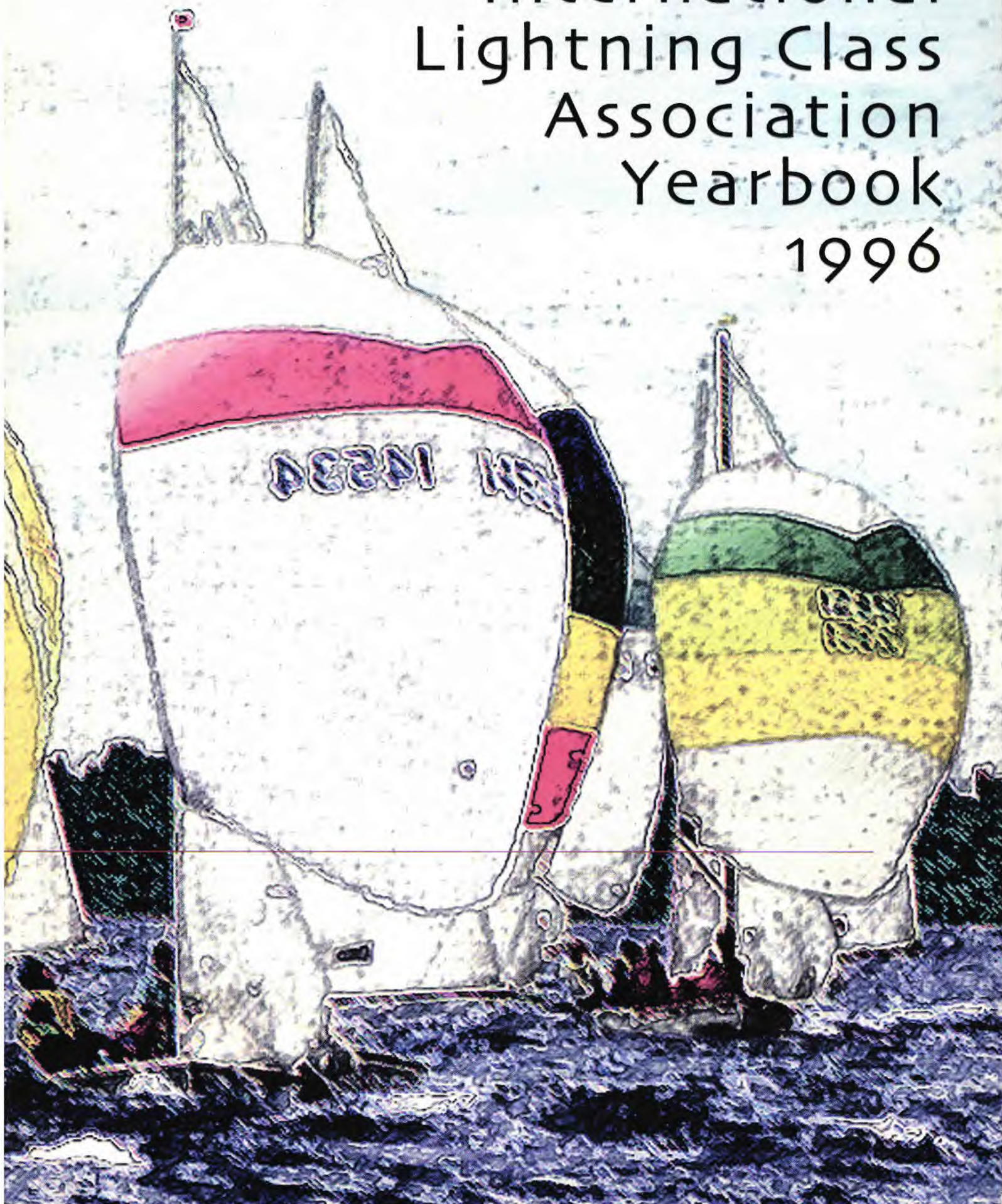


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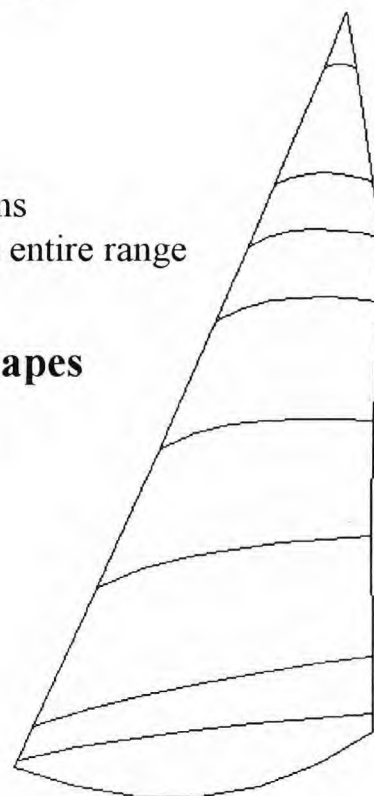
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INTERNATIONAL LIGHTNING CLASS ASSOCIATION

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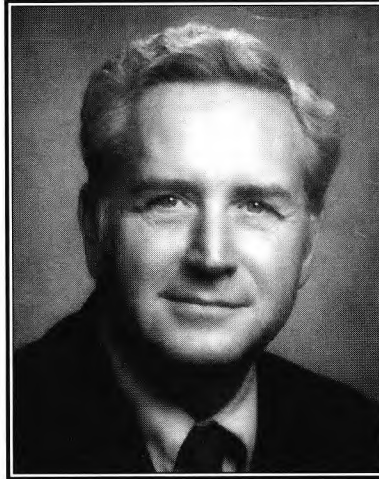
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Cover Photo: *A photo taken of some European sailors during the 1995 European Open Championship in Helsinki, Finland by retired Lightning sailor Unto Mäenpää and his wife Anna-Liisa. The Ink Outlines filter from Gallery Effects, Volume Classic Art 3, was applied in Photoshop.*

Dedication

MEMORIAM FRANK C. "JAKE" JACOBSON



Sailing With Dad

In Wisconsin, you spend nearly three months out of the year sailing your Lightning, and the other nine months thinking about it. I guess it's one way to learn patience.

I was seven. And it was a cold, yet sunny spring morning in 1963 when my father, my sister Kris and I drove out to the barn where our Lightning was stored over the winter. She was number 2225, one of the earlier wood Lightnings that found more time upside down getting her belly sanded than she did on the water. Her name was "Islander".

As I wandered about the barn, I remember how the flies that had been in hibernation all winter were now banging their heads mindlessly against the windows as Dad swept the pigeon droppings off the boat cover. And just as flies that moved mindlessly toward the light, Dad was now exchanging his Paul Elvstrom books, Lightning Flashes and Bruce Goldsmith tapes for the real thing. The musty smell. Last year's regatta instructions wadded up in the bottom of the boat. Rusty pliers and leaves. The mildewed life jackets. The starting line only two weeks and 10 minutes away.

My dad was not a champion Lightning sailor, he was better than that. He was a champion dad. Growing up, the Lightning became a special kind of language for me (and my sister) and my dad. It built a wonderful bond between us that nothing in this world will ever take away.

I remember the first time Dad put the tiller under my little arm and said, "Okay son, steer toward the red lighthouse," and I remember the wonderful feeling of having had his blessing when I kept old Islander on course. And I remember the early years we had pleasure sailing, fleet racing and making new friends at district regattas. And regretfully, I remember the day my dad resigned his position as main-man to coach me from the sidelines when my "know it all" attitude began to get his goat.

Years later, Dad waved to me and my crew as we crossed the starting line of the 1977 Worlds at Lake Thun, Switzerland. In that same World's event, Tom Allen sailed a perfect series, with his son and daughter! We weren't even close, but it took nothing away from the sense of victory we felt when my father, our coach, gave us his blessing.

Like most coaches, Dad had a lot of great one-liners. He would say: "Make your big moves early."; "When the wind goes light, it doesn't matter if you're going the wrong way, just keep moving."; "Be patient with your crew. You need them more than they need you."; "Teach your competition everything you know. It'll help make you better."; "Don't yell, it breaks people's concentration."; "Fall in love your boat. Wash and wax it, trim and tune it. It'll psyche you up and your competition out." And I love this one, "If you can't convince 'em, confuse them." (This one worked great in protest meetings and it's worked well in life, too).

When I was a kid, all of these little one-liners meant something specific on the race course. Now in a somewhat funny, metaphorical way, they mean just as much off the course. "Work with your weight"; "Get the feel" and "Be on the line when the gun goes off"; "If you tip over, stay with the boat"; "Check the bailers before you launch". So all that time I thought he was teaching me about sailing, he was really preparing me for life's challenges. Sailing was his funny way of doing it.

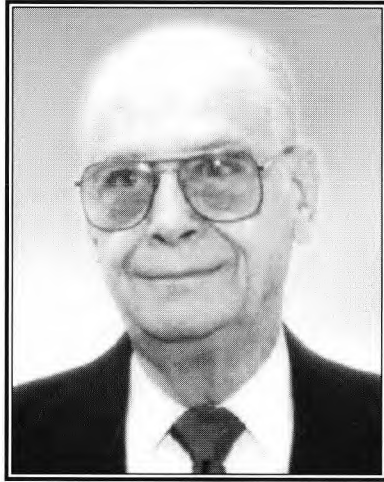
Professionally, my dad was an advertising man, so it was natural that his love for the Lightning took him far beyond the bluffs of Lake Michigan where he watched and took notes and pictures of our local fleet races. Dad was an incredible dreamer and a promoter. When others laughed at the prospect of bringing the Lightning North American Championship to Sheboygan, Dad convinced everybody we could do it... The event was legendary.

As Class Secretary, and during a time when the integrity of the Lightning's design was often put at risk to attract new sailors, my dad worked with others behind the scenes to promote the class through good advertising, enthusiasm and just plain good sportsmanship. He traveled to several major Lightning Championships to capture incredible Lightning moments on film which he later published in a variety of books and posters to help raise money for the class.

My dad died on December 28th at the age of 75. The time we actually sailed together spanned maybe 15 years at the most, but I feel we've been sailing together for a lifetime. Perhaps its because so many of the things I learned on the boat were lessons that have helped me in so many other areas of my life. I have three little girls of my own now, so while they may never get to know their grandpa as well as I knew him, I'm confident the little one-liners that have guided me the last 30 years or so will have some impact on them....whether they choose to put a tiller under their arm or not.

My dad wasn't the only dad who ever taught his children how to sail. He was not the only dad to ever love a Lightning. So my memories of dad and our Lightning and everything this blessed combination taught me are dedicated to all those great moms and dads who gave their kids what they needed most. Love. A boat. A starting line. A finishing line. And everything in between. - - - Tryg Jacobson

Dedication



MEMORIAM JOHN WASKOM III

John shared his love of sailing with others for over 40 years. He began sailing in the 1940's and joined Corinthian Sailing Club when he bought his first Lightning in 1958. Locally and nationally he gave a great deal of his time to support and encourage others in the sport of sailing and in the Lightning Class - serving on the Board of directors of CSC, as a Texas Lightning District Commodore from 1984-1990 and as a Vice President of the International Lightning Class Association from 1988 to his death.

John was instrumental in the growth of the Fleet 35 to 39 boats in 1969. In the early 70's when Lake Ray Hubbard lured the majority of fleet members, John remained loyal to White Rock Lake and CSC once again taking on the challenge of building a fleet. His continual dedication and hard work in rebuilding resulted in the Fleet being awarded the ILCA Neal Steketee Trophy in 1991.

John was a person who always greeted strangers on the docks. Making the rounds with them, showing a possible new member the different classes of boats, explaining the differences in design. Many of us will remember the time he gave to new members of our fleet - spending time on the water teaching newcomers how to sail; in working on others' davits; in repairing, rigging and tuning boats.

Sailing was a family sport for John with three generations of Waskoms enjoying sailing. The Waskom tradition was recognized by the ILCA in the 1988 50th Anniversary Class Yearbook "First Families of the Lightning Class" section. The yearbook captures the essence of John's spirit in stating that "their contributions are many; their rewards come from the realization of the success of their efforts and from the many lasting and close friendships that have developed through sailing".

John's spirit lives on for so many of us who benefitted from his unselfish sharing of time and knowledge and his enthusiasm for Lightning sailing. We will try our best to continue the tradition he began.

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President's Message

My family began sailing on the Metedeconk River with a Junior Sailing Program to accomplish my parents goal of providing their children with opportunity to participate in a sport that would last a lifetime (and give my mother a break during summer weekdays). My sister, Betsy Alison, brother Jim and I started sailing Sunfish and BlueJays and watched in awe of those great big racing boats called Lightnings. In 1975, Charlie Thrower bought a new Mueller and asked me to sail with him in the B.B.Y.R.A. series. We ran off three firsts to begin the series and I was forever hooked on the boat. The next year and for a half dozen seasons later Jim Carson dragged me all around this country and a few stops in Europe, imparting his vast and seemingly unending knowledge of the Lightning and rich history of the class into an impressionable young man.

After time, hundreds of thousands of highway miles, and more than a few empty beer cans, this class has become an important part of my life. I am privileged to be part of this sailing community where I can honestly say I can go all over the country and meet good friends.

As the upcoming sailing season approaches, special recognition should be given to the following:

First, Audrey Matteson, who over the last several years, has contributed countless hours to this yearbook and has brought the process of editing the yearbook into the twenty-first century.

Second, to Jim Carson, Mike Huffman and Fisk Hayden, who have counseled me over the years.

Third, to Karen Johnson, who has had the unenviable task of trying to pick up where Donna and Rita left off.

Lastly, to Greg Florian, who reminded me at every regatta or race we attended, and while toasting with that "next" beer, "Here's to another Golden Moment."

Officers of the International Lightning Class Association



PRESIDENT - Paul Gelenitis

Paul began sailing Lightnings on Barnegat Bay under the tutelage of Jim Carson in 1975. He bought his first Lightning 13084 in 1981 and has campaigned in numerous NA's and Worlds until he relented and bought a new boat in 1995.

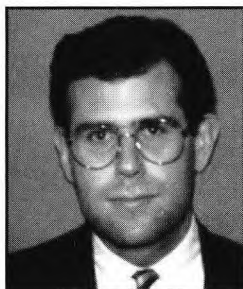
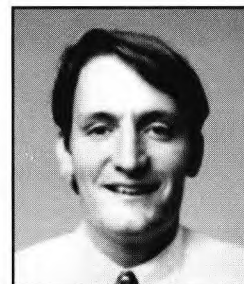
Paul is a member of Fleet 34 on the Metedeconk River and has been Commodore of the Central Atlantic District, a class Vice President since 1989, serving on measurement, budget and site selection committees.

Paul lives in Kearny, New Jersey. He is a partner in the law firm of Gelenitis & McGuire with his wife Terri. They have a son, Ryan, and a daughter, Kristen.

SECRETARY - William G. Faude

Bill began sailing in 1969 and started sailing Lightnings at the Southern Circuit in 1978. What took so long? In the years since, he has owned two boats and begged and borrowed about 32 others. Who could forget such awesome yachts as "Psychological Scar Tissue" or "Good Night Mr. Helms" or even "Former Panamanian Strongman"? After his third place finish in the World Championship in Kuopio, Finland, Bill sold his latest boat, #14530, "Public Bus," to Swiss skipper Jacques Perret.

Along with his two really cool cats, Byrde and Traine, Bill lives in Chicago where he's a member of Lightning Fleet 69 (Milwaukee). He's employed by Lois/EJL Advertising as a copywriter. He loves hard chines.



TREASURER - Frank Mergenthaler

Frank has been sailing Lightnings since 1978, purchasing his own boat in 1986. He is a member of Fleet 70, sailing out of Monmouth Boat Club on the Navesink River in Red Bank, New Jersey. He is married, wife Brenda, with two children, Christopher and Laurena.

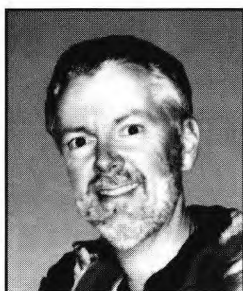
Frank is a CPA and works for Price Waterhouse in New York City. He resides in Middletown, New Jersey.

CHIEF MEASURER - Calvin H. Schmiede

Cal began sailing as a boy - in class E skeeter ice boats on Lakes Monona and Mendota in Madison, WI. He started sailing Lightnings in 1952, and bought his first one, #7604, in 1960. As a member of the Niagara Sailing Club, his home club's waters are the mighty Niagara River, seven miles above Niagara Falls.

This is where his daughter (and permanent crew member) Larissa Higgins joined her dad in a love of sailing. They presently sail in Cal's sixth Lightning, #13580. His other daughter and two sons have also sailed with him in various regattas, including North Americans and World Championships. He thanks his "landlubber" wife, Judy, for her encouragement, patience, and secretarial assistance.

He was editor of the 25th Anniversary Year Book in 1964, and was an Assistant Measurer in the Class from 1977 to 1982, and again from 1991 to 1995. He is a self-employed Chemical Engineer consultant with a sideline of computerized personal income tax preparation.



HONORARY COMMODORE—Robert Harkrider, Jr.

Bob's sailing career began in 1978. He purchased his first Lightning in 1983. Many Lightnings and many regattas later, he and his wife Sharon are currently residing in Augusta, Georgia. He is a past Commodore of the Augusta Sailing Club and Southeastern Lightning District. He has served as Class Vice President, as Treasurer of the Class from 1990 to 1994, and President in 1995.

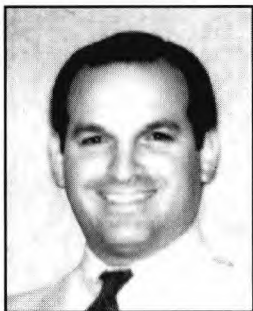
Bob is a CPA and manages his own accounting firm.

EXECUTIVE SECRETARY - Karen Johnson

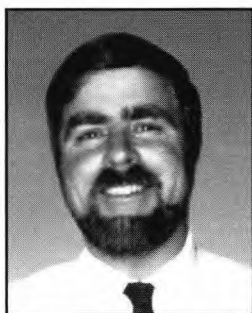
Karen's Dad bought his first Lightning 'way back when' at Delta Sailing Association in Memphis. She sailed with Dad on Lake Arkabutla most of the time before she left for college.

After getting a degree in Psychology, she settled in Chicago, where she sailed with some of the top Lightning sailors, became a sailmaker and then a computer specialist. She now lives in Worthington with her son, Evan Kirkpatrick.

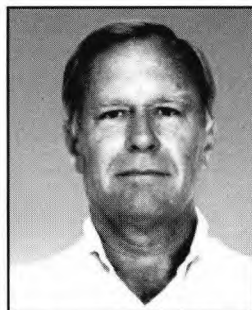




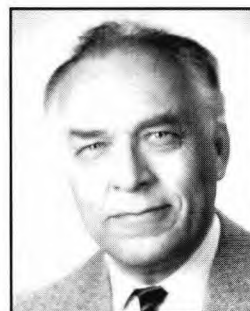
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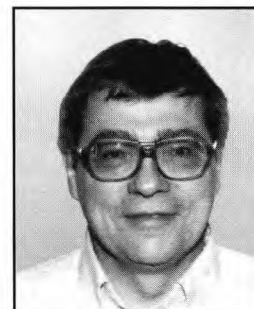
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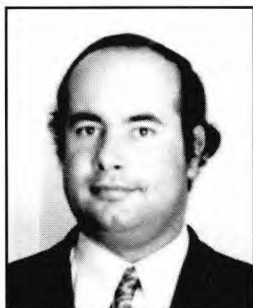
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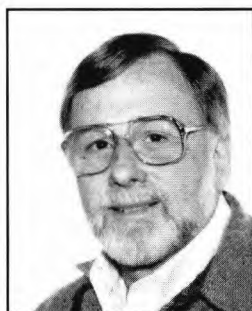
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V.P. - IYRU Affairs
Robert K. SMITHER of Hinsdale, Illinois. Member since 1963. Nuclear Physicist for Argonne National Laboratory. Wife Louise.



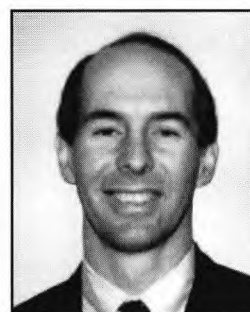
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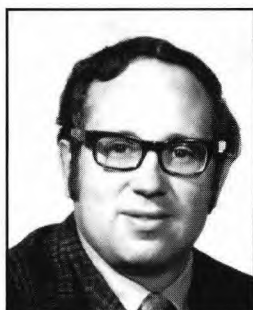
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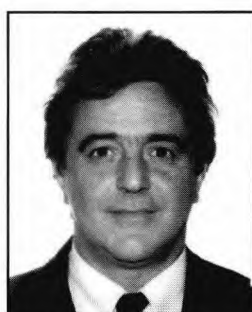
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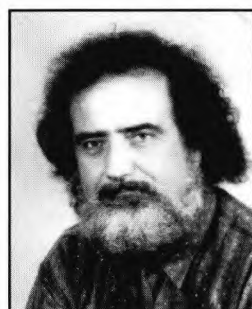
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CRIT CURRIE of Memphis, Tennessee. ILCA member since 1955. Real Estate. Crit Currie & Company. Wife Eleanor.



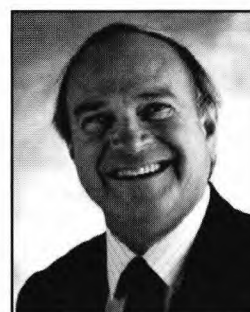
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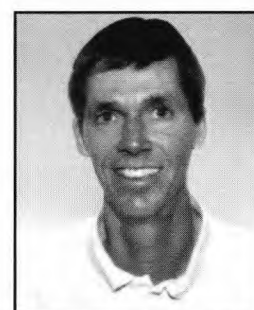
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FRANCO DE REGIS of Siena, Italy. ILCA member since 1976. Medical Doctor, University Hospital of Siena. Wife Cristina.



