

Youth World Championship  
Yacht Club of Greece and Yacht Racing Club of Athens  
Athens, Greece  
July 3-8, 2000

| Pos | Skipper - Crew  | Sail# | Country   | R1 | R2  | R3 | R4  | R5  | Total |
|-----|---|-------|-----------|----|-----|----|-----|-----|-------|
| 1   | Dionisis Dimou,<br>Michalis Pateniotis,<br>Thanassis Siouziotis,<br>Antonis Pateniotis    | 14687 | Greece    | 7  | 4   | 2  | 1   | 4   | 18    |
| 2   | Sotiris Dimopoulos,<br>Vagelis Kafetzidakis,<br>Charis Finos,<br>George Finos             | 14197 | Greece    | 9  | 3   | 1  | 3   | 6   | 22    |
| 3   | Jose Maria Bettini,<br>Cofone Juan,<br>Valette Franco                                     | 11649 | Argentina | 4  | 6   | 8  | 5   | 1   | 24    |
| 4   | Fernando Bocciarelli,<br>Gustavo Harada,<br>Eduardo Chapchap                              | 14602 | Brazil    | 1  | 1   | 11 | 2   | 15  | 30    |
| 5   | Carlos Andres Plaza,<br>Smiguel Macias,<br>Alfredo Marin                                  | 14160 | Ecuador   | 8  | 8   | 7  | 8   | 3   | 34    |
| 6   | John Boxberger,<br>Robin Gherter,<br>Robert Kint  | 13834 | USA       | 3  | DNF | 3  | 9   | 5   | 39    |
| 7   | Matt Sprague,<br>Dan Sprague,<br>Oliver Bone  | 14174 | Canada    | 12 | 2   | 6  | 14  | 8   | 42    |
| 8   | Kostantinos Merentitis,<br>Maria Merentitis,<br>Papadakis Basilis,<br>Hlias Manolakis     | 14361 | Greece    | 2  | DNF | 16 | 7   | 2   | 46    |
| 9   | Pablo Herman,<br>Luis FelipeHerman,<br>Manuel Jose Gonzales                               | 14709 | Chile     | 17 | 7   | 9  | 4   | 10  | 47    |
| 10  | Ignazio Bonnano,<br>Simone Scontrino,<br>Ennio Conti                                      | 13878 | Italy     | 11 | AVG | 13 | 10  | 7   | 51    |
| 11  | Periklis Harbilas,<br>Ioannis Andriotis,<br>Nikitas Kechagioglou                          | 14685 | Greece    | 15 | 5   | 10 | 12  | 11  | 53    |
| 12  | Kevin Stravers,<br>Mark Stravers,<br>Mark Wray  | 13788 | USA       | 10 | 9   | 14 | 13  | 12  | 58    |
| 13  | Juan Rafael Santos,<br>Enrique Granja,<br>Miguel Mardonez                                 | 10114 | Ecuador   | 5  | DNF | 15 | 6   | 14  | 59    |
| 14  | Jim Ward,<br>Ryan Stagaard,<br>Ronn Frecker   | 14116 | USA       | 18 | 11  | 4  | 15  | 13  | 61    |
| 15  | Michalis Mileos,<br>Anthimos Nikolaidis,<br>Dimitris Polito,<br>Theodoros Polychronidis   | 14686 | Greece    | 6  | 12  | 5  | DSQ | DNC | 61    |
| 16  | Matti Haapiainen,<br>Robert Brandt,<br>Thomas Weckstrom                                   | 14331 | Finland   | 13 | 13  | 18 | 16  | 9   | 69    |
| 17  | Sotiris Tsompanoglou,<br>Nikolas Mastrokolias,<br>Thrasos Pandeolon,<br>Elena Spyropoulou | 14377 | Greece    | 16 | 10  | 12 | DNF | DNC | 76    |
| 18  | Gerardi Dario,<br>Giacalone Gianluca,<br>Giuseppe Ragona                                  | 13706 | Italy     | 14 | DNF | 17 | 11  | 16  | 77    |
|     |   |       |           |    |     |    |     |     |       |

From David:

Today was a long day, boat fixes in AM, out for a practice race that never happened (0-4mph wind and temp on the water well in the 30's and that is moderated by the sea). The power boat I was on died and had to be jury-rigged on the water.

