



MudRatz Report to Sailors to the Sea

Overview

The 2018 Edition of The Dinghy Race by Volvo Construction Equipment was held July 11-13 at three venues across two states. Registration began on July 11th and the competitors briefing and send off July 12th was at Niantic Bay Yacht Club in Niantic, CT. Fishers Island Yacht Club hosted all sailors the afternoon and evening of July 12th, holding the competitors party at The Pequot House and providing overnight accommodations at Fishers Island School, both on Fishers Island, NY. We had a 1.5 mile beach walk and clean up before the start of racing on June 13th. The final destination for our sailors that day was the Mystic Shipyard in Mystic, CT where awards were presented. Sailing spanned 20 miles of Fishers Island Sound and included support from Fishers Island Yacht Club, Niantic Bay Yacht Club, Ram Island Yacht Club, Masons Island Yacht Club, The Mystic River Mudheads Sailing Association, and Mystic Shipyard. The organizing authority for this event was MudRatz Youth Sailing.



By Volvo
Construction
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A summary of our performance against the sustainability indicators is as follows.

Event Management

1. Assemble a Green Team

The green team consisted of 4 core members with on site support provided by over a dozen volunteers. Prior to the event, the Audubon Society of Rhode Island provided significant support in terms of our Wildlife and Habitat Protection plan and was instrumental in helping us create our educational plan for participants. The beach clean up on Fishers Island was facilitated by one of our green team members who collaborated with local resident (and wife of Volvo Ocean Race Skipper) Meris Enright and the Fishers Island Conservancy. Also present at the event was Jen Guimaraes, the Youth Education Manager of US Sailing who assisted in the youth education piece surrounding environmental initiatives.

2. Public Engagement

The Sailors for the Sea ocean conservation message was actively promoted through our website and social media prior to and during the event. The Sailors for the Sea logo was prominently displayed on both our literature and on-site. The Sailors for the Sea Burgee was flown on committee boats, at the host sites, and all competitors placed SFS stickers on the transom of their boats.



The regatta website: <https://thedinghyrace.com/>

Social Media sites: Instagram and Facebook @thedinghyrace

Volunteers from local organizations included members of the Fishers Island Conservancy and members of the Mudratz Offshore Sailing Team.

3. Paperless Regatta Management

The Secor Volvo Race used Regatta Toolbox as their registration and scoring management. Registration URL: <https://www.regattatoolbox.com/entryList?eventID=Y2LC1RV6bY> briefing, handouts were not provided, everything was presented electronically. QR codes were posted on site to allow coaches, competitors, and spectators easy access to course maps, scoring, live tracking, and general information. Less than a ream of paper was used throughout the process. Paper was used for scratch sheets and required paperwork per Race Committee (protest forms). Each coach was provided a reusable folder with a double sided handout of important information as well as a summary of QR codes that linked them to relevant information. Whiteboards were used throughout the event to convey important information. Coaches signed up through the GroupMe App to get notifications from the race organizer and all race announcements were posted via the webpage.

Registration at Niantic Bay Yacht Club



TracTrac, Facebook, and Instagram were utilized to provide live coverage of the event

On facebook: @mudratzracing and @thedinghyrace

On Instagram: @ratzracing and @thedinghyrace

TracTrac: http://www.tracrac.com/web/event-page/event_20180711_TheDinghyR/1359/

All competitors were provided with a waterproof map of the sailing area, printed double sided (map on one side, sailing instructions on the reverse). Given that this is a point to point race and the courses were set immediately prior to the race, it was important that all competitors have access to the large race area we were covering. Copies were made for the competitors, coaches, and race committee.

4. Environmental Outreach

There were significant environmental and educational initiatives put in place and many of these could not have happened without specific direction and assistance from outside organizations. This was most salient during the registration process when competitors and coaches were required to navigate through several stations in order to get all of the required materials to race (boom and transom stickers, water bottles, neck gaitors, and luggage tags). Photos of the stations are shown below. Many thanks to the Mudratz Offshore Racing Team who helped with the Environmental Outreach Station.