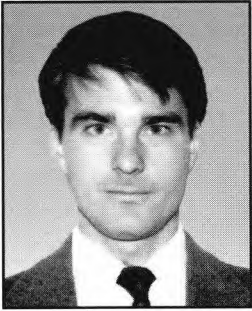
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GILBERT DESPLAND of Grandson, Switzerland. ILCA member since 1960. Technical Adviser, Henkel & Cie A.G.



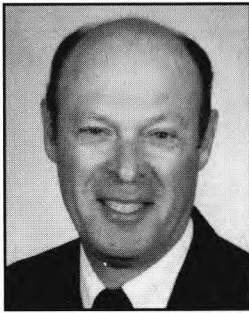
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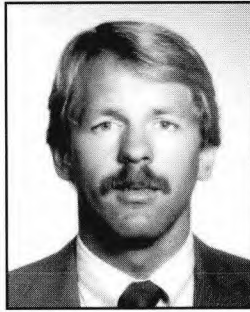
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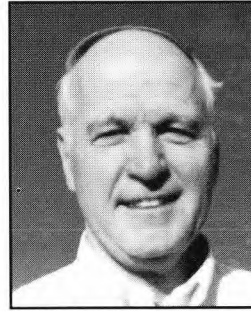
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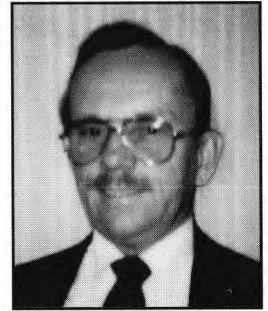
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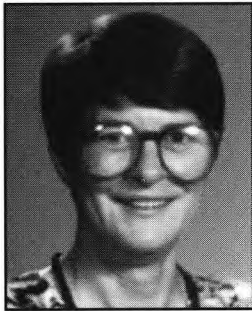
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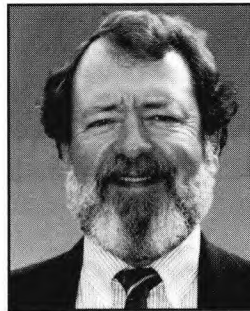
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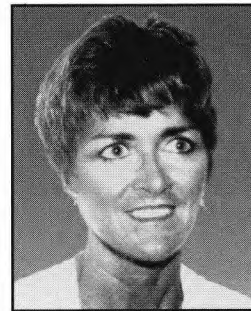
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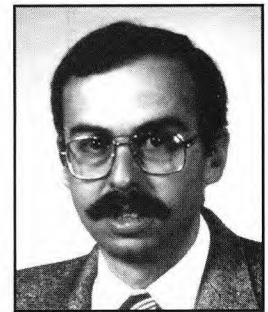
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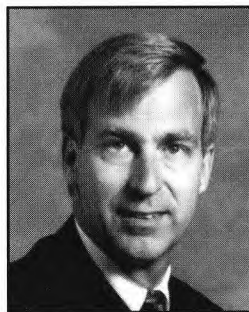
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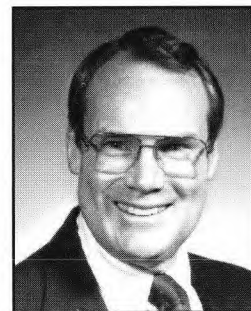
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FRANCISCO SOLA of Guayaquil, Ecuador. ILCA member since 1956. Executive Vice President, Norlop Thomson Asociados. Wife Cecilia.



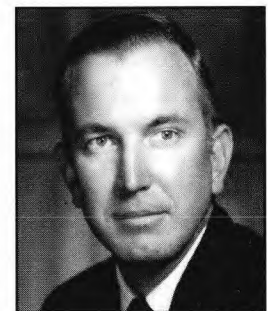
Vice President - Canada
DAVID SPRAGUE of Toronto, Ontario, Canada. ILCA member since 1962. President, Management Advice International Ltd. Wife Cathy Bowman.



Vice President - USA
JUDY WALKER of Snyder, New York. ILCA member since 1967. Medical Microbiologist/ Biochemist..



Vice President - USA
DAVID WATT of Kalama-zoo, Michigan. ILCA member since 1976. Sales consultant, SSG LaserWorks. Wife Karen..



Vice President - USA
BRUCE WATTERS of St. Petersburg, Florida. ILCA member since 1977. Retail Jeweler, Bruce Watters, Inc. Wife Patricia.

FORMER INTERNATIONAL OFFICERS

YEAR	PRESIDENT	CHIEF MEASURER	SECRETARY	TREASURER	ASST. MEASURERS
1940	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1941	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1942	Hon. L. Stauffer Oliver	Mortimer E. Graham	Henry L. Schimpf	Henry L. Schimpf	
1943	Hon. L. Stauffer Oliver	A. J. Webb	Henry L. Schimpf	Henry L. Schimpf	
1944	Ted Siferd	A. J. Webb	James Trenary	James Trenary	
1945	James Trenary	John W. Orelup	Len Ladenburger	Len Ladenburger	
1946	Len Ladenburger	John W. Orelup	Edward McCain	Edward McCain	
1947	John W. Orelup	Arthur Burtscher	Edward McCain	Karl Smither	
1948	Edward McCain	Arthur Burtscher	LeRoy Amy	Henry Williams	
1949	Karl Smither	Walter E. Swindeman, Jr.	Wayne L. Brockett	W. A. Grimm	
1950	LeRoy Amy	Walter E. Swindeman, Jr.	Wayne L. Brockett	Alfred V. Amy	
1951	Walter E. Swindeman, Jr.	H. Richard Krauss	Wayne L. Brockett	Ed B. Overton	
1952	Wayne L. Brockett	H. Richard Krauss	C. B. Crittenden	Charles H. Dore, III	Clifford O'Kane
1953	H. Richard Krauss	C. B. Crittenden	Len Ladenburger	Charles H. Dore, III	Clifford Prados
1954	C. B. Crittenden	Clifford J. Prados	Jay Donovan	Len Ladenburger	Ross G. Allen
1955	Clifford J. Prados	Ross G. Allen	Jay Donovan	Burrows Morley	Robert Mann
1956	Ross G. Allen	Robert C. Mann	Burrows Morley	Allen R. Oberson	Carleton J. Allan
1957	Robert C. Mann	Carleton J. Allan	T. J. Ross, Jr.	Allen R. Oberson	H. J. Cawthra
1958	Carleton J. Allan	H. J. Cawthra	Samuel D. Knox	Thomas D. Fallon	Burrows Morley
1959	H. J. Cawthra	Burrows Morley	Thomas D. Fallon	John M. McIntosh	James G. Carson
1960	Burrows Morley	James G. Carson	John M. McIntosh	Martin O'Meara, Jr.	Herman Henschen
1961	Thomas D. Fallon	James G. Carson	Martin O'Meara, Jr.	Hamilton G. Ford	Herman Henschen
1962	John M. McIntosh	Herman Henschen	Martin O'Meara, Jr.	Hamilton G. Ford	Bernel & Olsen
1963	Martin O'Meara	Herman Henschen	J. R. G. Bleasby	Hamilton G. Ford	Mullin & Powless
1964	Jay Limbaugh	Mullin & Swanson	Hamilton G. Ford	Floyd R. Arnold, DDS	Swanson & Fisher
1965	Hamilton G. Ford	John Swanson	Alfred Coho	Floyd R. Arnold, DDS	Scott & Walton
1966	John Swanson	Wilson R. Scott, MD	G. J. Blake	Alan S. Raffee	Walton & Ruhlman
1967	Wilson R. Scott, MD	Jon Ruhlman	Stanley Brander, Jr.	David M. Peterson	Anderson & Llovet
1968	Jon Ruhlman	Stuart Anderson	Charles Schreck	David M. Peterson	Llovet & Grinnell
1969	Stuart Anderson	Charles Schreck	E. C. Roseberry, Jr.	Walter B. Jacobs, Jr.	Grinnell & Carson
1970	Charles H. Schreck	James G. Carson	Arnold Schwartz	Walter B. Jacobs, Jr.	Jones & Scrim
1971	James G. Carson	C. O. Jones, Jr.	Arnold Schwartz	Walter B. Jacobs, Jr.	Spitz & Maltbie
1972	Arnold Schwartz	C. O. Jones, Jr.	Charles N. Howe	Walter B. Jacobs, Jr.	Smither & Hamblet
1973	C. O. Jones, Jr.	Robert K. Smither	Charles N. Howe	Charles N. Howe	Hamblet & Buckley
1974	Charles N. Howe	Robert K. Smither	Gary Cameron	Robert R. Adams	Hamblet & Buckley
1975	Gary A. Cameron	Robert K. Smither	F. C. Jacobson	John S. Schneider	Adams & Hamblet
1976	Robert K. Smither	Robert R. Adams	F. C. Jacobson	John S. Schneider	MacDonald & Peters
1977	Robert R. Adams	David O. Peters	John S. Schneider	Donald P. Delorme, MD	Fisher & Schmiede
1978	John S. Schneider	David O. Peters	Donald P. Delorme, MD	John R. Nixon	Fisher & Schmiede
1979	David O. Peters	George V. Fisher	Donald P. Delorme, MD	David W. White	Buckley, Huntsman & Schmiede
1980	Donald P. Delorme, MD	George V. Fisher	Djoerd Hoekstra	David W. White	Brush, Huntsman & Schmiede
1981	George V. Fisher	Paul A. Huntsman	Djoerd Hoekstra	David W. White	Gotschalk, Hatfield & Norstrom
1982	George V. Fisher	Paul A. Huntsman	Richard C. Guinan, Jr.	Thomas R. Bierman	Hatfield, Hoekstra & Norstrom
1983	Paul A. Huntsman	George R. Hatfield	Richard C. Guinan, Jr.	Djoerd Hoekstra	Sprague & Wardwell
1984	Djoerd Hoekstra	George R. Hatfield	Anne Allen	Richard C. Guinan, Jr.	Sprague & Wardwell
1985	George R. Hatfield	David Sprague	Anne Allen	Richard C. Guinan, Jr.	Clipp & Wardwell
1986	Richard Guinan, Jr.	David Sprague	Anne Allen	Jack Tibbs, Jr.	Clipp & Wardwell
1987	David Sprague	Robert Wardwell	Anne Allen	Jack Tibbs, Jr.	Clipp & Clausen
1988	Anne Allen	Robert Wardwell	Fisk Hayden	Jack Tibbs, Jr.	Clipp, Clausen & Huffman
1989	Robert Wardwell	Carl Clipp	Jack Tibbs	Fisk Hayden	Clausen & Huffman
1990	Jack Tibbs	Carl Clipp	Michael Huffman	Fisk Hayden	Clausen & Hamblet
1991	Fisk Hayden	Christopher "Kip" Hamblet	Michael Huffman	Robert Harkrider, Jr.	Schmiede & McBride
1992	Michael Huffman	Christopher "Kip" Hamblet	R. A. "Tony" McBride	Robert Harkrider, Jr.	Gelenitis & Schmiede
1993	Michael Huffman	Christopher "Kip" Hamblet	R. A. "Tony" McBride	Robert Harkrider, Jr.	Gelenitis & Schmiede
1994	R. A. "Tony" McBride	Paul Gelenitis	Robert G. Ruhlman	Robert Harkrider, Jr.	Atkinson, Schmiede & Schmitt
1995	Robert Harkrider, Jr.	Paul Gelenitis	William Faude	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt

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Markham: P. E. Sulman, 20 Talisman Crescent (L3P 2E1)
Quebec: Beaconsfield: R. A. "Tony" McBride, 37 York Rd. (H9W 4L1)
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Pointe Claire: Glenn Taylor, 32 Charles Ave. (H9R 4K5)

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Dyer: Hugo Carey Long, 644 Fillmore (46311)

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Rome: Gianni Battisti, via Pietro Maroncelli 34 (00149)

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Metairie: John A. Ballatin, 420 Live Oak St. (70005)

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Rumson: P. A. Huntsman, Jr., One Second Street (07760)

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S. Nyack: Kathryn Connell, 4 Hamilton Pl., (10960)
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Tully: Clay Murphy, 151 A Long Rd. (13159-9414)
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Hilliard: George Fisher, 4338 Cameron Rd. (43026)
Westerville: Ralph Powless, 5999 Freeman Rd. (43081)

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Philadelphia: William P. Clausen III, 218 Heatherwood Rd. (19118-1816)

PERU

LaPunta-Callao: Emilio Levaggi-Tocci, Malecon Figueredo 520-4 Piso

SWITZERLAND

Murten: Urs Wyler, Pracollomb 32 (3280)

TENNESSEE

Memphis: William Baxter III, 298 Wallace Rd., (38117)

TEXAS

Rockwall: George R. Hatfield, #1 Shadydale Lane (75087)
Dr. Sylvan Newman, 13 Intripid (75087)

VERMONT

Charlotte: Donald C. Brush, Jr., R.R. #1, Box 1504 (05445)
Rutland: Bruce Atkinson, 9 Alta Terrace (05701)

VIRGINIA

Richmond: Robert C. Wardwell, 9606 St. Regis Ct. (23235)

WISCONSIN

Green Bay: Frank J. Vandersteen, Sr., 912 Dousman St. (54303-2906)

The Champions of the International Lightning Class

WORLD CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1961	Milford Y.C. Milford, CT	Thomas Allen III Buffalo, NY Fl. 12, #7811 (Atom II)	Jorge Salas-Chavez Buenos Aires, Argentina Fl. 206, #7721
1963	Club DeRegatas Lima, Peru	Thomas Allen III Buffalo, NY Fl. 12, #7811 (Atom II)	Robert Seidelmann Westmont, NJ Fl. 27, #8513 (Farouk)
1965	Circolo Canottieri Napoli Naples, Italy	Thomas Allen III Buffalo, NY Fl. 12, #9411 (Atom)	Alan Raffee San Diego, CA Fl. 194, #8529 (Sha Zam)
1967	Royal Canadian Y.C. Toronto, Canada	Dr. Louis Pocharski Marblehead, MA Fl. 189, #10199 (Spook)	Thomas Allen III Buffalo, NY Fl. 12, #10411 (Atom)
1969	Yacht Club Olivos Buenos Aires Argentina	Bruce Goldsmith Chicago, IL Fl. 5, #11367 (Snoopy)	James R. Crane Darien, CT Fl. 134, #9390 (Cat)
1971	Merenkavijat Y.C. Helsinki, Finland	William A. Shore Depew, NY Fl. 12, #11501 (Finesse)	Jack Mueller, Jr. Rocky River, OH Fl. 71, #11491 (Tickled Pink)
1973	Buffalo Canoe Club Point Abino, Ontario, Canada	Bruce Goldsmith Chicago, IL Fl. 5, #12422 (Snoopy)	Jim Dressel Columbus, OH Fl. 43, #12060 (Hang on Sloop)
1975	Salinas Yacht Club Salinas, Ecuador	Mario Buckup São Paulo, Brazil Fl. 147, #12414 (Meia-Noite IV)	William A. Shore Newport, RI Fl. 85, #10114 (Finesse)

YEAR	PLACE	CHAMPION	RUNNER-UP
1977	Spiez Yacht Club Spiez, Switzerland	Thomas Allen III Buffalo, NY Fl. 12, #13111	Mario Buckup São Paulo, Brazil Fl. 147, #7495
1979	Rush Creek Yacht Club Heath, Texas	Glenn Darden Ft. Worth, TX Fl. 435, #13226	William A. Shore Newport, RI Fl. 85, #13333
1981	Gran Hotel Puçon Puçon, Chile	Walmor Gomes Soares Florianopolis, Brazil Fl. 162, #11721	Glenn Darden Ft. Worth, TX Fl. 435, #13622
1983	Circola Velici Napoletani Ischia, Italy	Jay Lutz Newport, R.I. Fl. 34, #11420	Sergio Messina Marsala, Italy Fl. 449, #13706
1985	Little Egg Harbor Y. C. Beach Haven, NJ	William Shore Newport, R.I. Fl. 85, #14021	Mario Buckup São Paulo, Brazil Fl. 147, #12812
1987	Club Naval Castillogrande Cartagena, Colombia	Manuel Gonzalez Mas Santiago, Chile Fl. 490, #11099	Eddy Martin Montreal, Quebec Fl. 215, #14057
1989	Yacht Racing Club of Athens Athens, Greece	Peter Hall Westmount, Quebec Fl. 215, #13968	Matt Fisher Westerville, OH Fl. 43, #14045
1991	Severn Sailing Association Annapolis, MD	David Dellenbaugh Essex, CT Fl. 126, #11346	Larry MacDonald, Jr. Carlisle, Ontario Fl. 118, #14499
1993	Ilhabela Island São Paulo, Brazil	Manfred Kaufmann São Paulo, Brazil Fl. 462, #12657	Fernando Hackerott São Paulo, Brazil Fl. 462, #11721
1995	Kuopion Pursiseura Kuopio, Finland	Alberto Gonzales Mas Santiago, Chile Fl. 490, #11011	Thomas Allen IV Buffalo, NY Fleet 12, #14709

WORLD YOUTH CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1978	Yacht Club Peruna Peru	Stephen Craig Heath, TX USA	Hugo Castro Buenos Aires, Argentina
1980	Buffalo Canoe Club Point Abino Ontario, Canada	Ian Jones Snyder, NY USA	Otavio Machando de Almeida São Paulo, Brazil
1982	Circolo Velico Marsala Marsala, Sicily Italy	Gordon Anderson Halifax, Nova Scotia Canada	Pasquale Vitaggio Marsala, Sicily Italy
1984	Metedeconk River Y. C. Brick, New Jersey USA	Jody Swanson Eggertsville, NY USA	Anthony Fink Leonardo, NJ, USA
1986	Yacht Club Olivos Olivos, Argentina	Guillermo Parada Argentina	Christian Frers Argentina

YEAR	PLACE	CHAMPION	RUNNER-UP
1988	Nasijarven Purjehdusseura- Nasijarvi Segelsallskap R.Y. Tampere, Finland	Duncan Stewart Kingston, Ontario Canada	Alexandros Dimou Piraeus, Greece
1990	Buffalo Canoe Club Point Abino Ontario, Canada	Ned Roseberry Buffalo, NY USA	Sjoerd-JanVanderhorst Blacklick, OH USA
1992	Higuerillas Yacht Club Viña del Mar, Chile	Thomas Starck Buffalo, NY USA	Nicholas Granucci Buenos Aires, Argentina
1994	Cercle de Voile de Neuchâtel Neuchâtel, Switzerland	Marty Essig Hamilton, Ontario Canada	Miguel Plaza, Jr. Guayaquil, Ecuador

YEAR	PLACE	NATIONAL CHAMPION	RUNNER-UP
1939	Bay Head Yacht Club Barnegat Bay Bay Head, NJ	John S. Barnes Skaneateles, NY Fl. 1, #35 (<i>Ay-Ay-Ay</i>)	John C. Hirst Mantoloking, NJ Fl. 3, #102 (<i>Anyhoo</i>)
1940	Riverside Yacht Club Long Island Sound Riverside, CT	John S. Barnes Skaneateles, NY Fl. 1, #35 (<i>Ay-Ay-Ay</i>)	Carl Dixon Riverside, CT Fl. 7, #242, (<i>Feather</i>)
1940	Riverside Yacht Club Long Island Sound Riverside, CT	John S. Barnes Skaneateles, NY Fl. 1, #35 (<i>Ay-Ay-Ay</i>)	Carl Dixon Riverside, CT Fl. 7, #242, (<i>Feather</i>)
1941	Skaneateles C. C. Skaneateles, NY	John M. Stern Buffalo, NY Fl. 12, #680 (<i>Thunderbolt</i>)	David G. Cluett Lawrence, NY Fl. 2, #131 (<i>Linnett</i>)
1942 *	South Haven Y. C. Lake Michigan South Haven, MI	David G. Cluett Lawrence, NY Fl. 2, (Drawn By Lot)	Walter E. Swindeman, Jr. Toledo, OH Fl. 42, #800 (<i>YankeeDoodle</i>)
1943 *	Bay Head Yacht Club Barnegat Bay Bay Head, NJ.	Karl Smither Buffalo, NY Fl. 12 (Drawn By Lot)	John W. Orelup Short Hills, NJ Fl. 3 (Drawn By Lot)
1944 *	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario	Theodore Maher Riverside, CT Fl. 7 (Drawn by Lot)	Karl Smither-Robert Crane Buffalo, NY Fl. 12 (Drawn By Lot)

		INTERNATIONAL CHAMPION	RUNNER-UP
1945 *	Riverside Y. C. Long Island Sound Riverside, CT	George R. Barnes Skaneateles, NY Fl. 1, #? (<i>Westerly</i>)	Karl Smither Buffalo, NY Fl. 12 (Drawn By Lot)
1946	Skaneateles C. C. Skaneateles, NY * Special War-Time Regattas	Walter E. Swindeman, Jr. Toledo, OH Fl. 42, #800 (<i>Yankee Doodle</i>)	Karl Smither-RobertCrane Buffalo, NY Fl. 12, #588 (<i>Thermis Twice</i>)
1947	Toledo Yacht Club Lake Erie Toledo, OH	Walter E. Swindeman, Jr. Toledo, OH Fl. 42, #800 (<i>YankeeDoodle</i>)	Karl Smither-Robert Crane Buffalo, NY Fl. 12, #588 (<i>ThermisTwice</i>)
1948	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario	Richard H. Bertram Miami Beach, FL Fl. 130, #2891 (<i>Dodge Trophy</i>)	Walter E. Swindeman, Jr. Toledo, OH Fl. 42, #800 (<i>Yankee Doodle</i>)
1949	Miami, Coconut Grove, Biscayne Bay Y. Clubs Miami, FL	Richard H. Bertram Miami Beach, FL Fl. 130, #2891 (<i>Sue</i>)	Bob Graf Buffalo, NY Fl. 12, #467 (<i>Rampage</i>)
1950	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario	H. Richard Krauss Toledo, OH Fl. 42, #447 (<i>Jiinks</i>)	Magnus Pederson Nyack, NY Fl. 75, #1565 (<i>Two Bits</i>)
1951	Toledo Yacht Club Lake Erie Toledo, OH	John Teigland, Jr. Bedford, NJ Fl. 9, #4571 (<i>Seductress</i>)	John N. F. Robertson Hamilton, Ontario Fl. 118, #2327 (<i>Rhoda</i>)
1952	Spray Beach Y. C. Spray Beach, NJ	Robert W. Graf Buffalo, NY Fl. 12, #467 (<i>Rampage</i>)	Eugene Walet III New Orleans, LA Fl. 62, #5082 (<i>Spirit II</i>)
1953	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario	Harry J. Cawthra Detroit, MI Fl. 51, #4924 (<i>Broom</i>)	Karl Smither Buffalo, NY Fl. 12, #5000 (<i>Thermis 5 M's</i>)
1954	Crescent Sail Club Lake Erie Detroit, MI	Thomas Allen III Bainbridge, MD Fl. 192, #4811 (<i>Atom</i>)	Harry R. Sindle Little Falls, NJ Fl. 104, #5570 (<i>Flying Dutchman</i>)
1955	Southern Yacht Club Lake Ponchartrain New Orleans, LA	Thomas Allen III Buffalo, NY Fl. 12, #4811 (<i>Atom</i>)	Robert Adams Rydal, PA Fl. 3, #5458 (<i>Vagabond</i>)
1956	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario	William S. Cox, Sr. Darien, CT Fl. 134, #5841 (<i>Zig-Zagger</i>)	Gene Walet New Orleans, LA Fl. 62, #5082 (<i>Spirit II</i>)
1957	Milford Yacht Club Long Island Sound Milford, CT	William S. Cox, Sr. Darien, CT Fl. 134, #5841 (<i>Zig-Zagger</i>)	John Teigland Lake Pine, NJ Fl. 26, #5424 (<i>Seductress II</i>)
1958	Little Egg Harbor Y. C. Beach Haven, NJ	Henry J. Cawthra Grosse Pointe, MI Fl. 51, #6066 (<i>X-L</i>)	William T. Uhl Syosset, NY Fl. 141, #6981 (<i>Spark II</i>)
1959	Crescent Sail Club Lake St. Clair Detroit, MI	Herman Nickels, Jr. Fenton, MI Fl. 53, #7207	Thomas Allen III Buffalo, NY Fl. 12, #4811 (<i>Atom</i>)

NORTH AMERICAN CHAMPIONS

The first National Championships were held when the first boat was publicly less than eight months old. Nineteen boats participated, and John Barnes won with three firsts.