Then a 65 km bus ride to see a very nice sunset and the Temple of Poseidon ruins. Worth the trip, but a long bus ride there 6pm rush hour then back in rush hour type traffic again (why at 11pm I don't know).

Dinner lamb shiskabobs, fries and Pizza Hut pizza. Letter and then to bed at midnight.

Have to be down at the boats at 8 am for the boat rotation posting. Forecast is for 40 plus to 45; and a sign as we drove in at 11pm said it was 36, so it is warm here. Most of us are drinking water by the 1.5 L bottle in a 10-15 minute period.

People are great and friendly to us. Wonderful place to visit.

From Matt Simpson:

Hello

Today was the practice race. After waiting about 2 hours to get our sails measured we headed to the assignment board and checked out which boat we were to sail for the practice race, AND the 1st race. To our surprise we had been assigned the very best boat in the fleet. It's George Andreadis' and is very well set up.

I would like to take a moment to point out the incredible determination that Jim Carson, Mary and Sandy Huntsman, and Dave Sprague have shown to get the fleet of boats in racing condition. They have worked endlessly, boat after boat, checking stay tension and making sure all the boats are well rigged. And they have done all this in 35 degree weather and scorching sun. I can honestly say the regatta would not have been able to begin without their effort.

After we checked over the boat and made a few minor changes we came back up to the hotel and ate our lunch in our somewhat air-conditioned room.

About an hour and a half before the first gun we went back to the club and were on the water exactly 1 hour before the start. The RC had postponed the race because there was very little wind, but dropped the flag just as we were leaving dock. On our way out there was very little wind and it began to shift over 100 degrees (honest). The wind eventually began to settle in at about 220 but quickly died. After about 3 and a half hours of drifting and swimming the race committee finally abandoned the race.

Tomorrow are the first and second races of the regatta and we are very anxious to get racing.

Tonight is an organized excursion to Cape Sounion, the location of Poseidon's temple and apparently one of the most beautiful sunsets on the Mediterranean.

Our next letter will be after the first day, wish us luck!!!

Matt Simpson

From Matt Simpson:

Hello

I would like to be able to write page after page of brilliant tactical decisions and blinding speed but.....I can't

THERE WAS NO WIND!!!!

I put this in caps because I want to emphasize the fact that for about 5 hours the top wind speed was 0.2kts.

To make matters worse, the temperature was by far the hottest it has been with the peak reaching about 46 degrees in the sun, and 40 degrees in the shade. I would also like to point out that those temperatures are in Celsius, not Fahrenheit!!! This is by far the greatest heat I have ever experienced. It is simply incredible.

This morning we awoke and everything went as planned. We were very organized in our scheduling and we ate breakfast and arrived at the club exactly on time. After a brief team meeting we were all psyched up to hit the water but unfortunately the RC had to postpone.

Finally, after waiting for 5 hours in unbelievable heat (and drinking around 15 litres of water and Gatorade EACH), a puff filled in and they sent us out. Once again the puff was not to last and as soon as we made it to the course, the wind shut off again. This time it was for good.

The highlight of the day was probably practicing flips off the bow into the quenching sea.

Tonight is a spaghetti party and hopefully an early night (last night on the tour we hit traffic on the way home and didn't get back to the hotel until about 11:30pm. The temple was beautiful so it was worth the drive).

As I have already said we were assigned the best boat for the first race. The only problem with this rotation is that we are assigned the worst boat for the second race. Now this would be a point of contention for most teams but we are very confident in our abilities and stick to the theory that "good sailors can make a slow boat go fast."

