospitality?

That question started a process that ultimately transformed our clubhouse.

We formed a Clubhouse Committee, and many members volunteered to participate. The committee walked through the property, discussed possibilities, and considered not only what improvements could be made, but how those improvements would affect the everyday experience of our members.

Out of those early discussions, we engaged **Nastasi Architects** to help turn our ideas into an actual plan. The centerpiece was an ambitious expansion around the Trophy Room, including a large covered deck and substantial new outdoor entertaining spaces.







The Trophy Room has been the heart and soul of our shoreside clubhouse since it was inaugurated in 2023. The goal was not to change that character, but to build upon it—creating more places for members to gather, socialize, and enjoy the Club while preserving the intimate atmosphere of the Trophy Room.

To help launch the project, the Club dedicated the annual member assessment toward the clubhouse expansion, raising approximately \$40,000. The ultimate cost of the project was considerably greater, but that initial \$40,000 provided the foundation that allowed us to get started.

Plans were prepared and filed with the Jersey City building authorities with important assistance from Sarah Wiss and Sarah Raymond. Once the necessary approvals were received, construction began in early April. Then the race was on.

We had only a matter of weeks to turn drawings and ideas into finished structures before the beginning of the summer and the arrival of our international guests. Several builders and tradespeople were engaged, and an enormous amount of work took place in a remarkably short period of time. By early June, the transformation was essentially complete.





The new clubhouse was officially opened with a ribbon-cutting ceremony on June 19, 2026, attended by a wonderful turnout of members. It was an opportunity not only to celebrate the new facilities, but also to thank the many people whose ideas, hard work, and financial support made the project possible.

To call the expansion a major improvement may actually be an understatement.

The new covered and outdoor spaces have substantially increased the Club's entertaining capacity while completely changing the atmosphere of our shoreside home. The structures were built largely from real wood materials, with extensive woodwork painted in classic yacht-club white. New furniture, lighting, and finishing details brought everything together and elevated the clubhouse to an entirely new level of comfort, beauty, and hospitality.



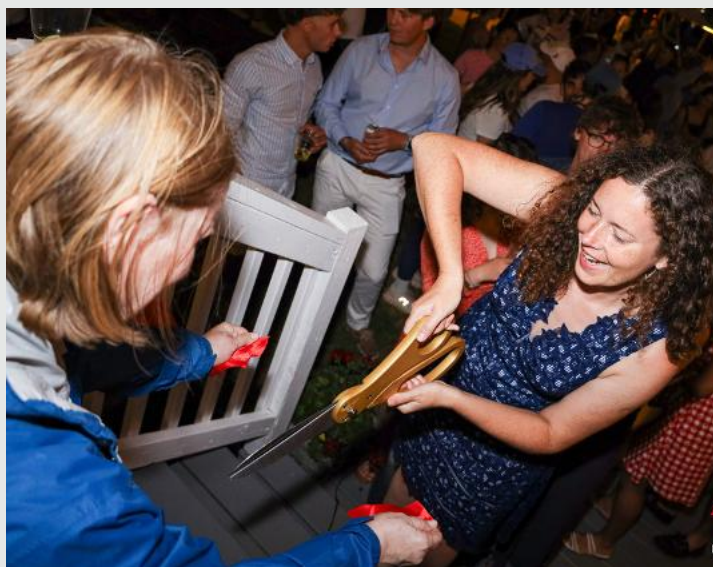


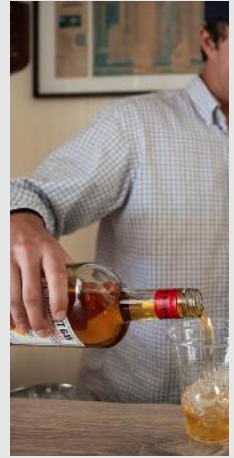
Most gratifying has been what happened after the ribbon cutting. The new clubhouse has met—and in many ways exceeded—our expectations. Members use the spaces constantly and regularly tell us how much they enjoy and appreciate the improvements. What began partly as an effort to prepare for the arrival of Tuiga and Viola became something much more important: a lasting investment in the everyday life of Manhattan Yacht Club.

And perhaps that is the best legacy of the project. An important international visit gave us the motivation and deadline to think bigger, but our members will enjoy the result for many years to come.

Now our attention turns toward another important milestone: Manhattan Yacht Club's 40th Anniversary in 2027. Over the coming winter, we will begin considering what our next clubhouse project should be. Just as this expansion grew out of ideas and participation from our members, we welcome your suggestions about what should come next.

Forty years is an important milestone. We should enter our anniversary year proud of what we have built—and still thinking about how we can make our Club even better for the next generation of Manhattan Yacht Club members.