In 1945, the Championship was renamed International; there being thirty some boats in "foreign" countries.

In 1961, the first Lightning World Championship was held and that year the Internationals were renamed once again, this time to the North American Championships.

1947 FLEET DIVIDED	
PRESIDENTS CUP	RUNNER-UP
Robert H. Siemer Williamsville, NY Fl. 59, #1676 (<i>Salt Shaker</i>)	Leo E. Wasserberger Pontiac, MI Fl. 54, #838, (<i>Aqua Leta</i>)
Karl Smither-Robert Crane Buffalo, NY Fl. 12, #588, (<i>Thermis Twice</i>)	J. R. Ludlow Wray Philbdelphia, PA Fl. 91, #3704 (<i>Nipper</i>)
Dr. Herbert Virgin, Jr. Miami, FL Fl. 111, #3880 (<i>Flame</i>)	Felix Ross Miami, FL Fl. 130, #4411 (<i>Tavana</i>)
William Walker Erie, PA Fl. 24, #4282 (<i>Carolina II</i>)	Dr. Gerald Murphy Lake Fenton, MI Fl. 53, #4545 (<i>Double B</i>)
Howard J. Foht Erie, PA Fl. 24, #1916 (<i>Zephyr</i>)	Karl Smither Buffalo, NY Fl. 12, #3333 (<i>Thermis Thrice</i>)
Thomas Allen III Buffalo, NY Fl. 12, #4811 (<i>Atom</i>)	Edward G. Waters Little Silver, NJ Fl. 80, #4918 (<i>Revenger</i>)
Warren F. Jones Detroit, MI Fl. 51, #2904 (<i>Waha</i>)	James G. Carson Philadelphia, PA Fl. 34, #5284 (<i>Sparks</i>)
Peter Grainge N. Tomawanda, NY Fl. 12, #467 (<i>Rampage</i>)	Clarence L. Holman, Jr. Fenton, MI Fl. 53, #5050 (<i>50-50</i>)
Paul Shreck New Orleans, LA Fl. 62, #3737 (<i>Major Domo</i>)	C. J. Prados Shreveport, LA Fl. 175, #5202 (<i>Dixie Doodle II</i>)
Richard Karslake Chautauqua, NY Fl. 198, #6207 (<i>Kitty</i>)	Marjorie J. Adams Rydal, PA Fl. 3, #5409 (<i>Whirlwind</i>)
Henry J. Cawthra Grosse Pointe, MI Fl. 51, #6066 (<i>X-L</i>)	John M. McIntosh Savannah, GA Fl. 127, #4872 (<i>Rabbit</i>)
Tim Nelson Kitchener, Ontario Fl. 118, #3654 (<i>Justus</i>)	Kennth L. Ireland Nichols, CT Fl. 238, #7017 (<i>Ambergris II</i>)
Carter G. Ford Riverside, CT Fl. 7, #6654 (<i>Encore II</i>)	John W. Swanson Buffalo, NY Fl. 59, #749 (<i>Three Winds</i>)

YEAR	PLACE	N. A. CHAMPION	RUNNER-UP	PRESIDENTS' CUP	RUNNER-UP	GOVERNORS' CUP	RUNNER-UP
1960	Tawas Bay Y.C. East Tawas, MI (Three Divisions)	Carl Eichenlaub San Diego, CA Fl. 194, #7420 (Bull)	Henry J. Cawthra Grosse Pointe, MI Fl. 51, #6066 (X-L)	Jay L. Doty Chicago, IL Fl. 5, #7275 (Miss Trudy)	Dr. John T. Gentry Skaneateles, NY Fl. 1, #6660 (Susitna)	Dr. Charles H. Maltbie Youngstown, OH Fl. 36, #6033 (Hot Canary)	Robert Birmingham Pittsburgh, PA Fl. 198, #7611 (Clvlie)
1961	Mission Bay Yacht Club San Diego, CA	Thomas Allen III Buffalo, NY Fl. 12, #7811 (Atom II)	Robert B. Crane Darien, CT Fl. 134, #8021	Wendell Harter Manhattan Beach, CA Fl. 102, #7869 (Paddlin' Madelyn)	David K. Storrs Oyster Bay, NY Fl. 89, #6348		
1962	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario Canada	Thomas Allen III Buffalo, NY Fl. 12, #7811 (Atom II)	Carl Eichenlaub San Diego, CA Fl. 194, #8390 (Bull II)	Carter G. Ford Riverside, CT Fl. 7, #6654 (Encore II)	David Chanoux Trumbull, CT Fl. 6, #7914 (Tattle Tale)	James Coggan Kalamazoo, MI Fl. 37, #7911 (Psychod Out)	J. R. G. Bleasby Toronto, Ontario Fl. 146, #7650 (Serendity)
1963	Tawas Bay Yacht Club East Tawas, MI	Carl Eichenlaub San Diego, CA Fl. 194, #8390 (Bull II)	William Campbell St. Joseph, MI Fl. 113, #7979 (Zamboanga)	W. Stephen Bachman, Jr. Southport, CT Fl. 153, #8710 (Havoc)	Howard J. Mullin Saddle River, NJ Fl. 75, #7511 (Tackless)	David Chanoux Trumbull, CT Fl. 6, #7914 (Tattle Tale)	Warren R. Gross San Diego, CA Fl. 114, #7833 (B1ixten)
1964	Mission Bay Yacht Club San Diego, CA	Robert Seidelmann Moorestown, NJ Fl. 26, #8959 (Obesus)	David M. Peterson Old Saybrook, CT Fl. 6, #9110 (Hyper Tension)	Dr. Leo E. Wasserberger Pontiac, MI Fl. 54, #8744 (Ptyghur II)	Richard C. Benner Palos Verdes, CA Fl. 102, #8021 (Folloom II)	Alton A. Nerg Northbrook, IL Fl. 5, #7370 (Istar)	Arnold Schwartz Lincroft, CT Fl. 70, #8830 (Ethel Baby)
1965	Bay Head Yacht Club Barnegat Bay Bay Head, NJ	Thomas Allen III Buffalo, NY Fl. 12, #9738 (Atom)	Louis A. Pocharski, Jr. Marblehead, MA Fl. 189, #9399 (Spook)	Carl Eichenlaub San Diego, CA Fl. 194, #9669 (Bull III)	Dr. Charles H. Maltbie Youngstown, OH Fl. 36, #8330 (Hot Canary III)	Robert Don Clark Kent, WA Fl. 132, #9401 (Magic)	Robert B. Polhemus Noroton, CT Fl. 13, #8915 (Bald Eagle)
1966	Buffalo Canoe Club Lake Erie Pt. Abino, Ontario Canada	Robert Seidelmann Cherry Hill, NJ Fl. 26, #9250 (Idiot)	Thomas Allen III Buffalo, NY Fl. 12, #10111 (Atom)	Jay L. Doty Chicago, IL Fl. 5, #10099 (Shelby)	Hugo C. Long St. Joseph, MI Fl. 113, #8714 (King's Pawn 1)	William T. Uhl Woodbury, NY Fl. 12, #9981 (Spark II)	Robert S. Shuris Wyckoff, NJ Fl. 75, #8929 (Pied Piper)
1967	Cleveland Yachting Club Lake Erie Rocky River, OH	Bruce Goldsmith Chicago, IL Fl. 5, #10100 (Snoopier)	Tom Allen III Buffalo, NY Fl. 12, #10411 (Atom)	W. Stephen Bachman, Jr. Whittier, CA Fl. 194, #9859 (Havoc)	Ralph B. Sperry, Jr. Southport, CT Fl. 17, #9122 (Thor)	Chas. G. Obersheimer, Jr. Buffalo, NY Fl. 12, #9310 (Little Sister)	Richard W. Hallagan Newark, NJ Fl. 108, #9239 (Shadow)
1968	Chicago Corinthian Y.C. Lake Michigan Chicago, IL	Thomas Allen III Buffalo, NY Fl. 12, #10811 (Atom Up)	Louis A. Pocharski, Jr. Marblehead, MA Fl. 189, #10799 (Spook)	William T. Uhl Woodbury, NY Fl. 141, #6981 (Spark II)	R. Garrett Demarest III Bridgeport, CT Fl. 164, #9394 (Spirit)	Sam B. Fortenbaugh III Bay Head, NJ Fl. 3, #10190 (Night Owl)	Robert K. Smither Hinsdale, IL Fl. 3, #10930 (Fang)
1969	Buffalo Canoe Club Lake Erie Pt. Abino, Ontluio Canada	Thomas Allen III Buffalo, NY Fl. 12, #11011 (Atom)	Louis A. Pocharski, Jr. Marblehead, MA Fl. 189, #11099 (Spook)	John W. Mueller, Jr. Rocky River, OH Fl. 71, #11191	Richard Ferrick Orchard Park, NY Fl. 12, #11137 (Scamp)	William E. Neal Perry, NY Fl. 47, #10025	John Schneider New York, NY Fl. 75, #10777 (Hurricane)
1970	Southern Yacht Club Lake Ponchartrain New Orleans, LA	Thomas Allen III Buffalo, NY Fl. 12, #11611 (Atom)	James G. Carson Philadelphia, PA Fl. 34, #11484 (Flying Fuzzy)	Richard W. Hallagan Newark, NY Fl. 108, #11355 (Shadow)	Fred H. Hamblet Keene, NH Fl. 145, #1346 (Galee)	A. Marcy Lippincott Riverton, NJ Fl. 228, #11665	Allan W. Siegner, Jr. Kenmore, NY Fl. 12, #11126 (Botched Up)
1971	Milwaukee Yacht Club Lake Michigan Milwaukee, WI	William A. Shore Depew, NY Fl. 12, #11501 (Sun)	James G. Carson Philadelphia, PA Fl. 34, #11784 (Ugly Fuzzy)	John J. Collins Marblehead, MA Fl. 189, #11667 (Powerful Shamrock)	A. Marcy Lippincott Riverton, NJ Fl. 228, #11739 (Blah)	Dr. A. J. Penfield Fayetteville, NY Fl. 164, #11797	C. O. Jones, Jr. Buffalo, NY Fl. 12, #11450 (Sea-O)
1972	Rehoboth Bay Sailing Assn. Rehoboth, DE	James Crane Darien, CT Fl. 134, #10772 (Bald Eagle)	Bob Seidelmann Gibbsboro, NJ Fl. 99, #12155 (Snuff-a-Luff-a-Guss)	Dr. Georges Peter Annisquam, MA Fl. 151, #11688 (Mouette III)	John S. Schneider New York, NY Fl. 70, #12066 (Andele)	Arnold Schwartz Red Bank, NJ Fl. 70, #12173 (Calm Down)	Howard J. Mullin Colts Neck, NJ Fl. 196, #11575 (Tackless VIII)
1973	Tawas Bay Yacht Club East Tawas, MI	Bruce Goldsmith Chicago, IL Fl. 5, #12422 (Snoopy)	James R. Crane Darien, CT Fl. 134, #11580 (Cat)	Steve Harper Gilford, NH Fl. 246, #12365 (Hoot)	John A. Ballatin Metairie, LA Fl. 209, #9696 (SB)	Cal Schmiede Lewiston, NY Fl. 59, #11555 (Ginger IV)	Mark Bryant Cheektowaga, NY Fl. 12, #9373 (Putt Putt)
1974	Cleveland Yachting Club Rocky River, OH	Bruce Goldsmith Chicago, IL Fl. 5, #12422 (Snoopy)	Mario Backup Brazil Fl. 147, #12414 (Meia Noite IV)	Greg Zettler Bellevue, WA Fl. 414, #11457 (Mrs. Henry VIII)	Djoerd Hoekstra Haverford, PA Fl. 228, #11740 (River Blues)	Warren Gross San Diego, CA Fl. 114, #9172 (U-3)	George Sipel Morenci, MI Fl. 31, #12285 (Yellow Streaker)
1975	Savannah Yacht Club Sea Pines Plantation Hilton Head, SC	Bruce Goldsmith Chicago, IL Fl. 5, #12422 (Snoopy)	William A. Shore Newport, RI Fl. 85, #10114 (Finesse)	Bob Hutchinson Red Bank, NJ Fl. 70, #12499 (Frigid Bitch)	Bill McKinley Saginaw, MI Fl. 54, #10780 (Hum Bug VI)	John Mueller, Sr. Rocky River, OH Fl. 71, #12829	Jack Burwell South Freeport, ME Fl. 244, #11361 (Gusto)
1976	Sheboygan Yacht Club Sheboygan, WI	William Shore Newport, RI Fl. 85, #10909 (Finesse)	Fisk Hayden Liverpool, NY Fl. 108, #12466 (Shazam)	Dave Peters Ann Arbor, MI Fl. 374, #12754 (Shrub)	Fred Hamblet Keene, NH Fl. 145, #11346 (Gail)	John Cuccio Westport, CT Fl. 126, #12852 (Giannina)	Christopher Hamblet W. Swanzley, NH Fl. 145, #8480 (F.O.B.)
1977	Buffalo Canoe Club Lake Erie Point Abino, Ontario Canada	Matt Fisher Columbus, OH Fl. 43, #10956 (Schuss)	Greg Fisher Newport, RI Fl. 43, #10860 (Still Crazy)	David M. Peterson Old Saybrook, CT Fl. 85, #10801 (Woody)	Denis Farley Middletown, NJ Fl. 70, #12739 (Six Pak)	Jon Schwartz Fair Haven, NJ Fl. 70, #12800 (Hikeles)	John A. Ballatin Metairie, LA Fl. 209, #9696 (SB)

YEAR	PLACE	N.A. CHAMPION	RIUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
1978	Rehoboth Bay Sailing Assn. Rehoboth, DE	William Shore Newport, RI Fl. 85, #10909 (<i>Finesse</i>)	Matt Fisher Columbus, OH Fl. 43, #10956 (<i>Schuss</i>)	Dr. Donald Delorme Alexandria, VA Fl. 329, #11036 (<i>Think Fast</i>)	Jim Carson Brick, NJ Fl. 34, #13084 (<i>Fuzzy</i>)	David Sprague Toronto, Ontario Fl. 146, #11174 (<i>Janitor</i>)	Lenny Krawcheck Charleston, SC Fl. 429, #13258 (<i>Schmoo</i>)
1979	Cleveland Yachting Club Rocky River, OH	Jim Crane Norwalk, CT Fl. 134, #13391 (<i>Animal</i>)	Bruce Goldsmith Lake Geneva, WI Fl. 345, #13309 (<i>The Big Dipper</i>)	Will Petersilge Newark, OH Fl. 43, #12265	Ross Bailey Thunder Bay, Ontario Fl. 279, #13267 (<i>Wizard Sr.</i>)	Jim McCoy Drayton Plains, MI Fl. 54, #13280 (<i>Odyssey</i>)	Peter Huston Tonawanda, NY Fl. 12, #12411 (<i>Disco Cruiser</i>)
1980	Mission Bay Yacht Club San Diego, CA	Mark Bryant Buffalo, NY Fl. 12, #11450 (<i>Yo-Yo</i>)	David Curtis Marblehead, MA Fl. 189, #10555 (<i>Slingshot</i>)	Ross Bailey Thunder Bay, Ontario Fl. 279, #13515 (<i>Wizard III</i>)	Luis Herman, Jr. Santiago, Chile Fl. 318, #13536	Randy Ruhlman Cleveland, OH Fl. 316, #13240 (<i>Ruler VII</i>)	Lance Drewes Lewisville, TX Fl. 429, #13228 (<i>Too Bad</i>)
1981	Cedar Point Yacht Club Westport, CT	David Curtis Marblehead, MA Fl. 189, #11099 (<i>White Lightning</i>)	Jay Lutz Brick, NJ Fl. 34, #10999 (<i>Ghost</i>)	Ched Rogan Huntington, NY #11248 (<i>Nimbus</i>)	Paul Gelenitis Metedeconk, NJ Fl. 34, #13084 (<i>Fuzzy</i>)	Richard Thackaberry Fairfield, CT Fl. 126, #12367 (<i>Amok</i>)	Meredith C. Jones St. Louis, MO Fl. 429, #13652 (<i>Entropy</i>)
1982	Buffalo Canoe Club Pt. Abino, Ontario Canada	Jay Lutz Brick, NJ Fl. 34, #11420 (<i>Speedy</i>)	Larry MacDonald Hamilton, Ontario Fl. 118, #11814 (<i>Innesfree</i>)	Tom Allen, Jr. Buffalo, NY Fl. 12, #13775 (<i>Gandalf</i>)	Jim Carson Brick, NJ Fl. 34, #13710 (<i>Fuzzy Blues</i>)	W. Todd Jones Tonawanda, NY Fl. 36, #12240 (<i>Desperado</i>)	Paul Gelenitis Brick, NJ Fl. 34, #13766
1983	Rush Creek Yacht Club Heath, TX	William Shore Newport, RI Fl. 85, #13835 (<i>Finesse</i>)	James R. Crane Norwalk, CT Fl. 134, #13848	Rick Tears Dallas, TX Fl. 435, #11311 (<i>Blood, Sweat & Tears</i>)	Paul Emens Rockwall, TX Fl. 435, #13220 (<i>Deep Boat</i>)	Kirk A. Johnson San Diego, CA Fl. 194, #13188 (<i>Puddlegum</i>)	Hank Hodgson Horton, MI Fl. 374, #10387
1984	Corinthian Yacht Club Seattle, WA	Mark Bryant Buffalo, NY Fl. 12, #10565 (<i>Little Miss Magic</i>)	Matt Fisher Westerville, OH Fl. 43, #10956 (<i>Schuss</i>)	Paul Gelenitis Metedeconk, NJ Fl. 34, #13084	Jody A. Swanson Eggertsville, NY Fl. 12, #6345	Scott Zerban Belleville, IL Fl. 266, #13273 (<i>Cracker Jack</i>)	Warren Gross San Diego, CA Fl. 194, #13467 (<i>Hot Stuff</i>) (U4)
1985	Tawas Bay Yacht Club East Tawas, MI	William Shore Newport, RI Fl. 85, #14021	Manuel Gonzalez Santiago, Chile Fl. 490, #11099	Eric Larson Sheboygan, WI Fl. 187, #13862	Fred Hutchinson Miami, FL Fl. 226, #12064	Thomas Hering New York, NY Fl. 58, #13874	Jon Ewing Aptos, CA Fl. 372, #11981
1986	Olympic Harbor Kingston, Ontario Canada	William Shore Newport, RI Fl. 85, #14057 (<i>Finesse</i>)	Garry Demarest Traverse City, MI Fl. 3, #13955 (<i>Spirit</i>)	Tom Ingram White Plains, NY Fl. 198, #13613 (<i>Rangy Lil</i>)	Edson White Westport, CT Fl. 1, #13652	James Ward, Jr. Hendersonville, TN Fl. 262, #13966	Bob Mathers Livonia, MI Fl. 5, #14070 (<i>Evergreen</i>)
1987	Buffalo Canoe Club Point Abino, Ontario Canada	Larry MacDonald Hamilton, Ontario Fl. 118, #14134	Jed Dodge Sodus Point, NY Fl. 108, #14130	Fisk Hayden Fern Park, FL Fl. 461, #14066 (<i>Shazam</i>)	Scott Finkboner San Diego, CA Fl. 194, #14206	Wiley Crockett Douglaston, NY Fl. 126, #14137	Gerry Paoli Belleville, IL Fl. 266, #14013 (<i>Rhumbogee</i>)
1988	Mission Bay Yacht Club San Diego, CA	Colin Park Midland, MI Fl. 216, #14084	Matt Fisher Westerville, OH Fl. 43, #14050	Lenny Krawcheck Charleston, SC Fl. 429, #14050	Hank Hodgson Manitou Beach, MI Fl. 31, #14148	Chuck Ellery Davenport, IA Fl. 372, #9433	Tony McBride Beaconsfield, Quebec Fl. 499, #14200
1989	North Cape Yacht Club Toledo, OH	Tom Allen, IV Buffalo, NY Fl. 12, #14377	Colin Park Midland, MI Fl. 216, #14384	Chris Vann Unionville, CT Fl. 85, #14055	Djoerd Hoekstra Malvern, PA Fl. 34, #14014	Dr. Joel Humphrey Walled Lake, MI Fl. 51, #12706	Bob Fidler Troy, MI Fl. 54, #14280
1990	Rochester Yacht Club Rochester, NY	Greg Fisher Columbus, OH Fl. 353, #14405	Colin Park Midland, MI Fl. 216, #14384	Ched Proctor Southport, CT Fl. 126, #14176	Djoerd Hoekstra Malvern, PA Fl. 34, #14014	Mark Whatley Farmington Hill, MI Fl. 54, #14220	Dr. Joel Humphrey Walled Lake, MI Fl. 54, #14415
1991	Sail Newport Fort Adams Newport, RI	Jody Lutz Monroe, CT Fl. 126, #14441	Bradford Read Newport, RI Fl. 151, #14296	Thomas Allen, III Buffalo, NY Fl. 12, #14411	Mario Buckup Sao Paulo, Brazil Fl. 462, #14101	Chris Vann Unionville, CT Fl. 85, #14055	Ed Roseberry Buffalo, NY Fl. 12, #13945
1992	Buffalo Canoe Club Point Abino, Ontario Canada	Larry MacDonald Toronto, Ontario Fl. 12, #14567	David Starck Buffalo, NY Fl. 12, #14176	Steve Hayden Altamonte Springs, FL Fl. 161, #13970	William Faude Cedarburg, WI Fl. 69, #14530	Scott Finkboner San Diego, CA Fl. 194, #14573	Paul Wurtzebach Woodbridge, IL Fl. 5, #14478
1993	Milwaukee Yacht Club Milwaukee, WI	Ched Proctor Southport, CT Fl. 126, #14591	Steve Hayden Altamonte Springs, FL Fl. 461, #13970	Allan Leibel Toronto, Ontario Fl. 146, #14479	David Stix Chicago, IL Fl. 5, #14388	Craig Gabel Manitou Beach, MI Fl. 31, #14563	Dave Decker East Grand Rapids, MI Fl. 137, #14474
1994	Boulevard Club Toronto, Ontario Canada	Ched Proctor Southport, CT Fl. 126, #14591	Stu Nickerson Milton, MA Fl. 280, #11136	Don Brush Charlotte, VT Fl. 301, #14640	Jody Lutz Trumbull, CT Fl. 126, #14441	Ray Harrington Bomoseen, VT Fl. 127, #14056	Warren Emblidge III Orchard Park, NY Fl. 12, #14286
1995	Henderson Harbor YC Henderson, NY	Brian Toboada Brick, NJ Fl. 34, #14589	Jim Crane Westport, CT Fl. 126, #14572	Jack Elfman Surf City, NJ Fl. 196, #14139	Ray Harrington Bomoseen, VT Fl. 227, #14058	Gary Hurban Palisades, NY Fl. 75, #14073	Dan Reichelsdorfer Sheboygan, WI Fl. 187, #13930