Information about energy usage and carbon offsets



Social Media Outreach and Wildlife Education



During the second day of the regatta, our Green Team and Fishers Island Conservancy, along with several volunteers from FIYC hosted a beach cleanup for our competitors. Several sailors were recognized for their contributions throughout the regatta. Gus Montana (coach) and two of his sailors from Pettipaug Yacht Club, Kyle Stewart and Connor Boudreau for their perseverance during the beach cleanup, continuing cleanup beyond the beach and on the entire walk back to the Fishers Island Yacht Club. Luke Murphy, coach from Stamford Yacht Club was recognized for his on the water collection efforts. And Iain Jaeger was recognized for his “above and beyond” efforts during the beach cleanup.



The race also included an On Board Reporter contest, judged by 2014-2015 & 2017-2018 Volvo Ocean Race OBR Sam Greenfield. Participants were requested to include an environmental perspective as part of their report. The winner of the OBR contest was Sydney Motherway. Her submission included both a video which can be found [here](#).

5. Regatta Awards

The race features a perpetual trophy that is made entirely from wood, a sustainable resource. Keeper trophies were created for 1st-5th place teams overall, fastest time on course, and the winning team (consisting of three boats). During the spring, we collected discarded shrink wrap from marinas and used this as the base material for the keeper trophies. Although we were not able to make all keeper trophies out of this material, the winning skipper and crew had theirs made from this process

In addition to the trophies, several “usable” awards were given out. All ompetitors were given stainless steel straws provided by SFS and reusable water bottles donated by Bluewater. Our environmental steward winners were given Musto bag as recognition for their hard work and enthusiasm throughout the entire process. The winners of the OBR contest were given a Wasp Camera.



Food and Beverage

6. Water Bottle Reduction

We had 100% reduction in single-use plastic water bottles at our event. Thanks to the generous support of North Sails and Bluewater, all participants, coaches, and support staff were provided with a reusable water bottle. In total, over 150 reusable water bottles were distributed. Notification about single use water bottles was included in our NOR and reiterated during the initial competitors briefing.

7. Water Refilling Stations

Water coolers and jugs were made available throughout the event. On the water, there were several designated water boats. At Fishers Island Yacht Club, a permanent water refill station was installed by the race organizers specifically for this race. At NBYC (starting point), there were multiple 5 gallon water coolers that were available for competitors to fill their bottles before leaving the site. On the water, there were three 5 gallon coolers in the designated water boats as well as five 5-gallon water jugs that were used to refill the coolers during the race.



8. Offer Sustainable Food

This area was more challenging as there were many meals provided through multiple vendors. Every meal had a vegetarian option available and efforts were made to have at least one component locally sourced. Examples of locally sourced foods include: vegetables, ice cream, and cookies. Locally sourced foods were within a 10 mile radius of the event site where they were served. There was no seafood served during the course of the regatta.

9. Responsible Dinnerware

This area presented several challenges given that we were in multiple venues and one of the meals was served on the water. To that end, at our host sites, only recyclable, compostable, or reusable dinnerware was used. On the water, lunches were packed in compostable plastic bags and placed into reusable coolers given to the coaches. Plastic straws were eliminated or replaced with paper straws from each of the venues for the duration of the event and vendors were educated on the dangers straws present to ocean wildlife. At our final venue, the "taco truck" agreed to use only recyclable materials in the packaging of their foods.

Thermal Bags loaned to us by Ram Island YC



Food Chairperson, Cindy Flack with compostable cups



Beverage station at the Pequot



Buffet Station at the Pequot



Breakfast at Fishers Island School



Waste Reduction

10./11. Recycling and Compost

At all venues we ensured we had a 1:1 landfill to recycling bins. During registration, competitors were instructed on compost, recycle, and waste policies for the sites and they were shown samples of the compostable dinnerware. In addition to educating competitors about compost/recycling options, we shared this information with our caterers. Additionally, all single use dinnerware and cups were compostable so they could be added to the bins. All coach boats and race committee boats were provided with a waste bag and a recycle bag to encourage proper disposal on the water. Bags were collected as soon as sailors came off the water and contents were sorted into waste, compost, or recycling. At FIYC we were able to accurately measure waste because there was one centrally located waste disposal area for our