We thought it would be a good idea to show the entire team's perspective on the regatta and the experience thus far so here are Dan and Oliver's views:

Dan Sprague:

"It's hot, and we have to drink a lot so we don't get dehydrated; one of the Americans has already had sun stroke. Other than that it's very interesting to be around all the people from different countries. Some of the Chileans are trying to teach us some Spanish. I can't say much about the racing because we haven't raced yet, but when we start to race it should get interesting."

Oliver Bone:

"So far it's been fun except for the racing. It's so hot that we are sweating while sitting in the shade. It's hard to stay focused but you can see that we are the most focused since we are drinking a lot of water and staying in the shade while we are not racing (waiting for the wind!). Our hotel room's air conditioning is not working so our room is HOT! I'm getting very excited for racing."

Me again. The heat seems to be a common point of interest for the whole team and it's understandable why.

The bad news is that the most recent weather fax for tomorrow's conditions says the weather will be HOTTER and the wind will be LIGHTER. I find it hard to believe that this is possible but that's what forecast says.

At the rate the regatta is going now it looks like we might just race Friday and the "make-up day" Saturday. Technically they can run as many races as they want in one day, but I doubt they would ever run more than three as 3 races constitute a series.

Well, it's time for a bit of a nap (the sun is very exhausting) and a few more bottles of water, then the spaghetti party!!

Thanks to everyone who has written us, as we read all the emails and everyone is welcome to share their thoughts.

Matt Simpson

From The Regatta Office:

The Brazilian crew with two first places took the lead followed by Argentinians and one of the Greek crews.

It's a very strong competition with 9 nations and 18 crews fighting for the trophy. It's very promising to see so many young sailors in this particular class.

Please include the results in your web site where anyone can find them in our web site which is <http://www.enternet.gr/vcg>

Thank you very much.

From Matt Simpson:

Hello

I am sorry for the delay in this message but I was unable to get to the computer as it was locked up in the office at the club and nobody could find the key.

I am glad to say that we finally had enough wind to get two races off.

After postponing the race for 2 hours on shore the breeze began to build and they sent us out at 12, for a 1:00pm start. The wind was at about 195 and 6 knots.

We got a clean start off the line and flipped to port right away and worked the right middle of the course. We sailed a very solid first beat and round around 7th, very close to the front. On the downwind we were the first ones to pick up a shift and gybed into it and by the leeward mark we had caught up to around 5th. The mark rounding was very interesting as the wind completely shut off and changed direction. We were able to carry our speed around the mark better than everyone else and caught right up to 2nd. Unfortunately the group of boats that rounded the other gate mark however, rounded in a puff and pulled out fast to the left side.

We sailed well with a pack of boats to the right side as we thought the breeze was going to shift in that direction. Unfortunately this did not pay, as we watched the whole pack of boats on the left side ride a huge puff to the mark. We ended up rounding in 3rd last.

The next downwind we worked a few boats and caught up a bit but by the end of the race we were only able to gain a few more and finished a disappointing 12th.

We switched boats with one of the Americans in between races and got down to the start line early. We were sailing the slowest boat in the fleet but we felt we were set up well.

The second race started in about 10 knots and we had another clean start. We hung in for a while, using excellent boat speed to work off a few boats to windward. We then threw in a bit of a hitch to the right then came back to the left side. This strategy paid as we found ourselves leading the pack of boats to the left side. We continued to sail higher and faster than many of the boats and before we knew it we were riding a huge port tack lift right to the mark. We rounded a very close 3rd.

The downwind we gained a bit of distance on the 1st and 2nd place boats and held off the Brazilians in 4th, even after spinnaker problems at the hoist.

We rounded in third again and worked our way up wind. We found the wind before a few of the boats and were able to catch the second place boat and stretch our lead on the rest of the pack. The Brazilians sailed fast though and stayed with us for most of the leg. At the windward we overstood a bit and we forced to round in 3rd.