SOUTH AMERICAN CHAMPIONS

YEAR	PLACE	CHAMPION	PARTICIPANTS
1955	Olivos, Argentina	Alberto Mignone Argentina	Argentina, Bolivia, Ecuador, Peru Uruguay
1956	Callao, Peru	Julio C. Goldie Uruguay	Argentina, Bolivia Colombia, Ecuador, Peru, Uruguay
1957	Buceo, Uruguay	Feliz Castellanos Uruguay	Argentina, Brazil, Chile, Colombia, Peru, Uruguay
1958	Guayaquil, Ecuador	Carlos Navarro Peru	Argentina, Bolivia, Chile, Colombia, Ecuador, Peru, Uruguay
1959	Muna, Colombia	Rafael Obregon Colombia	Argentina, Colombia, Ecuador, Peru, Venezuela
1960	Algarrobo, Chile	Isidoro Melero Chile	Argentina, Boliva, Brazil, Chile, Colombia, Peru, Uruguay
1961	Guanabara, Brazil	Erik Schmidt Brazil	Argentina, Brazil Chile, Colombia, Ecuador, Peru, Uruguay
1962	Ancon, Peru	Jose Barreda Moller Peru	Argentina, Chile, Colombia, Ecuador, Peru, Uruguay
1963	Olivos, Argentina	Alberto Mignone Argentina	Argentina, Bolivia, Chile, Ecuador, Peru, Uruguay
1964	Salinas, Ecuador	Santiago Maspons Ecuador	Argentina, Chile, Colombia, Ecuador, Peru
1965	Puerto Bucco, Uruguay	Pedro Sisti Argentina	Argentina, Brazil, Chile, Peru, Uruguay
1966	Viña del Mar, Chile	Carlos M. Collet Argentina	Argentina, Chile, Ecuador, Peru
1967	Cartagena, Colombia	Rafael Obregon Colombia	Colombia, Ecuador, Peru
1968	Callao, Peru	Rafael Obregon Colombia	Argentina, Chile Colombia, Ecuador, Peru
1969	Olivos, Argentina	Pedro Sisti Argentina	Argentina, Brazil, Chile, Ecuador, Peru, Uruguay
1970	Salinas, Ecuador	Mario Isola Argentina	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1971	Rio de Janeiro, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Peru, Uruguay
1972	Algarrobo, Chile	German Novion Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1973	Cartagena, Colombia	Robert Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru

YEAR	PLACE	CHAMPION	PARTICIPANTS
1974	Callao, Peru	Mario Isola Argentina	Argentina, Brazil Colombia, Ecuador, Chile, Peru
1975	Salinas, Ecuador	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1976	Olivos, Argentina	Robert Buckup Brazil	Argentina, Brazil, Chile, Ecuador, Peru, Uruguay
1977	Puñon, Chile	Jaime Fernandez Chile	Argentina, Brazil, Chile, Ecuador, Peru
1978	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil Chile, Peru, Uruguay
1979	Ancon, Peru	Francisco Sola Ecuador	Argentina, Brazil Chile, Colombia, Ecuador, Peru, Uruguay
1980	Tomine, Colombia	Fernando de la Concha Colombia	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1981	Salinas, Ecuador	Mario Buckup Brazil	Argentina, Brazil Chile, Colombia, Ecuador
1982	Puñon, Chile	Jaime Fernandez Chile	Argentina, Brazil Chile, Colombia Ecuador, Peru
1983	Olivos, Argentina	Mario Abinzano Argentina	Argentina, Brazil, Chile, Colombia, Peru
1984	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil Chile, Colombia, Peru
1985	Lima, Peru	Alberto Gonzalez Mas Chile	Chile, Colombia Ecuador, Peru
1986	Bogota, Colombia	Andres Lisocki Colombia	Argentina, Colombia Ecuador, Peru
1987	Salinas, Ecuador	Francisco Sola Ecuador	Chile, Colombia, Ecuador, Peru
1988	Santiago, Chile	Claudio Biekarck Brazil	Argentina, Brazil, Chile, Ecuador, Peru
1989	Ilhabela, Brazil	Claudio Biekarck Brazil	Brazil, Chile, Ecuador
1990	Callo, Peru	Manuel Gonzalez Mas Chile	Chile, Ecuador, Peru
1991	Bogota, Colombia	Santiago Uzcategui T. Colombia	Ecuador, Colombia
1992	Salinas, Ecuador	Juan Santos Ecuador	Brazil, Chile, Colombia, Ecuador, Peru
1993	Guaranpiranga, Brazil	Claudio Biekarck Brazil	Brazil, Chile
1994	Salinas, Ecuador	Alberto Gonzalez Mas Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1995	Olivos, Argentina	Alberto Gonzalez Mas Chile	Argentina, Chile

EUROPEAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1956	La Borde de Tribord La Neuville, Switzerland	Ralph Camardella Italy Fl. 191, #4122	Franco Cavallo Italy Fl. 223 #4966
1957	Royal Y.C. of Greece Corfu, Greece	Gaetano Pesce Italy Fl. 191, #6390	Franco Cavallo Italy Fl. 223, #4966
1958	Ostra Nylands Anzio, Italy	Franco Cavallo Italy Fl. 223, #7422	Catello Russo Italy Fl. 237, #6728
1959	Club Vela di Roma Anzio, Italy	Franco Cavallo Italy Fl. 223, #7422	Catello Russo Italy Fl. 237, #6728
1960	Yacht Club Lucerne Lucerne, Switzerland	Franco Cavallo Italy Fl. 223, #7422	Claude Lambelet Switzerland Fl. 169, #7467
1961	Royal Y.C. of Greece Corfu, Greece	HRH King Constantine Greece Fl. 287, #6943	Gaetano Pesce Italy Fl. 191, #7212
1962	Merenkavijat Y.C. Helsinki, Finland	Maurizio di Segno Italy Fl. 318, #7238	Carlo Postiglione Italy F. 237, #6728
1963	Circolo Velico Stabia Stabia, Italy	Stelios Bonas Greece Fl. 251, #8397	Catello Russo Italy Fl. 237, #6728
1964	Cercle de Neuchâtel Lake Neuchâtel Switzerland	Stelios Bonas Greece Fl. 251, #8397	Giorgio Focanti Italy Fl. 278, #7534
1965	Circolo Canottieri Procida, Italy	Guido Tulli Italy Fl. 312, #9322	George Andreadis Greece Fl. 286, #9447
1966	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fl. 286, #9447	Alfred Lanz Switzerland Fl. 169, #8396
1967	Nasijarvi Sailing Club Lake Nasijarvi Tampere, Finland	Catello Russo Italy Fl. 237, #8492	Stig Haglund Finland Fl. 166, #9166
1968	Regattaveren Brunnen Brunnen, Switzerland	Guido Tulli Italy Fl. 381, #10740	Dag Bjurström Finland Fl. 394, #8211
1969	Circolo Della Veladi Rome Anzio, Italy	Stelios Bonas Greece Fl. 251, #1096	Pentti Puupera Finland Fl. 166, #10057
1970	Royal Y. C. of Greece & Piraeus Sailing Club Athens, Greece	George Andreadis Greece Fl. 251, #10996	Stelios Bonas Greece Fl. 286, #9447
1971	Y. C. Helsingfors Segelklubb Helsinki, Finland	Stelios Bonas Greece Fl. 251, #11633	Alexander Andreadis Greece Fl. 286, #11459
1972	Lake of Geneva Morges, Switzerland	Stelios Bonas, Greece Fl. 251, #11633	Hans Lüthy Switzerland Fl. 250, #9503
1973	Circolo Della Veladi Roma Anzio, Italy	Alexander Andreadis Greece, Fl. 286, #11459 and Lasse Hammar Finland, Fl. 307, #9436	Hans Rahn Switzerland Fl. 219, #12305
1974	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fl. 286, #9447	Nicholas Dimou Greece Fl. 286, #11459
1975	PP & KP Keuru, Finland	Antti Ruuskanen Finland Fl. 394, #12257	Christoph Lüthy Switzerland Fl. 250, #12320

YEAR	PLACE	CHAMPION	RUNNER-UP
1976	Grandson Sailing Club Lake Neuchâtel Switzerland	Urs Wyler Switzerland Fl. 358, #12637	Jean-Claude Dupasquier Switzerland Fl. 169, #12319
1977	Club Nautico Numana Adriatic Sea Italy	Jean-Claude Dupasquier Switzerland Fl. 169, #13067	Antti Ruuskanen Finland Fl. 166, #12805
1978	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fl. 286, #11459	Christoph Lüthy Switzerland Fl. 250, #13099
1979	SPS Helsinki, Finland	Jean-Claude Dupasquier Switzerland Fl. 169, #13067	Terho Aromaa Finland Fl. 166, #13130
1980	YCG Lake Neuchâtel Switzerland	Jean-Claude Dupasquier Switzerland Fl. 169, #13067	Roberto Crucitti Italy Fl. 449, #13414
1981	Circolo Velico Marsala Marsala, Sicily	Capt. C. F. Coccoloni Italy Fl. 235, #13374	George Andreadis Greece Fl. 286, #11459
1982	Yacht Club Of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fl. 286, #11459	Sergio Messina Italy Fl. 449, #13065
1983	Circoli Velici Napoletani Naples, Italy	George Andreadis Greece Fl. 286, #11459	Giuseppe Palomba Italy Fl. 312, #13036
1984	BSF Pori, Finland	George Andreadis Greece Fl. 286, #11459	Urs Wyler Switzerland Fl. 358, #13790
1985	Cercle de la Voile Grandson, Switzerland	Christoph Lüthy Switzerland Fl. 250, #13099	Carlo Galetti Italy Fl. 249, #13878
1986	Yacht Club of Greece Phaleron Bay Athens, Greece	Marcello Attina Italy Fl. 449, #13481	S. Coutsikos Greece Fl. 286, #13981
1987	Brezona/Lago di Garda Numana, Italy	Marcello Attina Italy Fl. 449, #13481	Urs Wyler Switzerland Fl. 358, #13790
1988	Nasijärven Purjehdusseura- Nasijärvi R.Y. Tampere, Finland	Francesco Ferrari Italy Fl. 249, #14245	Urs Wyler Switzerland Fl. 358, #13790
1989	Yacht Racing Club of Athens, Greece	Urs Wyler Switzerland Fl. 358, #13790	Marcello Attina Italy Fl. 449, #14361
1990	Bordee de Tribord Lake Biel La Neuville, Switzerland	Gaetano Pellizzaro Italy Fl. 476, #14243	Urs Wyler Switzerland Fl. 358, #13790
1991	Trasimeno Lake Perugia, Italy	Mario Noto Italy Fl. 449, #14361	Stefano Reina Italy Fl. 449, #13706
1992	Kuopio Yacht Club Kuopio, Finland	Mario Noto Italy Fl. 449, #14361	Urs Wyler Switzerland Fl. 358, #13790
1993	Yacht Racing Club of Athens, Greece	George Andreadis Greece Fl. 286, #14264	Costas Lyberakis Greece Fl. 286, #14334
1994	Matelote YC Yverdon, Switzerland	Urs Wyler Switzerland Fl. 358, #13790	Giuseppe Alagna Italy Fl. 449, #13481
1995	HSK Helsinki, Finland	Mario Noto Italy Fl. 449, #14731	Urs Wyler Switzerland Fl. 358, #13790

CANADIAN OPEN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1952	Toronto	T. Allen, BCC #4811 <i>Atom</i>	
1953	Toronto	T. Allen, BCC #4811 <i>Atom</i>	W. Swindeman, TYC #5180 <i>Yankee Doodle III</i>
1954	Toronto	T. Fallon, BCC #5100 <i>Flare</i>	G. Layton, RStLYC #5389 <i>Godiva</i>
1955	Toronto	G. Layton, RStLYC #2327 <i>Jane Ann</i>	S. Anderson, NSC #1903 <i>Glockenspiel</i>
1956	Toronto	A. Dutton, QCYC #3548 <i>Tempest</i>	
1957	Toronto	June Methot, RBYC #5380 <i>Chantey</i>	R. Robson, SBYC #4870 <i>Debby J</i>
1958	Toronto	J.R.G. Bleasby, RCYC #5234 <i>Cosmos</i>	
1959	Toronto	A. Dutton, QCYC #7100 <i>Hanna</i>	G. Russell, RCYC #5303 <i>Karen</i>
1960	Toronto RCYC	G. Russell, RCYC #5303 <i>Karen</i>	G. Hampson, RHYC #7472 <i>Adelia IV</i>
1961	Ottawa BYC	J.R.G. Bleasby, RCYC #7650 <i>Serendipity</i>	J. Miwann, QCYC #7070 <i>Cygnat</i>
1962	Montreal RStLYC	J.R.G. Bleasby, RCYC #7650 <i>Serendipity</i>	D. M. Allen, RHYC #7791 <i>It's No Six</i>
1963	Toronto RCYC	J. Bernel, BCC #8498 <i>Foamy II</i>	S. Anderson, NSC #8503 <i>Glockenspiel II</i>
1964	Hamilton RHYC	D. M. Allen, RHYC #8633 <i>Endeavor</i>	J.R.G. Bleasby, RCYC #7650 <i>Serendipity</i>
1965	Owen Sound GYC	T. Allen, BCC #9411 <i>Atom II</i>	S. Anderson, NSC #8503 <i>Glockenspiel II</i>
1966	Port Arthur TRSC	T. Allen, BCC #10011	P. Sulman, NYC #9400 <i>Nemesis</i>
1967	Montreal RStLYC	S. Anderson, NSC #8503 <i>Glockenspiel</i>	R. Hallagan, SBYC #9239 <i>Shadow</i>
1968	Hamilton RHYC	S. Anderson, NSC #8503 <i>Glockenspiel</i>	R. Hallagan, SBYC #9239 <i>Shadow</i>
1969	Montreal Hudson Y.C.	D. Hallagan, SBYC #9239 <i>Shadow</i>	D. Allen, RHYC #8633 <i>Endeavor</i>
1970	Toronto RCYC	W. Shore, BCC #11501 <i>Finesse</i>	D. Hallagan, SBYC #11355 <i>Shadow</i>
1971	Kingston KYC	J. Mueller, CYC #11901	D. Allen, RHYC, #11685 <i>Windshift</i>
1972	Montreal RStLYC	D. Allen, RHYC #11856	J. Hansen, BCC #12097
1973	Kingston KYC	W. Shore, BCC #12175 <i>Finesse</i>	M. Nelson, BRYC #9833 <i>Aegir</i>
1974	Toronto N.Y.C.	Bill Buckles, CYC #12594, <i>Bump & Grind</i>	Jay Hansen, BCC #11126

YEAR	PLACE	CHAMPION	RUNNER-UP
1975	Montreal RStLYC	Dick Hallagan, SBYC #12355 <i>Shadow</i>	Bob Wardwell, HHYC #11085
1976	Hamilton RHYC	Dick Hallagan, SBYC #12355 <i>Shadow</i>	Tom Allen, BCC #12911 <i>Atom</i>
1977	Thunder Bay TRYC	Jay Hansen, BCC #11117 <i>Eleutheria</i>	Larry MacDonald, RHYC #12262 <i>Endeavour</i>
1978	Toronto NYC	Tom Allen, BCC #13211 <i>Atom</i>	Larry MacDonald, RHYC #13305 <i>Endeavour</i>
1979	Montreal RStLYC	Larry MacDonald, RHYC #13305 <i>Endeavour</i>	Dick Hallagan, SBYC #12355 <i>Shadow</i>
1980	Vancouver Kitsilano	Larry MacDonald, RHYC #13305 <i>Endeavour</i>	Dave Sprague, BC #13509 <i>Upstart</i>
1981	Thornbury RBC	Dick Hallagan, NYC #12355 <i>Shadow</i>	David Sprague, BC #13659 <i>In Lieu</i>
1982	Thunder Bay TRYC	Larry MacDonald, Jr. RHYC #11814 <i>Innesfree</i>	Jay Lutz, MRYC #11420 <i>Speedy</i>
1983	Montreal RStLYC	Ross Bailey TRSC #13515	Susan MacDonald RHYC #13671
1984	Toronto NYC	Larry MacDonald, Jr. BCC #11814	Tom Allen, Jr. BCC #13953
1985	Point Abino BCC	Jim Crane CPYC #13902	Tom Allen, Sr. BCC #13911
1986	Montreal RStLYC	Larry MacDonald, Jr. HBC #11814	Peter Hall RStLYC #13968
1987	Toronto BC	Peter Hall RStLYC #13968	Larry MacDonald, Jr. HBC #14134
1988	Montreal RStLYC	Larry MacDonald, Jr. HBC #14134	Peter Hall RStLYC #13968
1989	Montreal PCYC	Jay Mann RStLYC #14175	Jody Lutz MRYC #14341
1990	Hamilton FBC	David Starck BCC #14176	Peter Hall RStLYC #14387
1991	Toronto BC	Jim Cameron TRSC #14507	Matt Fisher BLYC #14045
1992	Thunder Bay TRSC	Larry MacDonald, Jr. BCC #14567	Peter Hall RStLYC #14442
1993	Montreal RStLYC	Marty Essig RHYC #14194	Allan Leibel RCYC #14479
1994	Point Abino BCC	Jim Crane CPYC #14572	Larry MacDonald, Jr. RHYC #14567
1995	Montreal PCYC	Dick Hallagan NYC #14255	Don Brush MBBC #14640