event and we were the only group utilizing the facility. Lunch and ice cream from day one and morning snacks from day two produced one full trash bag of waste, ¼ bag of recycles, and nearly a full trash bag of compost. Breakfast at Fishers Island School produced a kitchen sized bag for landfill and a large trash bag for compost. The bulk of the composted material at breakfast was comprised of the compostable plates, bowls, and spoons. An inventory of the waste produced was striking. As before, much of the trash produced was related to food packaging. The use of single use bottles was minimal, consisting mostly of Gatorade-type drinks. There were very few single use water bottles collected. This year we allowed competitors to choose what items went into their lunches. This resulted in significantly less waste as compared to last year. All sandwiches were packed in a paper wrapper. Although not recyclable, they were not plastic, which is certainly a step in the right direction! Fishers Island has recycling, waste, and compost disposal. Compost from NBYC (which was less than one 5-gallon bucket) and from Mystic Shipyard (again less than one 5 gallon bucket) was taken to a local farm for composting. The amount of trash collected at Mystic Shipyard was not measured as our event overlapped with another event.

Waste disposal at NBYC (outside and inside):



Waste Disposal at Fishers Island Yacht Club and Fishers Island School, including photos of kinds of waste produced



12. Trash Free Regatta

Throughout the regatta, green team members, competitors, coaches, and parents were encouraged to dispose of waste appropriately. Across all of the venues, all of the green team members were present and assisting in this capacity. Right after breakfast the morning of July 13th, competitors walked a one mile stretch between Fishers Island School and Fishers Island Yacht Club as part of an effort to clean beaches and local throughways.



Jen Guimaraes, the Youth Education Manager of US Sailing, Meris Enright, Fishers Island Resident and wife of Volvo Ocean Race skipper Charlie Enright share important information about ocean health at the pre-beach walk briefing. Capturing this for our social media stream is Laura Beigal of Beigal Sailing Media.



The following photos show sailors working hard during the beach cleanup:







Rule 55 was not altered and a copy of the NOR can be found here:

<https://club420.org/assets/documents/results/NOR-TDR-20181.pdf> (see bottom of page 2 for Rule 55 reference)

13. Eliminate Single Use Bags

Reusable bags (or no bags at all) were used while shopping for the event. There was a concerted effort to avoid distributing papers to competitors – communications were available electronically. Reusable folders were provided to coaches which included only necessary paperwork. Lunch bags for competitors were all biodegradable and were distributed to coaches in reusable thermal bags.



14/15. Good Waste Management and Responsible Signage

Landfill/Recyclable bins were available at all venues in a 1:1 ratio. At least one of each bin was located at each site and were placed adjacent to each other. Recycling was already in place at all the venues and staff at each of the sites were already informed about proper recycling practices. In addition, competitors and coaches were briefed on local recycling policies as part of the registration process. Signage was placed at all bins. Signage was made from 100% recycled paper and laminated so not only would it last throughout the event, but also be usable at multiple sites. With our new sponsorship and rebranding we purchased a new backdrop (see photos) that can be used year after year.

16. Promote Alternative Transportation

Bike racks were available at all venues and bikes were used on Fishers Island. Carpooling was encouraged and public transportation was used to move competitors and gear from one place to another. Metrics were collected around transportation to the regatta. One local sailing organization, NESS, set up carpooling for all their participants. While on Fishers Island, competitors walked everywhere with the exception of going from the Pequot House to Fishers Island school, where a limousine was hired to transport competitors. All competitors walked from the school to the Yacht Club during the second day of racing. VIP reserved parking was provided for hybrid vehicles at Niantic Bay Yacht Club where parking space was very limited.



17. Sustainable Energy Sources

There were no diesel generators used on site. Although solar panels and wind turbines were not available, a portable solar generator was used at all sites to allow coaches and competitors to recharge cellphones and radios. Donations were accepted to help offset renewable energy credits. Utilizing biodiesel in the committee boat was investigated but the boat owners were unable to find an “on the water” refueling option. All other committee boats are gas powered.



5 Mwh of wind energy RECs were purchased from Terrapass to offset our energy usage across the venues.

18. Runoff Reduction

All of the sites utilize permeable pavement parking lots and none of them use fertilizer and/or pesticides on their property.

19 Carbon Offsets

Carbon emissions were calculated for competitors transportation to the regatta using metrics collected during registration. 2.1 Tons of carbon were produced via transportation to the site and 100% of the emitted CO₂ were offset with a donation to Sea Grass Grow.

20. No Discharge

Pump out boats were centrally located out of Spicer's Marina in Noank CT. Fortunately, throughout the course of this regatta, it was not necessary to utilize them.