Racing at the Heart of Manhattan Yacht Club



Racing has been a pillar of Manhattan Yacht Club since the very first Club boats went sailing in May 1987.

In fact, the first time our boats left the dock was to compete in the Blue Chip Challenge (the first name for our Corporate Sailing League). A northwest wind swept across the Harbor that evening. The starting line was set near the Battery (this was before there were many ferry routes), with the windward mark up toward what would become the Jersey City skyline. The first race in Manhattan Yacht Club history was won by the New York Stock Exchange team, skippered that evening by Glenn Foster for team captains Lefty Lewis and Buck Margold.

That was a long time ago. But something remarkable has happened ever since: **we just kept racing.**

Year after year, several nights a week, Manhattan Yacht Club boats have gathered on New York Harbor for evening racing. Thousands of sailors have participated, countless races have been started, and generations of Club members have learned the strategy, teamwork, and camaraderie that make sailboat racing so rewarding.

Today, we are particularly proud of the strength and quality of our racing program. More than 15 teams compete on Tuesday nights, another 15 race on Wednesdays, and corporate teams take to the Harbor on Thursdays. Very few yacht clubs in the country can boast such a large and active weekly racing fleet.

We would especially like to recognize the teams that finished at the top of our Spring and Summer Series this year. Their results represent months of competition against some very talented sailors.





Our regular series is only part of the racing calendar. Special events include the Women's Championship and Shorthanded Championship, along with other races throughout the season.

And then there are the Lucky Dog Races on Friday afternoons. In keeping with the spirit of Lucky Dog, nobody keeps overall scores. It is loose and casual. There is no championship to win. The only thing that matters is getting out on the water on a Friday afternoon, enjoying New York Harbor and feeling like a Lucky Dog.

Looking ahead, we may expand the racing fleet next year as more teams enter the program. At the Club's previous peak in 2014, 24 teams raced each night using both our white and red J/24s. We reached 15 teams this summer, and if we reach 20 again, we will divide the competition into Gold & Silver Fleets, creating more opportunities for sailors at different levels to enjoy a trophy.



From that first starting line off the Battery in May of 1987 to the dozens of boats racing across the Harbor today, racing has always been at the heart of Manhattan Yacht Club.

We are proud of that history—and even more excited about where we go from here.





2026 Champions

Each week, glasses are presented to the top 3 or 4 teams. Then the overall series prizes are awarded at the Annual Dinner. Congratulations to all these champions so far this season:

Tuesday Spring Series

- 1st - Michael Fortenbaugh
- 2nd - Patrick Clancey
- 3rd - Jim McNally
- 4th - Dan Crabbe

Wednesday Spring Series

- 1st - Ironstate
- 2nd - Danielle Gallo
- 3rd - Jay Parekh
- 4th - Ken Zorovich

Tuesday Summer Series

- 1st - TJ Dalton
- 2nd - Michael Fortenbaugh
- 3rd - Jim McNally
- 4th Patrick Clancey

Wednesday Summer Series

- 1st - Jay Parekh
- 2nd - Ironstate
- 3rd - Nosh Petigara & Tre Jones
- 4th - Mario Valenti

Shorthanded Championship

- 1st - Andreas Giacomis & Michael Barry (9)
- 2nd - Jim McNally & Tre Jones (6)
- 3rd - Ken Zorovich & Tim Eakins (1)
- 4th - Noujan Fakhri & Andrew Dokko (3)

Women's Championship

- 1st - Danielle Gallo (5)
- 2nd - Tricia Lynch (1)
- 3rd - Katie Morgan (4)



Sail On! Freedom Fridays for Women



Freedom Friday was a new program envisioned and created in 2025. This is an all-women sail organized once per month. The purpose is to support and empower our great women members. Freedom Fridays became an immediate success, and participation has even increased in 2026, making this one of our Club's most successful and popular programs.

Freedom Fridays started this season with five boats, and has now grown to 10 boats heading out for an evening sail.

Our women skippers welcome women crew members aboard for a relaxed and enjoyable evening on the water. Boat assignments are made randomly, which creates a wonderful opportunity to meet new people, make new connections, and build friendships within the Club.

The casual, welcoming atmosphere also makes Freedom Friday especially appealing to newer or less-experienced sailors, who can come aboard without feeling pressured or intimidated. It has become a great way for women of all sailing levels to get out on the water, enjoy the harbor, and connect with other members.

Freedom Friday sails are also run the same evening as the New Member Mixers, giving many members an opportunity to come together at the club to meet, have fun, and continue to build our sailing community!





Fleet Captain Program Record Possible



By Chris Gizzi, Fleet Captain Chair

In August, our volunteer Fleet Captains skippered 118 sails — the busiest single month in the program's recent history! It beat the previous record, set last September, by eight sails. With a skipper and four crew on each boat, that's close to 600 people out on New York Harbor in 31 days.