NORTH AMERICAN JUNIOR CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP	YEAR	PLACE	CHAMPION	RUNNER-UP
1974	Cleveland Yachting Club Rocky River, OH	Matt Fisher Columbus, OH #10956	Greg Fisher Columbus, OH #11728	1985	Tawas Bay YC East Tawas, MI	John Swanson Eggertsville, NY #14001	David Starck Kenmore, NY #11987
1975	Lake Murray S.C. Lake Murray, SC	Robby Wilkins Columbia, SC #10936	Jay Lutz Brick, NJ #11784	1986	Henderson Harbor YC Henderson Harbor, NY	Jim Allen Buffalo, NY #14011	Steve Hayden Fern Park, FL #14066
1976	Milwaukee YC Milwaukee, WI	Mark Bryant Kenmore, NY #9173	Jay Lutz Brick, NJ #12405	1987	Buffalo Canoe Club Point Abino Ontario, Canada	David Starck Buffalo, NY #14134	Sean Fidler Troy, MI #14049
1977	Buffalo Canoe Club Point Abino Ontario, Canada	Jay Lutz Brick, NJ #11784	Larry MacDonald Hamilton, Ontario #11262	1988	Mission Bay YC San Diego, CA	Ned Roseberry Eggertsville, NY #13945	Ross Nemeroff San Diego, CA #14246
1978	Metedeconk River YC Brick, NJ	Larry MacDonald Hamilton, Ontario #13305	Stephen Craig Heath, TX #11229	1989	North Cape YC Toledo, OH	Sean Fidler Troy, MI #14049	Sjoerd-Jan Vanderhorst Blacklick, OH #14045
1979	Cleveland Yachting Club Rocky River, Ohio	Stephen Craig Heath, TX #13347	Ian Jones Snyder, NY #13305	1990	Rochester YC Rochester, NY	Ned Roseberry Buffalo, NY #13945	Tom Starck Kenmore, NY #14453
1980	Mission Bay YC San Diego, CA	Jody Lutz Brick, NJ #11099	Ian Jones Snyder, NY #13301	1991	Sail Newport Newport, RI	Jay Miles Newport, RI #13886	Tom Starck Buffalo, NY #14176
1981	Cedar Point YC Wesport, CT	Kevin Corr Middletown, NJ #11138	Peter R. Hallagan Newark, NY #12355	1992	Buffalo Canoe Club Point Abino Ontario, Canada	Warren Emblidge Orchard Park, NY #14286	Tom Starck Buffalo, NY #14176
1982	Buffalo Canoe Club Point Abino Ontario, Canada	Michael Hein Upper Arlington, OH #10638	Keith Taboada Brick, NJ #13710	1993	Sheboygan YC Sheboygan, WI	Andrew Horton Shelburne, VT #14175	Mike Thomas Bowling Green, OH #14149
1983	Rush Creek YC Heath, TX	Peter Hallagan Newark, NY #11537	Keith Taboada Brick, NJ #13821	1994	Royal Hamilton YC Hamilton, Ontario, Canada	Andrew Horton Shelburne, VT #14175	Marty Essig Hamilton, Ontario #14194
1984	Corinthian YC Seattle, WA	Trevor Born Kingston, Ontario # 671	Jody Swanson Eggertsville, NY #6345	1995	Malletts Bay Boat Club Colchester, VT	John Dane Pass Christian, MS #11011	Charlie Wardwell Richmond, VA #14485

ILCA WOMEN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1978	Bay Head Yacht Club Bay Head, NJ	Bonnie Shore Newport, RI #10909	Ann Boyd Columbia, SC #13190
1979	Cleveland Yachting Club Rocky River, OH	Cherie Neville Shaker Heights, OH #13222	Bonnie Shore Newport, RI #13333
1980	Mission Bay Yacht Club San Diego, CA	Brenda Allen Buffalo, NY #13411	Cherie Neville Cleveland, OH #13222
1981	Cedar Point Yacht Club Westport, CT	Cherie Neville Chautauqua, NY #13222	Cheryl Osgood Riverside, CT #13552
1982	Buffalo Canoe Club Point Abino Ontario, Canada	Anne Allen Buffalo, NY #13556	Fay Regan Miami, FL #12050
1983	Rush Creek Yacht Club Heath TX	Fay Regan Miami, FL #12050	Bonnie Nickels Linden, MI #13625
1984	Corinthian Yacht Club Seattle, WA	Betsy Gelenitis Brick, NJ #13857	Fay Regan Miami, FL #12050
1985	Tawas Bay Yacht Club East Tawas, MI	Mary Anna Portner Washington, DC #12470	Bonnie Nickels Linden, MI #13855
1986	Henderson Harbor YC Henderson Harbor, NY	Pamela Tuttle Tully, NY #11650	Fay Regan Miami, FL #11505

YEAR	PLACE	CHAMPION	RUNNER-UP
1987	Buffalo Canoe Club Point Abino Ontario, Canada	Brenda Crane Norwalk, CT #11138	Susan Rogers Stony Creek, Ontario #13671
1988	Mission Bay Yacht Club San Diego, CA	Joni Palmer San Diego, CA #14296	Lynn Huntley Richmond, CA #13783
1989	North Cape Yacht Club Toledo, Ohio	Christine Kronich Sheboygan, WI #13994	Betsy Alison Newport, RI #14388
1990	Rochester Yacht Club Rochester, NY	Jean Palm Oswego, NY #14355	Tammi Jamison Glens Falls, NY #14185
1991	Sail Newport Newport, RI	Betsy Alison Newport, RI #14296	Tammi Jamison Glen Falls, NY #14185
1992	Buffalo Canoe Club Point Abino Ontario, Canada	Cory Sertl Rochester, NY #14298	Betsy Alison Newport, RI #14566
1993	Sheboygan Yacht Club Sheboygan, WI	Hannah Swett Jamestown, RI #14584	Christine Kronich Sheboygan, WI #13930
1994	Royal Hamilton YC Hamilton Ontario, Canada	Susan Rogers Burlington, Ontario #14371	Lori Foster Rochester, NY #14367
1995	Mallets Bay Boat Club Colchester, VT	Susan Rogers Burlington, Ontario #14371	Kathy Connell South Nyack, NY #14714

MASTERS CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
1983	Rush Creek Yacht Club Heath, TX	Stu Anderson Stuart, FL #11702	Buck Ballatin Metairie, LA #9696
1984	Corinthian Yacht Club Seattle, WA	Stu Anderson Stuart, FL #11702	John Teigland, Jr. Allentown, PA #11666
1985	Tawas Bay Yacht Club East Tawas, MI	R. C. "Lal" Burridge St. Louis, MO #11800	Jim Carson Brick, NJ #13710
1986	Henderson Harbor YC Henderson Harbor, NY	Dick Hallagan Newark, NY #12355	Crit Currie Memphis, TN #14099
1987	Buffalo Canoe Club Point Abino Ontario, Canada	Dick Hallagan Newark, NY #12355	Fisk Hayden Fern Park, FL #14066
1988	Mission Bay Yacht Club San Diego, CA	Fisk Hayden Fern Park, FL #14066	Myron Lyon San Diego, CA #13911
1989	North Cape Yacht Club Toledo, OH	Dick Hallagan Newark, NY #14255	Bob Mathers Livonia, MI #14240

YEAR	PLACE	CHAMPION	RUNNER-UP
1990	Rochester Yacht Club Rochester, NY	Dick Hallagan Newark, NY #14255	Joe Dissette Midland, MI #14433
1991	Sail Newport Newport, RI	George Fisher Hilliard, OH #14344	R. C. "Lal" Burridge St. Louis, MO #14229
1992	Buffalo Canoe Club Point Abino Ontario, Canada	Tom Allen, III Buffalo, NY #14524	Bob Crane Darien, CT #14572
1993	Sheboygan Yacht Club Sheboygan, WI	Bruce Goldsmith Hillsdale, MI #14449	Fisk Hayden Fern Park, FL #13970
1994	Royal Hamilton YC Hamilton Ontario, Canada	Don Sherburne Nashville, TN #14588	Sandy Huntsman Red Bank, NJ #14492
1995	Malletts Bay Boat Club Colchester, VT	Dick Hallagan Newark, NY #14655	Cal Schmiede Lewiston, NY #14580

I.L.C.A. SOUTHERN CIRCUIT CHAMPIONS

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YEAR	DEEP SOUTH REGATTA SAVANNAH, GEORGIA	WINTER LIGHTNING CHAMPIONSHIP ST. PETERSBURG, FL	SAVANNAH— ST. PETERSBURG TROPHY	MIDWINTER CHAMPIONSHIP MIAMI, FLORIDA	ST. PETERSBURG- MIAMI TROPHY	SOUTHERN CIRCUIT CHAMPION
1957	Bob Crane	Walt Swindeman				
1958	John McIntosh	Gene Walet				
1959	John McIntosh	Herman Nickels			Alex Carlin	
1960	Carl Eichenlaub	Tom Fallon			Tom Fallon	
1961	Carl Eichenlaub	Hank Cawthra			Hank Cawthra	Bob Lippincott
1962	Bob Seidelmann	Bob Seidelmann			Bob Seidelmann	Bob Seidelmann
1963	Bob Seidelmann	Bob Seidelmann			Bob Seidelmann	Bob Seidelmann
1964	Stu Anderson	Carl Eichenlaub	Stu Anderson	Karl Smither	Karl Smither	Stu Anderson
1965	Stu Anderson	Bob Seidelmann (R)	Bob Seidelmann	Bob Seidelmann	Bob Seidelmann	Bob Seidelmann
1966	Bob Seidelmann (R)	Bob Seidelmann	Bob Seidelmann	Tom Allen	Tom Allen	Bob Seidelmann
1967	Bob Seidelmann	Tom Allen	Bob Seidelmann	Bruce Goldsmith	Harry Sindle	Bob Seidelmann
1968	Bob Seidelmann	Tom Allen	Bob Seidelmann	Bruce Goldsmith	Bruce Goldsmith	Bruce Goldsmith
1969	Bob Seidelmann (R)	Lou Pocharski	Tom Allen	Tom Allen	Lou Pocharski	Tom Allen
1970	Richard Lippineott	A. Marcy Lippincott	Bob Seidelmann	Bruce Goldsmith	Bruce Goldsmith	Bruce Goldsmith
1971	Carl Eichenlaub	Bruce Goldsmith	Bruce Goldsmith	Lou Pocharski	Lou Pocharski	Bruce Goldsmith
1972	Bill Shore	Tom Allen (R)	Bruce Goldsmith	Tom Allen	Tom Allen	Tom Allen
1973	Jack Mueller	Jim Crane	Bruce Goldsmith	Bill Shore	Bruce Goldsmith	Bruce Goldsmith
1974	Bruce Goldsmith	Jack Mueller	Jack Mueller	Bill Shore	Bill Shore	Bruce Goldsmith
1975	Bill Shore	Bill Shore	Bill Shore	Don Delorme	Bill Shore	Bill Shore
1976	Don Delorme	Bruce Goldsmith	Mark Bryant	Bill Shore	Bill Shore	Bill Shore
1977	Bill Shore	James Lippincott	James Lippincott	Bill Shore	James Lippincott	Bruce Goldsmith
1978	Bill Shore	Tom Allen	Jim Dressell	Matt Bryant, Jr.	Jay Lutz	Jim Crane
1979	Bruce Goldsmith	Jeff Boyd	Jeff Boyd	Larry MacDonald, Jr.	Larry MacDonald, Jr.	Jeff Boyd
1980	Peter Isler	Jim Dressel	Jay Lutz	Mark Bryant	Mark Bryant	Jim Dressel
1981	Bruce Goldsmith	Mark Bryant	Mark Bryant	Jim Crane	Jim Crane	Mark Bryant
1982	David Curtis	David Curtis	David Curtis	David Curtis	David Curtis	David Curtis
1983	David Curtis	Ed Baird	David Curtis	Richie Silverman	David Curtis	David Curtis
1984	Bill Shore	Ken Read	Bill Shore/Ken Read	Bill Shore	Bill Shore/Ken Read	Bill Shore/Ken Read
1985	Neal Fowler	Ched Proctor	Ched Proctor	Larry MacDonald, Jr.	Larry MacDonald, Jr.	Larry MacDonald, Jr.
1986	Dick Hallagan	Tom Allen, Jr.	Bill Shore	Jim Crane	Jim Crane	Jim Crane
1987	Larry MacDonald, Jr.	Jim Crane	Brad Read	Bill Shore	Ched Proctor	Ched Proctor
1988	Tom Allen, Jr.	Jim Crane (R)	Jim Crane	Jim Crane	Jim Crane	Jim Crane
1989	Jim Crane	Matt Fisher	Ched Proctor	Tom Allen	-----	Ched Proctor
1990	Lenny Krawcheck	David Dellenbaugh	David Dellenbaugh	Stuart Nickerson	-----	David Dellenbaugh
1991	David Dellenbaugh	Jody Swanson	Brad Read	Brad Read	-----	Brad Read
1992	Lenny Krawcheck	Matt Fisher	Terry Hutchinson	Dave Curtis	-----	Jody Lutz/Dave Curtis
1993	Larry MacDonald, Jr.	Peter Hall	Larry MacDonald, Jr.	Brad Read	-----	Neal Fowler/Greg Fisher
1994	Larry MacDonald, Jr.	Brad Read	-----	Terry Hutchinson	-----	MacDonald/Proctor
1995	Larry MacDonald, Jr.	David Starck	-----	Ched Proctor	-----	MacDonald/Proctor

Footnote:

Deep South Regatta sailed at Savannah Yacht Club, Savannah, Georgia.

Trophies: Deep South Regatta Perpetual Trophy, deeded by the Savannah Yacht Club, retired by winner of it three times. (R)

August A. Busch, Jr. Trophy, deeded to S.Y.C. for the Lightning Regatta.

Winter Lightning Championship sailed at St. Petersburg Yacht Club, St. Petersburg, Florida.

Trophies: Wally Bishop Trophy, presented by Mrs. Wally Bishop.

I.L.C.A. Past Presidents Trophy, deeded by Past Presidents of I.L.C.A. to I.L.C.A. for the winner of combined I.L.C.A. Southern Circuit Champion, presented by I.L.C.A. for the winner of combined Savannah, St. Petersburg, and Miami. No retirement.

Midwinter Championship sailed at Coral Reef Yacht Club, Miami, Florida

Trophies: Regal Cup, deeded to I.L.C.A. by a Miami Company.

Alex Carlin Trophies, presented by Alex Carlin for the Miami-St. Petersburg (Special Formula).

Retired to top skippers' yacht club after nine years.

Buffalo Canoe Club received the trophy in 1969. The second Trophy was retired, after the 1978 Regatta, to Tom Allen for the Buffalo Canoe Club. The third and last trophy was retired in 1988 to the Buffalo Canoe Club, donated by Alex's wife Ethel in his memory.

Southern Circuit - sometimes -“a kind of match racing” or “just beat that boat next to you”



Photos: David Sprague

The 39th DEEP SOUTH REGATTA

Savannah Yacht Club, Savannah, GA, March 4-6, 1995

33 Boats. 3 Races. No Throwout

							Total
1	14441	Larry MacDonald, Jr., Jody Swanson, Rick Hayden, Carlisle, ON	2	2	3		7
2	14701	Brian Hayes, Carter Utzig, Allison Peter, Marblehead, MA	6	5	4		15
3	14552	Josh Adams, Randy Shore, Phil Kinder, Newport, RI	3	6	6		15
4	14695	Len Krawcheck, Chris Jankowski, Jules Ivester, Charleston, SC	11	1	8		20
5	14255	Dick Hallagan, Craig Thayer, Tom Schroder, Rochester, NY	5	15	2		22
6	14519	Josh Kerst, Geoff Moore, Mason Woodworth, Ann Arbor, MI	1	4	20		25
7	14705	Bill Shore, Peter Allen, Meghan McQuern, Newport, RI	8	12	5		25
8	14050	Patrick Hogan, Bunky Wichmann, Scott Lane, Charleston, SC	4	7	16		27
9	14066	Bill Mauk, Reid Hutchinson, Stuart deLisser, Miami, FL	7	17	7		31
10	14139	Jack Elfman, Cindy Lister, Carter Hubbard, Surf City, NJ	12	8	12		32
11	14611	Tom Allen, Sr., Eric Oetgen, Mike Baczynski, Buffalo, NY	9	11	15		35
12	13970	Steve Hayden, Barr Batzer, Rob Zerban, Orlando, FL	15	3	17		35
13	14592	Ross Griffith, Devin Hull, Annie Jeffries, Charleston, SC	10	25	1		36
14	14702	Sam Booke, Cindy Booke, Jeff Eilser, Charlotte, NC	13	9	18		40
15	14678	Tom Allen, Jr., Tom Ray, Lisa Currier, Kenmore, NY	17	16	10		43
16	14698	Bill Fastiggi, Joann Jones, Ray Harrington, Burlington, VT	14	20	11		45
17	14550	Joe Buczkowski, Mike Buczkowski, Peter Longhini, Mantoloking, NJ	20	18	13		51
18	14190	Pierce Barden, Joe Pitcarage, Pete Marriott, Raleigh, NC	16	21	19		56
19	14579	Jim Davis, Les Lashaway, Audrey Matteson, Toledo, OH	19	14	25		58
20	14344	Jim Harris, Steve Harris, Becky Nelson, Berkley, MI	23	13	23		59
21	13911	John McIntosh, Kelly Oetgen, Todd Ripley, Hilton Head Island, SC	27	24	9		60
22	14322	Frank Atkinson, Jr., Mike Weber, Pauline Pennell, W. Palm Beach, FL	21	23	21		65
23	14595	Jim Carson, Bill Bogardus, Ryan Dunn, Brick , NJ	24	19	22		65
24	14338	Frank Kelly, Jr., Joe Cunningham, Mark Stanley, Brentwood, TN	22	10	34		66
25	10956	Brian Starck, Kevin Robinson, Joe Starck, Kenmore, NY	34	22	14		70
26	14073	Gary S. Hurban, Joan Hurban, Doug King, Palisades, NY	25	31	24		80
27	14700	George Nickels, Bill Hopkins, Kelli Levesque, Linden, MI	26	27	28		81
28	11153	Bruce Atkinson, Brian Hughes, Alan Keyes, Rutland, VT	18	32	34		84
29	14680	Bill Killebrew, Ruth Gamble, Bruce Campbell, Nashville, TN	31	29	26		86
30	14106	Bill Sloger, David Sears, Lamar Walter, Mt. Pleasant, SC	29	30	27		86
31	12876	Bob Shapiro, Wern Daigneault, Brad Winslow, North Andover, MA	30	28	29		87
32	14622	Neff McIntosh, Olivia McIntosh, Josh McIntosh, Savannah, GA	28	26	34		88
33	12828	Henry Morgan, Nash McIntosh, Gene Brooks, Savannah, GA	32	33	34		99



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Southern Circuit Gallery



Photos: David Sprague

SAVANNAH - Some Lessons Learned

By Brian Hayes
Connecticut-Rhode Island
District

North American Champion
Crew, 1993



Photo: Mary Huntsman

Sometimes things just fall into place and work out better than you could have hoped for. That's precisely what happened for us at this year's Deep South Regatta. I was fortunate enough to have Allison Peter sailing the front. Allison is definitely one of the best forward crew sailing in Lightnings today and I felt very lucky to have her on the team. During the fall I was fortunate enough to have two opportunities to sail with my middle crew (and boat owner) Carter Utzig. Carter is the perfect teammate. He is always willing to work on the boat at any time (well it was his boat!) and his attitude and personality fit right into the style of sailing I am used to.

If you have never sailed in Savannah it is a very unique place. The sailing area is right where the Skidaway River and the Wilmington River meet. There are many strange tide rips and places where you have to be on the course at certain times to insure a good finish. I have heard many times from people trying to win the Southern Circuit, "Just get out of Savannah without shooting yourself in the foot." Even though we were not intending on doing the entire Circuit it still seemed like sound advice to me.

Our strategy was simple. Find the end of the line where everyone was trying to start and go to the other end. We did no wind checks and put the cover on the compass. It was a long starboard reach to a mark in front of the yacht club. At the jibe mark Spinnakers came down and jibs went up as we beat/reached to the channel marker that had to be honored. At this point it became very much a parade with the top five boats legging it out on the fleet and us left alone in sixth with no one very close until the end.

The finish mark was at the club so that we could sail in for lunch immediately following the race. When we rounded the last weather mark those top five boats were so far ahead I couldn't read their numbers.

We decided that the wind was dying and that we would first sail down, across the river and get to the leeward shore. As we were doing this I noticed the leaders were going very slow in little or no wind. Within five minutes we were 150 yards from finishing and abeam of Larry MacDonald, Dick Hallagan, Josh Adams and Patrick Hogan!! If the wind held for us we might pull off a 2nd. However, as the river gives so doth it take away and just as our breeze died Larry, Josh A., Patrick and Dick sailed



Photo: David Sprague

over top of us to finish in that order behind Josh Kerst who sailed a terrific race to win by a comfortable margin. We relearned a very valuable lesson that morning. You're never out of the race in Savannah. And just in case we tried to forget, Larry would remind us on Monday.

In Race #2, with the course and wind direction the same as the morning race we decided to stick with our same starting tactic, stay away from the pack. As in the previous race the leaders seemed to be able to sail away from the pack and with long reaches positions seemed to stay the same with only the distances between the boats varying. By the time we got to the last weather mark, with only a spinnaker reach to the finish, Lenny Krawcheck had nearly a 1/2 leg lead on Larry (2nd), Steve Hayden (3rd), and Josh K. We were in 5th about 300 yards behind Josh K and about 300 yards ahead of Josh A, who in turn was about 500 yards ahead of Patrick, who in turn was about 300 yards ahead of the pack. It was very weird. We had only been sailing for about an hour and the distances that could be lost or gained were incredible! And all of this happening in such a small racing area. Weird! In any case, Lenny sailed great and we were real happy for him since it was the first day the boat had ever touched the water. Lesson learned: It's just as important to be lucky, like we were on the first spinnaker reach, as it is to be good.