The RC had changed to leeward mark though and we were the first ones to pick up on it. This allowed us to sail a better angle and we quickly passed the Brazilians and gained distance on the leader. By the leeward we were right on the tail of the leader and about 5 boatlengths ahead of Brazil. The wind had sifted again during the race and built to about 12 knots.

We hiked incredibly hard and were able to sail very fast. We then tacked over and to port and again picked up on the new mark placement before everyone else and were able to sail a very fast port tack right to the Finnish line, lead the Greeks and Brazilians on our hip.

This is when things got interesting. With about 500 yards to go the boat suddenly lightened up and we heard a splash. The next thing we knew, Oliver was dragging in the water beside me, holding on to the jib sheet for dear life. We reacted fairly quickly and after a few tries we were able to drag him back into the boat. His hiking strap had broken.

The next few minutes were as frustrating as they were humorous as Oliver was forced to straddle the side of the boat, one leg on the rail and one leg hanging over the side, flat on his belly, trying to retie his strap any way he could. He finally got it re-tied and was able to hike normally again.

Throughout our "ordeal" we were able to keep the boat moving fairly fast (except for the 15 seconds Olie was in the water of course), but we had lost a fair bit of distance on the other two boats.

We worked back up on them and just when we thought we had the race won, about 100 yards from the Finnish, the wind completely shut off on us and we watched the other two boats skirt the lull and sail over us. Frustrated, we tacked over and were unable to tack back to port in the puff, on Brazil's windward quarter.

The Greeks didn't see another lull that was moving down and sailed right into it. In the end we finished a very close 2nd right behind Brazil.

The results are very mixed up for the regatta as some of the top boats in the first race didn't even make the time limit for the second one.

A 12th and a 2nd puts us in 5th overall and only 4 points out of 2nd. The Brazilians are in 1st with two 1sts, and the Argentineans are in 2nd with a 4th and a 6th. The Greeks are in 3rd and 4th.

Seeing as I am writing this on Friday morning I can tell you that we are again postponed. THIS TIME THERE IS TOO MUCH WIND!!!!!!

They are clocking a steady 20 knots +, out of the North East. This is a system breeze that has been expected. The best part is the wind has cooled off the heat and are finding it a bit more comfortable.

The RC expects to delay the race for a few hours to see if the wind dies down. We would personally like to sail in this breeze but we are forced to stay on shore.

We have learned a lot from yesterdays racing and have proven that we do have the speed and the smarts to win this regatta. Now we just have to sail consistently well and make sure that the 12th is our drop race.

I'll let you know how the racing goes today!!

Matt Simpson

From Dave:

Too windy today to sail so we are waiting for a few hours to let it die a bit. 30 plus mph and steady 22 mph average. We won't mention the heat except to say it was 94 at 8am and has climbed since then (noon now)

Yesterday 2 somewhat screwy races but Brazil had 1 firsts.

Kids got 12 and 2. for 5th.

I have a protest in on the Greeks re changing their boat so that will be messy.

We had 3 redress requests for boats only one allowed yesterday. (broken gooseneck)

From Matt:

Hello,

Again I am forced to delay my response as I spent the better part of last night waiting for the Jury.

I am afraid this message is not of the good luck and great results as I had hoped, but of frustration and disappointment.

The day began like all the other days, no wind first thing in the morning, small breakfast, and a hot walk down to the club. The day was different though as the wind was out of the North, a good sign for a system breeze.

And a system breeze there was. About 22 knots of it. Now as many of you know the Class rules for the Lightning limit the racing to conditions under 25 knots, usually, but sometimes RCs will go as low as 20 knots.

So for the first time we were postponed not because there was no wind, but because it was too strong.