What makes it remarkable isn't one person having a big month; it's how many people it took. Twenty-six different Fleet Captains put a boat on the water in August — more than in any month over the past several years. Rob Goldstein was out there, as ever. So were Yvette Avenhall, Chris Gizzi, Scott Crow, Carlos Henriquez, Craig Denecke, Dave Simson, Brett Webster, Erik van Nispen, Tom Jan, Edward Newman, Hooman Mehran, and fourteen others. Though some skippered almost twenty sails and some did one, all of them gave up their time so that other members could go sailing.

Where The Season Stands

Through August, thirty-six Fleet Captains have skippered 342 sails — roughly 1,350 crew spots for fellow members, and about six percent ahead of where we stood at this point last year.

If September and October look anything like last year's, 2026 will finish as the biggest Fleet Captain season the club has had in recent memory, and possibly the first to take more than two thousand members on the water in a single year.





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Rank of Fleet Captain - # of Sails (# of Crew)

- 1 Rob Goldstein - 78 (312)
- 2 Yvette Avenhall - 40 (160)
- 3 Christopher Gizzi - 39 (156)
- 4 Scott Crow - 15 (60)
- 5 Carlos Henriquez - 14 (56)
- 6 Craig Denecke - 13 (52)
- 7 Dave Simson - 12 (48)
- Tie Brett Webster - 12 (48)
- 9 Erik van Nispen - 10 (40)
- Tie Tom Jan - 10 (40)
- Tie Hooman Mehran - 10 (40)

Top 11 Combined - 253 (1,012)

All 36 Captains - 342 (1,368)



What's On The Horizon

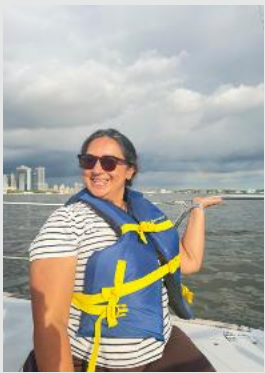
September is now our busiest month - and has been since 2024. The wind is better, the Harbor is quieter, and the heat has finally let up.

And October is becoming the club's best-kept secret. Last October our Fleet Captains ran 58 sails — more than double the year before — in some of the most beautiful conditions of the year. There are boats going out most weeknights and both weekend days, right until decommissioning in October.

Thank You to all the Fleet Captains!

To every Fleet Captain who rigged a boat in the August heat, took out a new member, and then stayed at the dock afterward for a drink and a story — thank you. The program only exists because you volunteer for it, and this season you gave the club one of its best months ever.





America's Cup History - 12 Meter Syndicate



The MYC 12 Meter Program is made possible by the Syndicate Members who make financial contributions toward the preservation, maintenance and operation of these historic yachts owned by the NY Harbor Sailing Foundation. Their support helps ensure that America II US-42 and US-46 are maintained not as static museum pieces, but as living examples of America's Cup history.

The contributions of our Syndicate Members go beyond financial support. We also ask them to contribute their time and sailing skills. They help rig the boats, hoist and trim the sails, and provide the experienced crew necessary to keep these powerful and complex yachts operating.



This allows us to do something particularly important: open up 12 Meter sailing to others. By providing the core sailing crew, our syndicate members enable guests and other sailors to step aboard, experience a 12 Meter under sail, and learn about the remarkable history of the class.

These sailing opportunities also help generate additional funds for the continued preservation and maintenance of the boats.

In this way, our syndicate members are doing much more than supporting two historic yachts. They are helping us activate the history. Instead of preserving the boats simply to be looked at, we preserve them to be sailed—and use them to introduce new generations to the 12 Meter era of the America's Cup.



MEMBER MOMENTS

This section of the newsletter is for your pictures. Please submit your pictures to office@myc.org. We will choose some of the best ones each month.



Submitted by Doug Riehl



Submitted by Caner Dinlec

MEMBER MOMENTS



Submitted by TJ Dalton



Submitted by Erik Van Nispen

MEMBER MOMENTS



Submitted by Laurie Finan - Representing the Manhattan Yacht Club in the Members Bar of the Royal Bermuda Yacht Club (l to r): Laurie Finan, Rick Thompson, Vice Commodore Galen Brislane, Anthony Gorham, Stephen Kemp, Chris Finan.



Submitted by Jon Gimpel

MEMBER MOMENTS 🇺🇸🇺🇸





Manhattan Yacht Club's magazine is distributed digitally to members and friends. You may also order a printed copy by contacting office@myc.org. A sincere "Thank You!" to all the photographers whose pictures have helped capture and share our sailing lives. If you would be willing to write or compile stories for the next edition of our magazine, please let us know. And we encourage you to submit great pictures as well.