We were very satisfied with our day's results. Two very solid finishes and no bullet wounds in our toes. The standings at the bar after the first two races had Larry (2,2) in first followed by Josh K (1,4), Josh A (3,6), Patrick (4,7), Driving Blind (us 6,5) and Lenny (11,1). There was a large group of boats tied with 20 points but so many of the names listed (Tom Allen, Sr., Bill Shore, Jack Elfman, Dick Hallagan) were names from the 60's and 70's we figured there must have been a glitch in the computer program that did the scoring. If anyone knows who these guys really were please notify me so I can congratulate them on sailing so well and ask them to adopt new aliases!! We made a friendly wager with our two closest competitors, Mr. Krawcheck and Mr. Hogan, and went off to our host's house where hamburgers, hot dogs, beer and wine were awaiting.

Monday morning the race committee had set up the "Savannah Course" (as I call it), something I love to sail. Ever since my first trip to Savannah in 1987 when I was sailing with

Ched Proctor I have always had fun sailing the river with the condition that was set up for Race #3. The tide was high and beginning to ebb. This meant that going upwind you were going with a very strong current and going downwind you were going directly into the same current. Each time I sail this course I find out some new trick that helps my final result. This year was no exception.

Our start was to be near, but not at the weather end of the line. As soon as we cleared the mouth of the Skidaway River we would dive to the starboard shore of the Wilmington River and hope that our tacking was up to snuff as we were going to short tack all the way up the shore. And it actually worked!! With about 20 seconds to go we were 1/4 of the way from the weather end of the line when I noticed a huge midline sag. As the outgoing current had not started in full force yet we trimmed in hard and were going full speed on the line when the start gun went off with no one to weather and no one to leeward. Dick Hallagan won the start at the weather end and was looking very good as was Ross Griffith of Charleston SC just below us to leeward. The three of us swapped ducks and crosses with Josh A and at the weather mark Dick led followed by us, Ross and Josh A. Larry and Josh K were both in the 20's. The three of us had a slight lead over Josh A and Bill Shore as we headed down the marsh staying out of the current. The jibe mark was up the Skidaway River and as we went around the end of the marsh the spinnakers came down and the jibs went up. At the jibe mark Dick was still first, Ross had snuck by us to get 2nd, we were 3rd, Bill was 4th and Josh A was 5th. Josh K was still back in the pack but Larry was moving up, maybe to 12th. At this moment I began to do some quick calculating and determined "If this holds up we could win this regatta!" Big mistake!! (See lesson learned, Race #1).

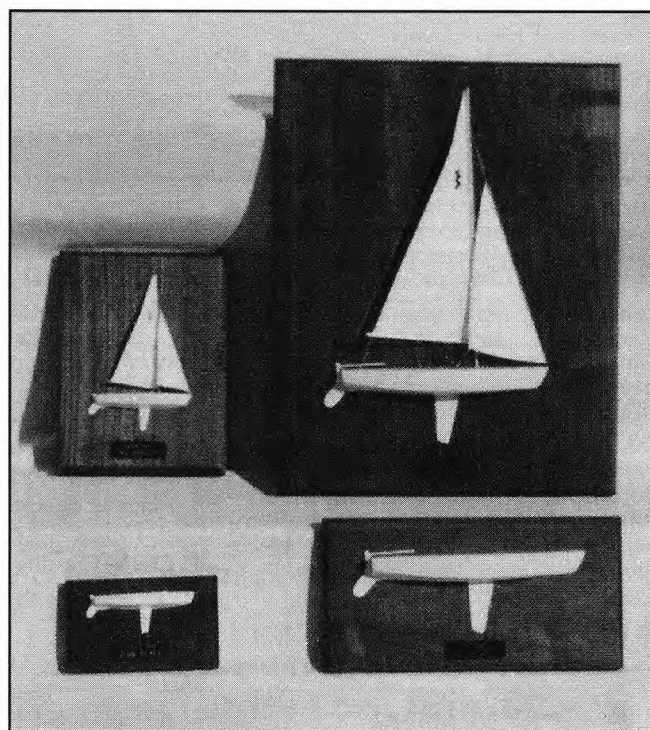
By the time we got to the leeward mark in front of the club the top five were the same but Larry was in 7th!! The next beat was uneventful except that Ross passed Dick and Larry just kept passing everyone in sight! By the next windward mark we were still 3rd, Bill was still 4th and Larry was now 5th. The reach to the jibe mark brought no changes but during the second reach Larry went high into the current, carried more wind with him and passed both Bill and us. On the final beat to the finish we stayed close to Larry and put a bit of distance on Bill. At the end we initiated a short, but heartfelt, tacking duel trying to get by Larry, but as the song goes, "Ya don't tug on Superman's cape, Ya don't spit into the wind, etc., etc." In the end Ross hung on to win Race #3, with Dick 2nd, Larry 3rd, Us 4th and Bill 5th.

The final results had Larry McDonald, Jody Swanson and Rick Hayden in first. 2nd place was a tie between Driving Blind, with myself, Carter and Allison, and Josh Adams' team which consisted of Randy Shore and Phil Kinder. Lenny Krawcheck with Chris Jankowski, Jules Ivester and David Archer (on Monday) in 4th and close behind in fifth was Dick Hallagan with Craig Thayer and Tom Schroeder.

Larry and his team were awesome. Their comeback ability and teamwork made the difference in some very tricky sailing conditions. This is the second year in a row I have brought a boat for Larry to use in Savannah. It is at least the second year in a row he has won. Maybe I'm on to something. Maybe I should tow my own boat next year. Or better yet, "Brian's Lightning Towing Service." Put your bids in for next year's delivery now!!

In conclusion I would like to thank the Savannah Yacht Club, John McIntosh and his race committee and also my team, Allison and Carter, as well as his family. With Cathlean, Meghann and Anna traveling the Circuit it really felt like the family event I think the Southern Circuit was intended to be. Thanks to all you guys.

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The 39th WINTER LIGHTNING CHAMPIONSHIP

St. Petersburg Yacht Club, St. Petersburg, FL, March 9-12, 1995

57 Boats, 5 Races, 1 Throwout

			1	2	3	4	5	Total
1	10956	David Starck, Maria White, Kevin Robinson, Kenmore, NY	1	1	2	6	1	11
2	14441	Ched Proctor, Kathryn Josenhans, Jeff Eiber, Southport, CT	5	5	1	5	3	19
3	14546	Matt Fisher, Rob Ruhlman, Jim Sminchak, Westerville, OH	3	4	3	12	2	24
4	14139	Jack Elfman, Cindy Lister, Will Jeffers, Surf City, NJ	8	20	6	2	4	40
5	14695	Len Krawcheck, Chris Jankowski, Dave Archer, Charleston, SC	4	2	12	9	13	40
6	14678	Thomas Allen, Jr, Tom Ray, Curtis Felix, Kenmore, NY	2	27	7	1	7	44
7	14705	Bill Shore, John Muir, Ed Sherman, Newport, RI	18	9	8	7	6	48
8	14485	Bob Wardwell, Rob Wardwell, Charlie Wardwell, Richmond, VA	11	10	9	14	16	60
9	14345	George Fisher, Tom Emch, Joe Starck, Hilliard, OH	7	6	17	28	14	72
10	14592	Ross Griffith, Devin Hull, Annie Jeffries, Charleston, SC	29	13	10	13	8	73
11	14700	Colin Park, Karen Park, Kyle Militzer, Midland, MI	12	26	20	4	18	80
12	14519	Josh Kerst, Geoff Moore, Mason Woodworth, Ann Arbor, MI	31	3	16	19	15	84
13	14698	Bill Fastiggi, Joann Jones, Ray Harrington, Burlington, VT	19	21	23	3	19	85
14	14050	Patrick Hogan, Bunky Wichmann, Scott Lane, Charleston, SC	32	14	5	27	11	89
15	13970	Steve Hayden, Barr Batzer, Rob Zerban, Orlando, FL	10	19	4	8	DNF	99
16	14255	Dick Hallagan, Robert Cole, Tammi Jamison, Newark, NY	30	24	13	22	12	101
17	14640	Don Brush, Joe Dayton, Ann Brush, Charlotte, VT	15	34	14	17	25	105
18	14530	Bill Faude, Jared Drake, Mike Elmergreen, Chicago, IL	17	16	PMS	10	5	107
19	14657	Skip Dieball, Christy Synowiec, Ernie Dieball, Toledo, OH	14	8	39	26	22	109
20	11153	Bruce Atkinson, Brian Hughes, Alan Keyes, Rutland, VT	25	12	33	18	21	109
21	14552	Josh Adams, Randy Shore, Phil Kinder, Newport, RI	PMS	7	19	16	9	110
22	13886	Georges Peter, Allison Peter, Christopher Vann, Barrington, RI	13	25	34	11	28	111
23	14084	Jeff Linton, Mark Taylor, Judah Rubin, Tampa, FL	22	15	28	30	17	112
24	14701	Brian Hayes, Laura Milne, Carter Utzig, Swampscott, MA	9	29	30	24	32	124
25	14595	Jim Carson, William Bogardus, Tadd Pearce, Brick, NJ	34	11	31	31	23	130
26	14704	Dan Norton, Linda Norton, Dave Laidlaw, Manitou Beach, MI	16	23	15	21	PMS	134
27	11136	Stu Nickerson, Lisa Brauer, Kip Hamblett, Milton, MA	PMS	22	11	33	10	135
28	14119	Tom Niles, John Lauderbach, Glenn Hallett, Auburn, MI	37	35	38	20	20	150
29	13911	John McIntosh, Todd Ripley, Eric Oetgen, Hilton Head, SC	28	38	27	39	24	156
30	14644	Michael Huffman, Meg Huffman, Betsy Altman, Chicago, IL	33	41	32	25	26	157
31	14579	Jim Davis, Derek Gauger, Christine Davis, Toledo, OH	20	40	37	32	30	159
32	14066	Bill Mauk, Reid Hutchinson, Alice Warner, Miami, FL	21	39	41	29	29	159
33	14621	Michael Considine, Dan Moriarty, Eric Bernstein, Chicago, IL	6	17	21	DNF	PMS	161
34	14610	David Wagner, Jane Long, Lars Hansen, Chicago, IL	35	28	24	23	DNF	168
35	13930	Dan Reichelsdorfer, Michou Braun, Pete Orlebeke, Sheboygan, WI	36	43	26	37	27	169
36	14478	Paul Wurtzebach, Peter Sherman, Dirk Hacker, Woodridge, IL	23	36	25	36	DNC	178
37	14424	Paul Gelenitis, Matt Reiser, Stephanie Ruitter, Kearny, NJ	24	18	22	DSQ	DNF	181
38	14611	Thomas Allen Sr, Meredith Allen, Buffalo, NY	42	32	35	48	33	190
39	14220	Mark Whatley, Leslie Whatley, Allan Whatley, Northville, MI	27	33	29	43	PMS	191
40	14322	Frank Atkinson, Jr, Ken Davis, Pauline Pennell, West Palm Beach, FL	PMS	30	42	15	DNF	204
41	14073	Gary Hurban, Joan Hurban, Jim Taylor, Palisades, NY	26	DSQ	45	44	31	205
42	14344	Jim Harris, Steve Harris, Becky Nelson, Berkley, MI	39	DSQ	18	35	DNF	209
43	14241	Alexandre Jacob, Alfonso Fidalgo, Marcela Ricaman, Bogota, Columbia	43	42	44	46	35	210
44	14680	Bill Killebrew, Bill Hofmeister, Mandy Hofmeister, Nashville, TN	41	37	36	38	DNF	210
45	14511	Adrian Irving, Cheree Dillon, Ben Wallace, Chicago, IL	38	46	43	34	DNF	219
46	12876	Bob Shapiro, Werner Daigneault, Brad Winslow, North Andover, MA	45	49	49	42	34	219
47	14415	Joel Humphrey, Jeff Umsted, Lauren Mistor, Keego Harbor, MI	46	DNC	40	41	36	221
48	14006	Bill Meyer, Dave Mickelson, Keith Donaldson, Tampa, FL	47	44	46	40	DNF	235
49	13170	Larry Frost, III, John Marion, Doug Wynne, Baton Rouge, LA	PMS	31	48	45	DNF	241
50	14369	David Bull, Audrey Matteson, Erkki Lempiäinen, Cazenovia, NY	40	50	47	47	DNF	242
51	10165	Rick Bukowsky, Traci Bukowsky, John Bukowsky, Clarkston, MI	51	51	51	49	DNF	260
52	14631	Allan Crew, John Haiges, Henry Weinteld, Palmyra, NY	48	48	50	DNF	DNF	262
53	14619	Carey Long, Sue Fox, Bill Fox, Dyer, IN	44	45	DNF	DNC	DNC	263
54	13711	Duane Good, John Andrews, Phil Andrews, Conneaut Lake, PA	DNC	DNC	53	DNF	37	264
55	14648	Thomas Hopkins, Scott Ingram, Brian Moriarty, Radnor, PA	49	47	DNF	DNC	DNC	270
56	14539	Alfred Morton, John "Curt" Morton, David Kuykendall, Sea Girt, NJ	50	DNC	DNC	DNC	DNC	282
57	378	Mike Yates, Schyler Barnes, Dave Penfield, Skaneateles, NY	DNF	DNC	52	DNC	DNC	284

Southern Circuit Gallery



Photos: David Sprague

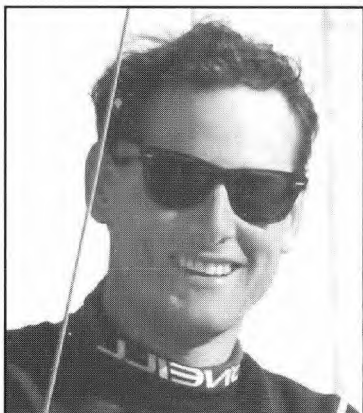
THOUGHTS ON THE 1995 WINTER CHAMPIONSHIP

*By David Starck
Fleet 12,
Buffalo Canoe Club,
Lake Erie District*

*North American Junior
Champion, 1987*

*Canadian Open
Champion, 1990*

*V American Airlines Cup
of Champions, Salinas,
Ecuador, 1994*



*David, Maria White and Kevin Robinson
and their winning style on the water.*

It was a treat (and a nice change) to head down to St. Pete for the Winter Championship and sail a full series in perfect racing conditions. Over the past several years, Mother Nature hasn't acted kindly toward the Lightning sailors on this stop of the Southern Circuit. It was a thrill to win this one.

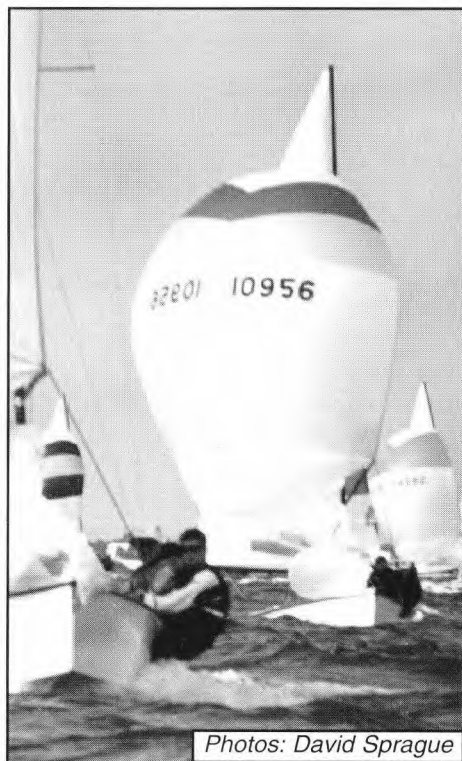
With an official total of 57 entries, the attendance this year was up from last year - a good sign for our class! And, a super showing of 17 Masters were represented. The stage was set for a fun-filled, competitive regatta. My team for this event consisted of the notorious Maria White and the 1991 Winter Championship crew Kevin Robinson.

The racing itself was exciting and lots of fun. The RC ran Olympic courses for each of the five races. With a mid-line mark and square starting lines, general recalls were non-existent. The race management did a good job in this respect, as well as running quality races. Each day of racing was sailed in 13-20 knots of breeze, generally NE'ly. Although wind shifts and wind pressure were prevalent, current across seemed to be a key element in the game plan strategy. Fortunately, we had a pretty good handle on what the current was doing out there.

As always is the case at St. Pete, the onshore activities were lots of fun. Football in the parking lot, exhibition baseball (the attendance figures were a joke), Kevie's "Gitch" checks w/Wh the babes, rum drinks out on the Pier, and last but not least, the infamous St. Pete Yacht Club bar. Who doesn't like having cocktails there?

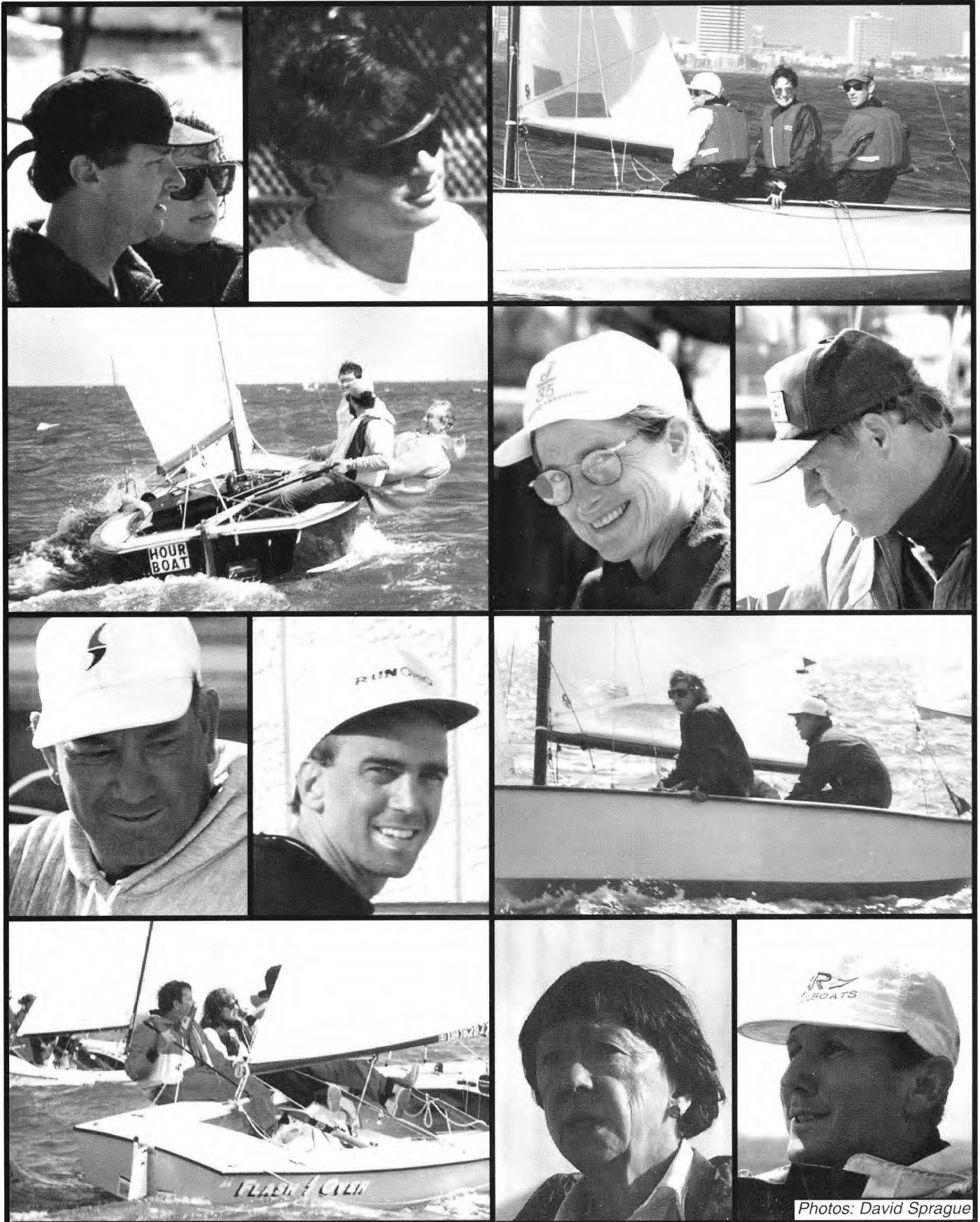
Thank you to the St. Pete Yacht Club, Bruce Watters, the RC team, Kevin and Maria, Brian Hayes, and John Schimert -who let me borrow his boat for the regatta. Also, congratulations to Ched Proctor/Larry MacDonald and all the crew (Rick Hayden/Jody Swanson/Kathryn Josenhans/Ned Roseberry/Jeff Eiber) associated with winning the 1995 Southern Circuit.

I hope to see you next year in St. Pete!!