To sum up the nature of the regatta so far I would like to point out one fact. The publicly acknowledged reason for the postponement was not in fact that the wind was too strong for the sailors, but that the wind was too strong for the boats. This continued to be the reason, even when the wind dropped well below 20 knots. When the sailors are not allowed to sail in 17 knots of breeze because the RC is afraid the majority of the "provided fleet" of boats will not survive, there is a problem.

And so we sat on shore until around 3, till the wind dropped to about 15, and they finally sent us out.

As seems consistent with our poor luck this far we were assigned the 2nd and 3rd worst boats in the fleet for the race.

The first race was started with the wind out of the NE, around 040 and very puffy. We had a clean start but we driven out to the left side by the Brazilian team. Every time we tried to slow down to duck them, they seemed to slow as well and we were forced to ride it out. This was of course the unfavorable side of the course and we rounded the windward in about 10th place.

I am glad to say we never counted ourselves out though. We kept our heads in the boat and worked off a few boats with good boathandling and speed (even in a poor boat). We made not dramatic deviances from the fleet, just sailed with them and gradually worked off boat after boat until the last beat we had a chance to finish in the top 5. Unfortunately one of the Greek boats took a flyer off the left side and it paid huge and we were forced to settle for 6th. This result was very acceptable though, as a few of the boats ahead of us were deep in the standings.

The wind continued to build and die and began to shift to the North.

We switched boats in between races again and were greeted with the biggest disgrace to Lightning sailing I have seen. This boat was by far the worst rigged, the slowest hull, and the worst mast in the fleet. We did our best to fine tune those areas that we could (it took us about 30 minutes to get the boat relatively raceable).

We again had a very good start and began to hug hole to windward and leeward. Unfortunately the holes were not to last as no matter what we did we had to get rolled by two of the slower teams in the fleet.

This was to be the trend for the entire race as boat after boat just climbed higher and faster than us, not matter how we trimmed or changed our setups.

And so we found ourselves sailing, the worst race of our regatta. We did our best to make smart tactical decisions and keep our head out of the boat yard, but it was all for naught because ever time we needed the speed there was none to be found. The boat simply plowed through the water.

We finished 15th.

I have never been one to use equipment as a reason for a poor performance but for the first time I can honestly say we never had a chance. I have reviewed the results for that boat in the regatta thus far and realize that the boats BEST finish is a 4th last. Even John Boxberger, the top American was forced to retire from the second race because they were so far behind they were not going to make the time limit.

I have subsequently filed for redress under a section of the Sailing Instructions that states the "Competitive boats will be provided". This boat is simply not competitive and should never have been used for a World Championships (although the latter can be said for the majority of the fleet).

In my request I asked the jury to make their finding at the end of the regatta when the boats performance can accurately be determined.

And so we must continue for today, the final two races of the regatta. We are still in the hunt, a long shot, but possible, should we be granted redress.

We will do our best, as I can honestly say we have done thus far, and I will continue to be proud of the team I sail with and the effort we have put in. The guys have put their hearts into this campaign and this regatta, and it is for them that I feel sorry, as the results of this regatta so far do not reflect our ability or commitment, or heart.

Today is our "Youth Sailing Career's" Armageddon. We're going to go out with a bang!!!!

The Worlds is finished and Greeks were 1, 2 - Canada 7th.

It was a great experience for all of the kids and as well for those of us who were hangers on.

The heat was unbelievable, the wind inconsistent and shifty and the Greek people wonderful hosts.

The Race Committee did a wonderful job in extreme conditions. There were some problems with the boats and that has put a cloud over the racing but after watching the kids from South America, Europe and North America party last night I am convinced they have made friends for life and been enriched by the experience.

Dan and I left Athens noon on Sunday and went to Thira (Santorini) a volcanic island in the Aegean about 100kms from Athens and plan to veg out till Tuesday afternoon (excluding some work that has to be dealt with) and then back to Athens for the weekend and then 13 plus hours flying home.