21. Toxic Free Cleaning

Water only washdowns were conducted at the final pullout. Boats were required to stay in the water overnight at Fishers Island and were not cleaned during the duration of the event.

22. Oil Spill Prevention

At checkin, all coach boats and support boats were provided with an oil sorbent pad and they were provided with directions for placing them in their bilge. Refueling of powerboats was prohibited at the sites and a list of local fueling docks along the course was provided. In order to ensure everyone was able to access fuel when needed, the fueling dock at Fishers Island extended their hours to accommodate the needs of coaches and spectators. Local refueling docks are required to have Oil Spill Prevention plans and emergency procedures in place. All coaches were briefed to contact the organizing committee in the event of accidental oil discharge from their boats.

23. Maintenance

There were no washdowns/hull scrubbing of boats during the course of the event. There were no participant boats with bottom paint.

24. Efficient Power Boats

It is uniformly recognized by youth programs that not only are RIBs more fuel efficient and environmentally friendly, they are also safer and easier to use with youth participants in dinghys. As such, the vast majority of local clubs are making the switch to these boats, equipped with more fuel efficient four-stroke engines. It is a long, slow process – due mostly to the expense involved but as a whole, progress is most certainly being made on this front. For the race committee, there were two fiberglass boats utilized as start and finish boats. All other race support boats were RIBs. Spectator boats were provided. Coaches who had to travel to the event were also encouraged to boatpool with local coaches. There were 11 coach boats registered for 108 competitors and the vast majority of these boats were also RIBs. While this ratio seems high, given the nature of this race, we needed to ensure crash boats were spread throughout the fleet for safety purposes.

25 Wildlife and Habitat Protection

It is not practical for 420 sailors to carry a wildlife disruption prevention plan onboard their boats. In fact, the less they carry, the less likely materials will be lost overboard in the event of a capsized. However, all sailors participated in a wildlife briefing during the registration process. They were notified of what varieties of ocean wildlife were found in the area and what to do in the event of a sighting or accidental collision. Coaches were briefed to report all sightings/accidental collisions to the event organizers. During the beach walk, we were hoping to participate in a horseshoe crab study being conducted by local researchers and were prepared to report sighting of banded horseshoe crabs using this online form. Unfortunately, there were no sightings of crabs.

<https://www.fws.gov/crabtag/>

Poster of wildlife in Fishers Island Sound - Information provided by the Sharing the Seas North Atlantic Right Whale Consortium Education Committee and the Audubon Society of Rhode Island



Bonus Points

- Although this event involved organizers spread across multiple states, there were no in-person meetings conducted. Organization was done completely through electronic means – teleconference and skype.
- This regatta had an unprecedented electronic footprint – conducting the vast majority of its business, advertising, and communications electronically.
- The coaches were encouraged to do their part in ocean clean up – taking the time to stop and pick up any trash they found as they were watching their sailors. Coaches were recognized for going above and beyond
- The Dinghy Race collaborated with sailors from the Mudratz Dreamcatcher Program, recipients of an 11th Hour Sustainability Grant, having them share initiatives they developed and perspectives they gained during their Bermuda Race experience.

Specific Indicators not met during the course of the regatta

- Use of biodiesel in committee/race boats
- Set up rain barrels to collect precipitation
- Conduct an energy audit of the venues
- Ensure all fiberglass sanding/fairing be contained and collected
- Provide secure and enclosed location for all boat maintenance

Future Plans

- The Dinghy Race is committed to ocean health. We intend to seek platinum certification again next year. Some areas of the program that we would like to continue to work around is food packaging waste. While there was significant improvement in the reduction of waste compared to last year, this is an area that requires further work..
- While water bottles were provided, participants didn't always have them with them, necessitating the use of our recyclable cups. We strive to develop habits of mind that will encourage sailors to always have their water bottles with them!
- Continue the collaboration with the US Sailing to improve sailor education throughout the regatta
- Continue to collaborate with sponsoring yacht clubs and educate them on long term initiatives they can utilize to improve their ecological footprint (e.g. – water bottle filling stations, rainwater catchment systems, waste disposal procedures).
- Work with the Club 420 organization to make The Dinghy Race part of the East Coast “travel series” for clubs coming from further away. We had participants who travelled from as far away as Florida (1200 miles) solely for the purpose of competing at this regatta.