Photos: David Sprague

Southern Circuit Gallery



The 37th MIAMI MIDWINTER CHAMPIONSHIP

Coral Reef Yacht Club, March 14-16, 1995

24 Boats, 5 Races, No Throwout

			1	2	3	4	5	Total
1	14441	Ched Proctor, Kathryn Josenhans, Ned Roseberry, Southport, CT	11	1	1	2	1	16
2	14552	Josh Adams, Randy Shore, Phil Kinder, Newport, RI	5	9	2	1	2	19
3	14678	Thomas Allen, Jr., Curt Felix, April Richards, Kenmore, NY	1	8	3	8	6	26
4	14139	Jack Elfman, Cindy Lister, Laura Milne, Surf City, NJ	3	2	4	16	5	30
5	14698	Bill Fastiggi, Joann Jones, Ray Harrington, Burlington, VT	10	7	6	6	3	32
6	13970	Steve Hayden, Barr Batzer, Rob Zerban, Orlando, FL	2	11	8	4	14	39
7	14611	Thomas Allen, Sr., Bud Culbertson, Tammi Jamison, Buffalo, NY	6	6	12	5	11	40
8	11153	Bruce Atkinson, Brian Hughes, Allison Peter, Rutland, VT	4	5	5	15	15	44
9	14579	Jim Davis, Christine Davis, Derek Gauger, Toledo, OH	13	19	9	7	4	52
10	14255	Dick Hallagan, Craig Thayer, Erkki Lempiäinen, Rochester, NY	dsq	14	10	3	7	60
11	12876	Reid Hutchinson, Pat Cash, Eric Stibitz, Miami, FL	8	13	13	13	18	65
12	14322	Frank Atkinson, Jr., ?, West Palm Beach, FL	1	18	13	12	8	66
13	14705	Peter Allen, Bill Shore, John Muir, Toronto, ON	dns	4	17	9	13	68
14	14073	Gary S. Hurban, Joan Hurban, Jason Hastings, Palisades, NY	12	12	18	10	16	68
15	14519	Josh Kerst, Betsy Altman, Peter Sherman, Ann Arbor, MI	9	3	7	pms	dsq	71
16	14220	Mark Whatley, Leslie Whatley, Allan Whatley, Northville, MI	dns	10	16	17	10	78
17	14595	Jim Carson, Bill Bogardus, Todd Pearce, Brick, NJ	dns	20	15	14	9	83
18	14511	Adrian Irving, Cheree Dillon, Ben Wallace, Chicago, IL	7	21	11	pms	19	84
19	14241	Alexandre Jacob, Alfonso Fidalgo, Felipe Lisaski, Bogota, Columbia	16	17	14	18	20	85
20	14374	Jon Ewing, Mike Sullivan, Carol Stout, Miami, FL	14	15	19	19	22	89
21	14066	Bill Mauk, Alice Warren, Stuart deLisser, Miami, FL	dsq	16	dnf	11	12	90
22	12640	John Schiefer, Hardy Woodall, Carla Zimmer, Miami, FL	17	22	20	20	17	96
23	12876	Robert Shapiro, Werner Daigneault, Brad Winslow, N. Andover, MA	dns	23	21	21	23	113
24	13010	Ben Liebermann, Carlos Alvarez, Tim Banks, Miami, FL	dnf	dns	22	22	21	115

The 35th SOUTHERN CIRCUIT CHAMPIONSHIP

1995 - 17 Boats, 3 Series, 13 Races, 1 Throwout

1	Larry MacDonald, Jr./Ched Proctor	31	10	Bruce Atkinson	203
2	Jack Elfman	82	11	Tom Allen, Sr.	217
3	Josh Adams	85	12	Jim Davis	229
4	Tom Allen, Jr.	86	13	Bill Mauk	239
5	Steve Hayden	115	14	Jim Carson	244
6	Bill Shore/Peter Allen	116	15	Frank Atkinson, Jr.	276
7	Bill Fastiggi	139	16	Gary S. Hurban	294
8	Josh Kerst/Geoff Moore	149	17	Bob Shapiro	370
9	Dick Hallagan	153			

The winning boat photo below by Dave Sprague



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Southern Circuit Gallery



MIAMI MIDWINTER REGATTA

*By Ched Proctor
Fleet 126
Cedar Point Yacht Club
Connecticut-Rhode Island
District*

*1993, 1994
North American Champion
1987, 1989
Southern Circuit Champion*

Photos by David Sprague



Ned Roseberry flew down Monday night to sail with Kathryn and me in Miami. We had sailed against Ned as Matt Fisher's teammate in past regattas, but this was our first time sailing together. The first day things did not go well. We were rolled coming off the starting line, then pushed to the left side of the course. The right side was on the inside of the last shift at the weather mark. We rounded in the middle of the pack, got in a bit of a luffing match, then things started to look better as we got to the inside of a mess at the jibe mark. However, there was some disagreement about the overlap situation. We managed to avoid a collision and the protest room, but succeeded in hitting the jibe mark on the wrong side. The funny part was that Kathryn, on the deck jibing the pole, didn't realize anything was wrong. We had to tell her the spinnaker needed to come down and the jib go up, so we could go back and round properly. She asked, "I did my job; what the heck were you guys doing back there?" The redeeming factor was that the weather and breeze were beautiful. It was a perfect day for yacht racing as it often is in Biscayne Bay. Oh well, tomorrow is another day!

The next day was fantastic also and things went better as we won both races. In the first race we started in the middle of the line. Jack Elfman was a couple of lengths to leeward and going well as he did for the entire circuit. The battle for second place got really interesting. For a time it looked as if we could be first at the mark, but a late right hand shift, played perfectly by Bruce Atkinson, put him around in the lead. On the run the wind filled from the left and brought several boats up close behind Bruce. I think four rounded nearly overlapped. Jack Elfman got into a tight situation, which led to some rather vocal exhortations with two other boats. Since he is a soft spoken conservative fellow, Jack elected to do a 720 which made everyone happy. Then he went to work and passed the whole bunch to finish second.

The wind got lighter for the start of race three and was a bit shifty. We started at mid-line. Geoff Moore port tacked the fleet at the start. I made the snap decision to tack below him with the idea of crossing all the boats farther up the line. This was about 30 seconds after the start. We couldn't cross and had to duck a few boats. The boats from the weather end were all crossing us, making the decision to tack look like a bad one. Tom Jr. was the weather-most boat. He tacked and the two of us sailed out to the right. The majority of the fleet tacked to port above us, but when the wind went back to the right, we were able to tack and cross. Josh Adams had us worried as he came out of the left side, but the right won. Tom was first at the weather mark;

we were second and Josh third. The reaches were the usual parade and on the second beat, we and Josh got past Tom. On the last beat, we covered Josh to protect our lead. We had a few uneasy moments as we were obliged to split tacks, but we held on to win the race.

Historically, we have gone into the last day of Miami in good position and proceed to mess up and lose the regatta. This time, carrying an 11th in the first race, we were not in great shape. We were fourth, Elfman was leading with nine points. Tom Jr. had 12 and we were tied at 13 with Bruce Atkinson, Josh Adams was two behind.

In race four we got what appeared to be a good start, but proceeded to sail the first beat 100% out of phase. Jack Elfman sailed perfectly in phase, tacking onto port right off the line, then coming back to the left shift at the right time. Jack rounded first, we were about 7-8th and lost more when the spinnaker twisted on the set. The rest of the race was a bit of a project. Ned commented that it was the most satisfying of all the races because we had to work hard for our position. We finished third, but it turned out to be second because the second boat across the line was PMSed.

We thought we were tied with Josh Adams because we didn't know that the second place boat from the previous race was PMSed. Also, the protest from race one had yet to be decided, so we really had a two point lead. I think it was fortunate to believe we were tied because it made us concentrate more.

The wind went light just before the start. The first start was a general recall. This was fortunate because Josh popped up on our lee bow and we weren't tuned for the light air. At the real start, we started mid-line and Josh started up to weather. We set up a little too near the line, so didn't get enough momentum out of the blocks. The wind shifted to the left and everyone tacked to port. The early part of the race became a drag race out to the right. We were right in the middle. Josh was leading the pack which had tacked first. Periodically, a puff would make them look good, but then the boats farthest left would look to be miles ahead. It was just a matter of who got the puff.

When Josh eventually tacked, he was looking good, but our puff was a little better than his so we came out ahead. That was essentially the race, as we covered him the rest of the way.

Kathryn Josenhans and Ned Roseberry and I enjoyed the sailing at Miami and it felt good to win this regatta after numerous near misses in past years. We are looking forward to more good sailing in '95. I feel that I was fortunate to have great people to sail with me. Not only do Kathryn, Jeff and Ned work really hard to do well, but I think we had a great time in the process.

Southern Circuit - the mark roundings went something like this - "close" competition

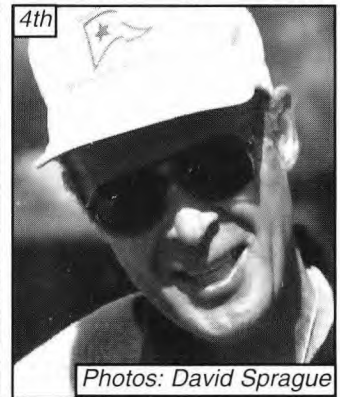
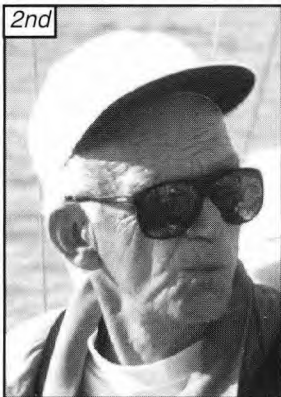


Photos: David Sprague

MASTERS MIDWINTER CHAMPIONSHIP

St. Petersburg Yacht Club, March 9-12, 1995
17 Boats. 3 Races. No Throwout

			1	2	3	Total
1	14139	Jack Elfman, Cindy Lister, Will Jeffers, Surf City, NJ	1	2	3	4.00
2	14345	George Fisher, Joe Starck, Tom Emch, Hilliard, OH	2	1	1	7.00
3	14700	Colin Park, Karen Park, Kyle Militzer, Midland, MI	1	3	3	11.00
4	14255	Dick Hallagan, Bob Cole, Tammi Jamison, Rochester, NY	3	4	4	12.00
5	13886	Georges Peter, Allison Peter, Chris Vann, Barrington, RI	8	2	2	14.00
6	13911	John McIntosh, Todd Ripley, Eric Oetgen, Hilton Head, SC	4	6	6	17.00
7	14579	Jim Davis, Christine Davis, Derek Gauger, Toledo, OH	-7	5	5	20.00
8	14073	Gary Hurban, Joan Hurban, Mark Taylor, Palisades, NY	5	8	7	23.00
9	14611	Thomas Allen Sr, Meredith Allen, Buffalo, NY	6	9	8	26.00
10	14369	David Bull, Erkki Lempiäinen, Audrey Matteson, Cazenovia, NY	10	7	9	38.00
11	14006	Bill Meyer, Dabe Mickelson, Keith Donaldson, Tampa, FL	9	11	DNF	40.00
12	13711	Duane Good, John Andrews, Phil Andrews, Conneaut Lake, PA	12	10	DNF	42.00
13	14631	Allan Crew, Henry Weinfeld, John Haiges, Palmyra, NY	DNC	14	10	43.00
14	14619	H. Carey Long, Sue Fox, Bill Fox, Dyer, IN	13	12	DNF	47.00
15	378	Mike Yates, Schyler Barnes, Dave Penfield, Skaneateles, NY	11	DNF	DNF	49.00
16	14648	F. Thomas Hopkins, Scott Ingram, Brian Moriarty, Radnor, PA	DNF	13	DNF	50.00
17	14539	Alfred Morton, John "Curt" Morton, David Kuykendall, Sea Girt, NJ	14	DNF	DNF	51.00
			15	DNF	DNF	

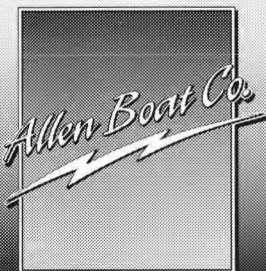


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WINTER MASTER'S CHAMPIONSHIP

By- *The Fat Old Guy*
Jack Elfman)

Fleet 196
 Surf City Yach Club
 Central Atlantic District

1995 North American
 President's Cup Champion

Photos by
 Hal Lyness and Dave Sprague



Thirty percent of this year's overall fleet at St. Pete was entered in the Master's Championship. Shore, Carson and one or two others are old enough but can't, or don't, find crew who are old enough to make the qualifying age. I, of course, am old enough and had enough total crew years. This led to ruining Will Jeffers' week when he had to come forward with Cindy and me to receive our first place Master's trophies. I don't know what's wrong with young, hot-shot crew like Will. Last year he only received one trophy at St. Pete (first overall sailing with Brad Read). Wouldn't you think that he would be very excited about a fourth overall and first in the Master's? His teammates were very excited.

In the first race, George Fisher's team and our team sailed the entire race almost locked together, with George pulling ahead at the end for the win (7th overall); we were 2nd (8th overall) and Colin Park third. In the next two races the wind was really up and I couldn't distinguish the Masters from the Youngsters. We were able to win both races with Dick Hallagan getting a 2nd in race 2 and Colin a third in race 3, while George was third and second. With the breeze we had, my teammates ("crew" to us old guys) were happy that I held off on my diet (until the next century) and that I rode my bicycle in January (2) and February (3) so that I could hold up (or down) my end of the boat. As usual, St. Pete is a great place to go in early March and for a Lightning regatta. The wind was up, finally, for a major Class event and my teammates and I had a ball. Will and Cindy did a fantastic job all week and without their help and hard work we would not have had the great finishes that we did. (Thank you both!)

In reflecting back on the 1995 trip to St. Pete and to the entire Circuit I couldn't help thinking about Arnold Schwartz (everyone in our boat in St. Pete had sailed with Arnold; he brought Will into sailing and taught me how to get from the back of the fleet to the front). I crewed for Arnold on my first trip to St. Pete in 1962, double-decked the Circuit with the Schwartz family for years, and in 1975, Arnold and "Shrub" Peters sailed the Circuit and the Worlds in Ecuador with me. Jack Elfman and the ILCA owe a lot to "Arnie." He was a good friend to all. I looked at the St. Pete fleet and found names of fathers, whom I have raced against for years, of daughters and sons who are Lightning sailors racing and crewing now; I talked to the old-timers who sailed for years and stopped by to say hello (and tell us how much they miss the Lightning Class) and to the many good newcomers to the Class. I thought of all the good times I have had in a Lightning in the almost 54 years since my father

put me in 787, an 1100 lb. Lightning that he and his father had built from scratch. Over the past several years I have been racing J24s, J27s, Snipes and some other classes where the people are nice, the boats are OK and the racing is good (even if some of their Class rules are slightly off the wall). But, as Stu Nickerson keeps telling us as he picks up his yearly trophy at the NAs, I "just want to keep coming back to compete with my friends in the Lightning Class." I think Lightning people are the nicest, the competition is the deepest, and the boat is much more interesting and fun to sail (and harder - that's a big chute). We are a third-generation Class (T.A., Jr, Randy Shore, young McIntoshes in Savannah) and it won't be long before there are fourth generation sailors out there working us over and becoming part of this great Lightning family.

In closing this (short) article, I would like to add that the Winter Master's Championship at St. Pete is a good idea and a good format as it is now in place. It brings all generations of Lightning sailors together, in one place, at one time, and makes us a big family. It brings long-time Class members like Tom Hopkins back, it brings Dr. Good and Al Morton out to race and to mix it up with the new young turks like Dave Starck, Josh Adams, Dan Norton, Jeff Linton, Steve Hayden, et al. This mix of the generations can only help the Class grow and remain strong.

I think what I am trying to say with all this is that if you like sailing the Lightning, like people, like warm, sunny weather, and like to have a good time, then hit the road to regattas and make sure St. Pete is at the top of your list. And if you don't want to steer or you can't think of a crew, get your hands on an old Yearbook and ask someone who sailed the Circuit or the NAs in that year, and give them a call; maybe that way we could get a Jim Dressel, a Bob Seidleman, a John Collins, a Jack Mueller or some other old-timers to come out to play with us again.

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Cedar and Spruce in the Big Time

By Mike Yates

Fleet 1

Skaneateles Country Club

Central New York District

Lightning #2 and #378

Flashes

Cedar and Spruce Column

It's Southern Circuit time, and this year Dave, Schyler and I decided to take #378 down to St. Pete to race with the big dogs.

We had a good season racing #378 last year, sailing her right up to Christmas. As a result, she needs quite a bit of work this spring. Unfortunately, I don't have time to get everything done I'd like before leaving for St. Pete.

Saturday we moved the boat into the workshop from the barn. A couple of days' work resulting in a refinished transom, including a new name; a freshly painted deck canvas; new hiking straps; reattach bottom planking below the chain plates; and new spinnaker guy cleats. Repainting and varnishing the interior will have to wait until May.

I recommend anyone considering a trip to the Southern Circuit in future years bring a spare tire. It seems our friends down south have roads hazardous to the health of trailer tires. In six years I've never had a flat, but I did on the way south. Fortunately I was near a town and quickly on my way.

I wish that had been the extent of my trailer woes. Unfortunately a blown wheel bearing in Ocala, Florida, allowed me to make more new mechanic friends.

The general wind conditions for day one of this regatta were very strong, 20 to 25 knots with waves to match. After a morning delay to wait for lighter winds, we headed out to do battle.

A good start had us well in the fleet. Old #378 fought her way upwind, scratching and clawing her way to the weather mark. All was well until tragedy struck during the last down wind leg.

The skipper had a momentary loss of direction, forcing an unplanned jibe with the spinnaker up. In a Herculean effort to correct this problem, our fair skipper ripped the tiller right out of the rudder, leaving the crew scrambling to drop the sails while the boat sailed on aimlessly.

Not to worry, the crew did their job, the skipper yelled a lot, and we were able to sail in under jury rigged rudder. A trip to a neighboring furniture repair shop resulted in a new tiller.

Day two dawned with winds similar to the day before. Having not learned our lesson we ventured forth. Trouble striking even before reaching the start line. Rudder trouble quickly reappeared. Our harebrained skipper had not put the rudder on all the way, allowing it to pop out half way to the course.

Once again our crew scrambled to recover; dousing sail, reinstalling rudder, and hoisting sail.

We made it to the start line just in time to join the fun.

Our performance to windward was awesome. Beating several younger Lightnings (i.e., plastic) around the windward mark. Earlier our skipper, in one of his more bright pronouncements declared "no spinnaker". We raced around the course. Passing

some boats, losing others. Our down wind speed did not seem adversely affected by a lack of kite. Upwind the old biddy was deadly.

This turned out to be our best day of racing for several reasons. First we beat more than one boat, greatly improving our standings. Secondly, we didn't break anything.

The typhoon like conditions continued, and its effects on #378 were becoming apparent. The mast step had deformed the hull resulting in an insidious rise in water level in the boat. The rig was loose, the new tiller squeaked, and the never ceasing bilge pump couldn't keep up.

Half way out to the course, the skipper made the second of his astute declarations, "Let's go to the bar." For fear of breaking something important and ruining our day, we headed for the shelter of the harbor.

This turned out to be very wise. Back in port we monitored the race on VHF, and overheard many discussions on boats going over, running into one another, and other tragedies.

In summary, we had a great time sailing with the big dogs. The race committee, St. Pete Yacht Club and sailors were quite patient with us and we all had a good time. It was nice to see the appreciation these competitive sailors have for wooden boats like #378.

Next year I hope to see more woodies at St. Pete. The format they would employ allows us to race in the morning, leaving us with free afternoons for socializing and enjoying each other's boats.

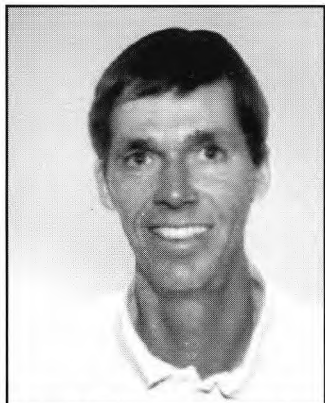


Photo: Karen Johnson

XLI CAMPEONATO SUDAMERICANO

By Tito Ganzales

Fleet 490, Aculeo Lake Fleet, Chile District



Hace más de doce años atrás que fue la última oportunidad que tuvimos de navegar en el Río de la Plata en Buenos Aires. Fue en el año 1983, donde celebramos el 29th Campeonato Sudamericano de la clase Lightning.

El pasado Marzo de 1995, 22 botes de Argentina & Chile estaban en la partida de la primera regata organizada por el Yacht Club Olivos en las achocolatadas aguas del Río de la Plata.

Vientos suaves y moderados durante toda la serie de seis regatas, con excepción de la última regata le pusieron suspenso al evento teniendo tres equipos la posibilidad de coronarse campeón hasta casi la última regata. La tradicional corriente del Río jugó una vez más un interesante papel. Afortunadamente uno de mis tripulantes, Christian Herman, vive y navega en el río desde hace tres años.

Chile fue representado por cinco equipos, dos de ellos de la Escuela Naval, que obtuvieron también el Título del Campeonato Sudamericano de las Escuelas Navales.

Echamos mucho de menos no haber tenido equipos de Perú, Ecuador, Colombia Brasil que le hubiesen dado el toque necesario a este evento. Quizás este es ya el momento de cambiar la reglamentación de los Sudamericanos y empezar a pensar en otras alternativas para tener más países, más botes y más competencia. Lanzo la idea de que el país organizador coloque todos los botes y que sean sorteados para cada regata, de tal manera que no sea necesario transportar los botes, lo que ha sido, es y será siempre el problema número uno al que nos vemos enredados todos los años cuando queremos ir a competir a Perú, Ecuador, Brasil, Colombia, etc....

Hagamos algo nuevo: probemos aunque sea una sola vez y veamos que ocurre. De seguro existen otras posibilidades para salvar estos campeonatos.

Nos vemos en el próximo sorteo, amigos.

41ST SOUTH AMERICAN CHAMPIONSHIP

It has been twelve years since our last opportunity to sail on the Rio de la Plata in Buenos Aires when the 29th South American Championship of the Lightning Class was celebrated.

In March of 1995, twenty-two boats from Argentina and Chile gathered on the starting line for the first race. The event was organized by the Olivos Yacht Club in the chocolate brown waters of the Rio de la Plata. The conditions were light to moderate in all the races except for the last race. There was great suspense as three teams vied for the championship going into the final race. Once again, the traditional current of the river played an interesting role. Fortunately one of my teammates, Christian Herma, lived and sailed on the river three years ago.