Matt's note is attached as normal. He is obviously disappointed in the 7th but they sailed a good regatta with a lot of good moves that were negated by a few decisions that did not work out as well as expected plus some bad luck with the boat draw.

I have to note a very strong positive comment on the Brazilian crew who but for one race when they had the infamous green machine (boat 11) could possibly have won the regatta.

I also have to comment positively on the Finnish crew with a 14 year old skipper. He sailed well and I look forward to seeing him in the ISAF rankings in the future.

All of the other crews were wonderful to work with and I thank the organizers for letting me get involved when I offered my help to the organizers a day or so before the regatta. I would not have had the chance to meet so many young and enthusiastic sailors were it not for my role as the on the boat committee.

I also have to thank Matt for his kind comments on my involvement as well as to echo his comments on Jim Carson and Sandy for their untiring efforts on behalf of the kids. As I type this Jim is probably already back in the States having left 12 hours after the regatta finished so he does not get to be a tourist. Dan and I met Sandy and Mary at the airport as they were on their way to Italy to check out the site for the 2001 Worlds.

Here is Matt's note:

Hello,

I am writing this the morning after the last day of the regatta so you can imagine the headache I am trying to combat.

The regatta ended yesterday, in the same fashion in which it started. Not much wind, huge shifts, lucky locals.

It was the first day that we were actually able to get out to the race course on time, as there was a bit of wind, enough to get us out there at least. But in its usual fashion as soon as we rounded the break wall the wind shut off and began to do its dance, gusting erratically and shifting between 200 degrees (honest).

And so we were postponed. Destined to sit in the sun, auto-tacking as the wind did its thing, but hey, I also managed to get rid of my sunglasses tan!!!!

We finally started at 1:45pm, after the RC was forced to send us out farther into the bay. The wind came in at around 220 degrees and was quite up and down.

We continued our success on the start line and moved well up the first beat. as the race progressed we began to notice more and more water seeping in through the automatic bailers, and by the end we had both Oliver and Dan devoting most of their attention to bailing and sponging up the water.

We rounded the first windward in about 10th after our consistently poor luck placed us in the centre of a rapidly developing hole, that popped out of nowhere. We passed a few boats on the downwind and gained a few more on the following legs, working our way up to 5th at one point. But once again this was not to last and we lost three boats that came out of a corner on the last beat.

And so we ended the regatta with an 8th. A result not representative of our abilities or commitment, but our inability to satisfy the "God of Chance". I guess we missed that temple in our tours.

Our hopes for a top 5 overall finish were dashed when the Jury voted against our request for redress even though the Brazilians (who had a 1,1,2,11) sailed that boat in the last race and finished second last.

But this regatta was not all bad. There was a small standing ovation for the Brazilian team who sailed the best regatta, but were forced to settle for 4th as the Jury also chose to deny their redress for the infamous boat number 11.

There were also the true heroes of the regatta: the knights in shining armor who rode in on 747s and spent days in the trenches of the boat yard, fixing boats, and organizing the regatta. As I have said earlier, without the work of men like Jim Carson, Dave Sprague, and Sandy Huntsman, we would have sailed even less than we did. My hat goes off to them, for doing their absolute best, with a horrible situation.

And so I must pack my bags and catch a plane tomorrow. Today My Dad and I will head to downtown Athens and pick up a few souvenirs. I have then decided to head to Munich Germany for a few days, to clear my mind, and relax for the first time in a few months.

I thank all of you who have read my reports and followed the team with great dedication. Without your love and support we would not be the great team that we are.

And above all I would like to thank my Crew, Dan Sprague and Oliver Bone. It was their heart and dedication that have brought us this far, and will take them even farther in their respective careers. I would not have gone to battle with anyone else. My deepest thanks guys.

And so I sign off. I will write a few follow up letters to ensure everyone that we have made it home safely, and to notify you of any post-regatta stories.

Thank You.

Matt Simpson