Chile was represented by five teams, two of them from the Naval School. One of these also held the title of the Naval School South American Champion.

We very much missed the teams from Peru, Ecuador, Colombia and Brasil who would have given the necessary touch to the event. Perhaps now is the time to change the regulations of the South Americans and begin to think of other alternatives in order to have more countries, more boats and more competition. One suggestion is for the organizing country to supply all the boats and conduct a round robin style regatta. This would eliminate the problems encountered every year in transporting the boats to and from countries when we wish to compete.

Let's do something new. Let's try it for one year and see what happens. I'm sure there are other suggestions as well that can save this championship.

We'll see you at the next event, my friends.

Editor's note: Tito's articles were translated by Audrey Matteson who apologizes for any unintentional error in translation.

LOS JUEGOS PANAMERICANOS

By Tito Ganzales

Terminando el Campeonato Sudamericano en Buenos Aires, nos fuimos por auto a 400 Km hacia el Océano Atlántico para prepararnos para los Juegos Panamericanos en la ciudad de Mar del Plata, balneario de más de un millón de personas, con casinos, buenos restaurantes, club nocturnos y llena de vida.

Tuve la suerte de navegar con la misma tripulación que ganamos el Sudamericano. En la proa Cristian Herman y al medio el buenmozo y viejo acompañante mío durante muchos años German Schacht.

Seis botes de seis países estaban listos para empezar la serie de diez regatas con un descarte con el nuevo esquema de trapezoide que reemplazó al tradicional Triángulo Olímpico de seis piernas. Pocos participantes en las diferentes clases panamericanas estaban acostumbrados a este nuevo curso y en nuestra clase un claro ejemplo fue el brasileño Claudio Bieckark que perdió de ganar una regata que tenía en el bolsillo y que al final terminó último.

Vientos de diferentes direcciones casi todos los días, moviéndose entre los seis y quince nudos en la mayoría de las regatas con excepción del último día que sopló entre dieciseis y veinte y uno nudos le pusieron emoción a un evento que tuvo al argentino Alejandro Coya como líder absoluto durante las primeras cuatro regatas. Desde ahí en adelante y hasta el final nuestro bote lideró la clase.

En segundo lugar y haciendo una segunda mitad de campeonato a buen nivel terminó nuestro ya tradicional amigo y rival en varios juegos panamericanos pasados, Claudio Bieckark, con su inseparable tripulante Gunnar Ficker.

En tercer lugar el recién iniciado en la clase Lightning, el local Alejandro Coya que dio que hablar y que merecidamente se quedó con la medalla de bronce. En cuarto lugar finalizó otro conocido participante, el ex campeón mundial Peter Hall, que hasta ahora no ha tenido fortuna en estos juegos. En quinto lugar Jim Crane, que pagó caro no haber tenido una tripulación más pesada. Era un candidato serio a medalla. Y, en último lugar, nuestro conocido rival en Salinas, Ecuador, Juan Santos, quien junto a su tripulación sintió el peso de haber navegado en condiciones de viento y mar que no existen en Salinas, su casa.

Para todos los que estuvieron en Mar del Plata, Argentina, les deseo mucho éxito en el futuro.

THE PANAMERICAN GAMES

Finishing the South American Championship in Buenos Aires, we went by car 400 Km toward the Atlantic Ocean in order to prepare for the PanAmerican Games in the city of Mar del Plata. It is a city of more than a million people, with casinos, good restaurants, night clubs and is full of life.

I had the luck to sail with the same crew that won the South Americans: in the bow Cristian Herman and in the middle a good and old friend who has sailed with me many years German Schacht.

Six boats from six countries were ready to begin the series of ten races with one throwout with the new trapezoid course that replaces the traditional triangular Olympic course of six legs. Few participants in the different PanAmerican classes were accustomed to this new course. In our class a clear example was the Brazilian Claudio Bieckark that missed winning one race that he had in his pocket and that to nearly the finish.

The wind was from different directions almost every day, moving between six and fifteen knots in most of the races with the exception of the last day when it blew between sixteen and twenty-one knots. It gave emotion to an event that had the Argentine Alejandro Coya as absolute leader during the first four races. From there forward and until the end our boat led the class.

In second place, and making a good finish in the second half of the championship, was our already traditional friend and rival in several previous PanAmerican Games, Claudio Bieckark, with his inseparable crew Gunnar Ficker.

In third place was the recent initiate in the Lightning class, the local Alejandro Coya, who with merit held on to the bronze medal. In fourth place was another well-known participant, the past Lightning Class World Champion from Canada, Peter Hall, who until now had not had luck in these Games. In fifth place was Jim Crane, United States, who paid dearly for not having one more heavy crew. He was a serious candidate for a medal, and, in last place, our well-known rival from Salinas, Ecuador, Juan Santos, who together with his crew lacked the weight needed to sail the windy conditions which do not exist in Salinas, his home.

For all who were in Mar del Plata, Argentina, I wish much success in the future.

Editor's note: Tito's article was translated by Audrey Matteson, who apologizes for any unintentional error in translation.

The 43rd EUROPEAN OPEN CHAMPIONSHIP

Helsinki Sailing Club, Finland, June 26 - July 1, 1995

23 boats, 6 races, 1 throwout

23 boats, 6 races, 1 throwout				1	2	3	4	5	6	Total
1	USA	14355	Bram Palm, Kristen Hallagan, Peter Hallagan	1	2	4	1	2	dnc	9.5
2	USA	14478	Paul Wurtzebach, Susan Daly, Peter Sherman	dnf	1	5	4	3	2	14.75
3	ITA	14731	Mario Noto, Giuseppe Alagna, Mario Alagna	2	3	7	8	5	3	20.00
4	SUI	13790	Urs Wyler, Walter Dürr, Gilbert Dürr	pms	4	3	3	6	4	20.00
5	USA	14255	Dick Hallagan, Lori Foster, Brian Hughes	4	5	1	9	7	5	21.75
6	FIN	14274	Leo Korhonen, Hartti Nisonen, Antti Varheenmaa	3	6	6	5	16	8	28.00
7	CHI	11011	Tito Gonzalez, Rodrigo Zuazola, German Schacht	pms	pms	8	2	1	1	36.50
8	FIN	14364	Samppa Salminen, Tero Kotimäki, Keijo Kotimäki	5	14	2	10	8	pms	39.00
9	FIN	14638	Olli Muroke, Erkki Lempiäinen, Tuomas Pihkala	14	11	10	6	4	10	41.00
10	USA	14593	Bob Harkrider, Sharon Harkrider, Clay Rumble	6	13	11	7	9	9	42.00
11	FIN	14534	Kimmo Aromaa, Jari Aromaa, Mika Aromaa	8	7	14	12	10	7	44.00
12	FIN	14494	Juha Hämäläinen, Asko Hämäläinen, Tuomo Pirinen	7	8	18	15	11	14	55.00
13	ITA	14239	Sergio Rustichelli, Vittorugo Mearini, Marcello Cesari	14	9	12	13	12	11	57.00
14	FIN	14179	Saku Vento, Sampsa Hyysalo, Kari Salenius	16	12	9	dnf	14	12	63.00
15	SUI	12951	Jacques Perret, Audrey Matteson, Thierry Monnier	15	15	19	14	17	6	67.00
16	FIN	14535	Antero Punttila, Waltteri Karhusaari, Erkki Punttila	9	10	22	17	13	dnc	71.00
17	ITA	14361	Gaspere Buffa, Giovanni Buffa, Luigi Anca	10	pms	13	11	dnf	13	71.00
18	FIN	14269	Markku Paloma, Martti Kalapuro, Mika Vartiäinen	12	18	21	21	15	17	83.00
19	FIN	14491	Heikki Hämäläinen, Jussi Hämäläinen, Timo Niskonen	13	16	16	16	dnf	dnc	85.00
20	SUI	14664	Peter Graf, Margrit Graf, Matthias Knopfel	18	19	17	20	20	16	90.00
21	FIN	14430	Lauri Hemming, Taina Vuorela, Panu Jalas	20	20	20	18	18	15	91.00
22	FIN	13438	Timo Ahomäki, Riitta Kangas, Mika Lamminen	19	17	15	19	dns	dnc	94.00
23	FIN	14496	Matti Bruun, Markku Kallio, Pauli Kallio	17	21	23	dnf	19	dnc	104.00

HSK, Helsinki, Finland



Opening ceremonies



Photo: Audrey Matteson



Photos: Unto and Anna-Liisa Mäenpää

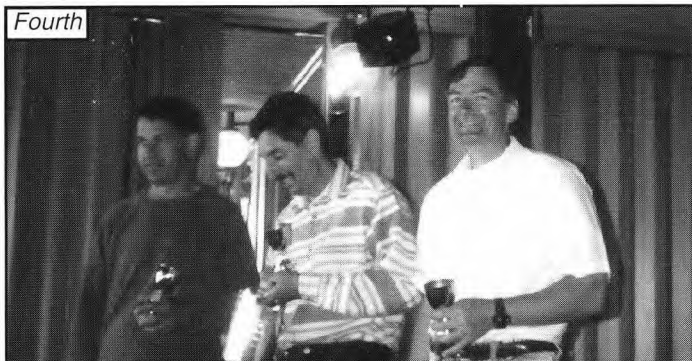


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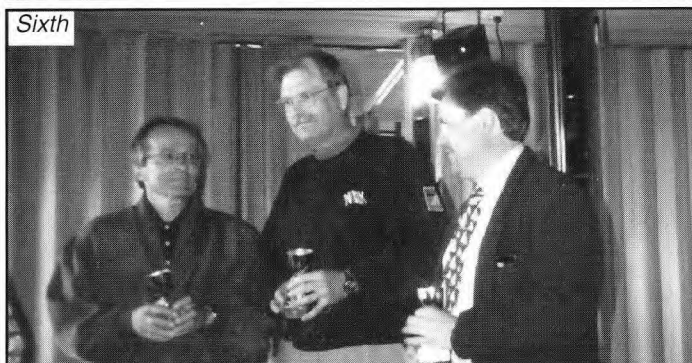
The 1995 European Champions



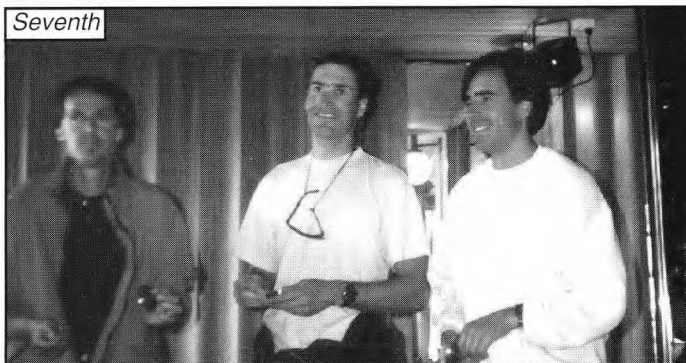
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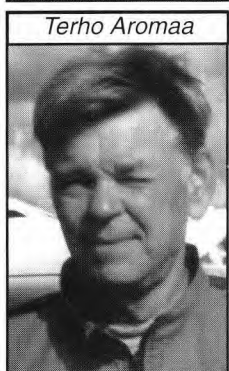
Fifth



Sixth



Seventh



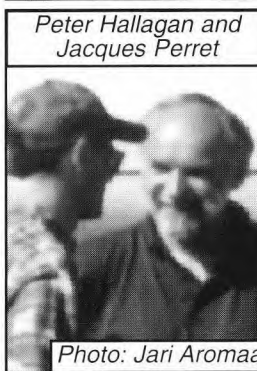
Terho Aromaa



Margrit Graf



Bob Harkrider



Peter Hallagan and
Jacques Perret

Photo: Jari Aromaa



- Gianni and Franca Pellegrino -



Kari Mäenpää, Antero Punttila, Samppa Salminen, Tero Kohimäki

Photo: Jari Aromaa



The Hemming triplets from Finland - Youth Worlds @ 2008?

Photos: Audrey Matteson

VALOISIA ÖITA JA TUULISIA PÄIVIÄ LIGHTNING LUOKAN EUROOPANMESTARUUS KISOISSA VUONNA 1995 HSK: I LA

By Peter and Kristen Hallagan
Fleet 77, Newport Yacht Club
Central New York District

suomennos (Finnish by)
Matti Varheenmaa
Fleet 456, Tuusulanjärvi YC
Finland District

(Peter (c)- Junior North
American Champion 1983)



Photo: Audrey Matteson

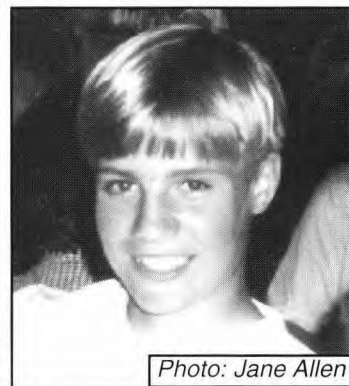


Photo: Jane Allen

Euroopanmestaruuskilpailut vetivät tällä kertaa tavanomaista suuremman määrän kansainvälisiä purjehtijoita mukaansa (Chilestä, Italiasta, Sveitsistä, ja USA :sta) johtuen varmaankin siitä, että Helsingissä purjehditun kilpailun jälkeen olivat seuraavalla viikolla vuorossa Maailmanmestaruuskilpailut Kuopiossa. Koska asumme Euroopassa (tarkemmin sanoen Krakovassa, Puolassa) meillä on ollut loistavat mahdollisuudet osallistua EM-kilpailuihin Kreikassa (-93), Sveitsissä (-94) Dick Hallaganin kanssa ja nyt Suomessa Bram Palmin kanssa. Olemme vahvistaneet vanhoja tuttavuuksia ja tehneet miellyttäviä uusia tuttavuuksia. Menimme jopa niin pitkälle että aloitimme Italian kielen kurssin tänä keväänä, jotta voisimme kommunikoida paremmin "i ragazzi de Italia" (Italian poikien kansaa). Lightning luokka on tunnettu sen poikkeuksellisesta toveruudesta ja elinikäisestä ystävytydestä (meidän tapauksessa jopa avioliitosta!!), ja tarjoaa loistavan mahdollisuuden tavata

ja tutustua ystäviin ympäri Eurooppaa ja eteläAmerikkaa - todellakin ILCA on nimensä mukaisesti kansainvälinen.

Helsingfors Segel Klub (HSK) sijaitsee 5 minuutin matkan päässä Helsingin keskustasta ja kilpailualue 30 minuutin purjehduksen päässä rannasta. Lyhyen purjehduksen jälkeen olemme avoimella merellä ja lähellämme on muutama Suomen 40.000 :sta saaresta. Tämä mahtava purjedusalue tarjosi mielenkiintoiset vedet, mukavat pikku aallot, jatkuvat tuulenkäännytymät ja maantieteen tuomat vaihtelut. Mukavinta oli monet ennustamattomat tuulen käännytymät. Harjoitus kilpailussa kykenimme oppimaan yhden pääasian - kun tuuli puhalttaa mereltä, oikea laita on paras.

Monta hienoa asiaa tekivät 1995 Euroopanmestaruuskisat fantastiseksi regataksi, ja ehkä kaikkein ilahduttavinta oli todeta kaikkien viiden kilpailuun osallistuneen maan venekuntien kilpailukyky. Jokaisella maalla oli ainakin jossain lähdössä oli viiden parhaan joukossa neljä eri kansallisuutta, mikä kuvastaa eri Lightning-valmistajien ja purjehtijoiden kansainvälistä kilpailukykyä. Kaikki lähdöt purjehdittiin mukavassa 6-11 m/s:n mukavassa meritulessa, lukuunottamatta ensimmäistä lähdöä, jolloin tuuli kuoli hetkeksi kokonaan.

Pitää onnitella kippariamme Bram Palmia (lempinimi "Scandiman") johtuu Rautalammit kotoisin olevasta isoisästä) chystä purjehduksesta jolla voitti mestaruus. (Siis melkein Suomalainen miehistö voitti EM:t, sillä onhan Peter Hallaganin äiti nimeltään Anne Salo, jonka isä kotoisin Suomesta, Salosta huom: tämä on kääntäjän kommentti). Kiitämme Bramia, että hän ensinakin tuli eurooppaan ja että saimme purjehtia hänen kanssaan. Kuuden parhaan joukkoon purjehtivat Paul Wurtzebach USA (2.), Mario Noto ITA (3.), Urs Wyler SUI (4.), Dick Hallagan USA (5.) ja Leo Korhonen FIN (6.) miehistönään Hartti Nisonen ja Antti Varheenmaa.

Mitä parhaimmat kiitokset haluamme osoittaa HSK:lle. Olemme osallistuneet tosi moniin kilpailuihin, ja voimme vakuuttaa että HSK on ensiluokkainen kilpailujen järjestäjä. Kilpailukomitea järjesti crinomaiset radat, startit tepehtuivat tyylikkäästi ja täsmällisesti eikä muutenkaan tuhannut aikaa lähtöjen välillä. Hienot Kilpailut. Lopuksi te jotka ette olleet Helsingissä - alkää jätäkko seuraavaa mahdollisuutta käyttämättä. Helsingin yöelämä, tanssi (erityisesti "Kaarle XII" :ssa) ja yötön yö tekevät Helsingistä käynnin arvoisen paikan, varsinkin jos energiaa riittää vielä kilpailujen jälkeenkin.

Kiitos kaikille mukavillo ihmisille jotka olemme tavanneet näissä mainituissa kolmessa EM-kilpailuissa. Kiitos mahtavasta ajasta Helsingissä, toivottavasti tapamme Marsalassa, Italian Sisiliassa ensi vuonna.



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WHITE NIGHTS AND WINDY DAYS

THE 1995 EUROPEAN CHAMPIONSHIPS

By Peter and Kristen Hallagan

With the 1995 European Championships directly proceeding the World Championships, the Europeans drew a larger and more international fleet than normal with representatives from Chile, Finland, Italy, Switzerland, and the United States. Living in Europe (Krakow, Poland, to be exact), we've had the unique opportunity to participate in the past two European Championships in Greece and Switzerland with Dick Hallagan, and we were especially excited to renew old contacts and make new friends. We even went as far as signing up for Italian lessons this spring so that we could better communicate with "i ragazzi di Italia" (the guys from Italy). The Lightning Class is well known for its exceptional friendliness and lifetime friendships (even marriage in our case!!) and provides a unique opportunity to meet and make friends all over Europe and South America - truly earning its title as the International Lightning Class.

Helsinki Sailing Club (HSK) is located 5 minutes from the center of Helsinki and a 30 minute sail to the sailing area. A short sail around a couple of islands leads to the Baltic Sea and basically an open water venue circled by about a dozen of Finland's 40,000 islands. This unique sailing area allowed for current, nice chop, persistent shifts, geographic influences, as well as plenty of unpredictable wind shifts.

From the practice race, we were able to learn one major thing - that when the wind blew from the sea, the right might be favored. Of course, since Dick Hallagan (Dad) hadn't sailed the practice race we somehow became quite confused by the time we returned to the docks and when we were talking with him about the conditions, we couldn't quite remember which side was favored!!

There were many wonderful facets that made the 1995 European Championships a fantastic regatta and probably the most pleasing was the level of competitiveness from all the five countries represented in the regatta. Each country had a boat regularly finish in the top five. In fact, in four races, four different countries finished in the top five, demonstrating the international competitiveness of the different Lightning builders and sailors.

All the races were sailed in a 15-25 mph breeze from the sea except for the first race. The first race was sailed in a dying breeze (finally dying to 0), which provided a nice consolidation of the fleet after 4 1/2 legs. The results show the outcome, but there were several interesting shakeups which should be mentioned and remembered. After four legs of race one, Paul Wurtzebach's unnamed crew spotted what appeared to be the finish flag on a boat hovering around the weather mark. After convincing the team that they had finished, Wurtzebach's team, being the good sailing citizens that they are, made a feverish "row" to the finish boat to "get clear" of the finish area - only to learn that the little flag was not a finish flag!! Rumor has it that donations for glasses and a flag chart are being accepted for the unnamed crew, and Paul Wurtzebach is considering a coxswain's position on a rowing team!

Race 1 also saw Tito Gonzalez and Urs Wyler start a little early. Tito maybe thought that practice makes perfect so he started a little early in race 2 as well. After surveying the results

after two races, Tito decide that those lettered (PMS) finishes were not helping their position so they changed strategy and went on to sail four fine races.

Congratulations should be given to our skipper Bram "Scandiman" Palm for sailing a consistent regatta allowing him to win his first championship. We'd like to thank him for coming over to Europe, giving us our annual chance to get in a sailboat. Paul Wurtzebach, Mario Noto (Carota), Urs Wyler and Pops Hallagan rounded out the top five.

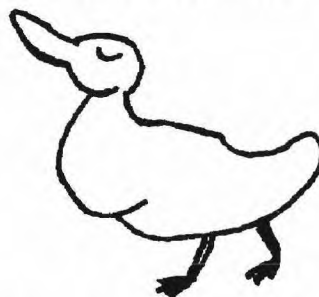
A great thanks should go to the Helsinki Sailing Club. Of the many Championships we have participated in, we would like to commend HSK for organizing a first class event and executing a perfect racing series that was second to none. The race committee set incredible courses, started absolutely on time and wasted not a minute between races - a truly superior event. The excellence in race organization also extended to the rest of the organizers and volunteers. Finally for those who missed Helsinki - do not pass up the next chance. Helsinki's night life, dancing (especially at the "Kaarle XII") and endless daylight make it an incredibly festive place to visit - especially if you have the stamina! To all the great people we have met over the past three Europeans, thank you for a great time in Helsinki and hopefully we will see you in Marsala next year.

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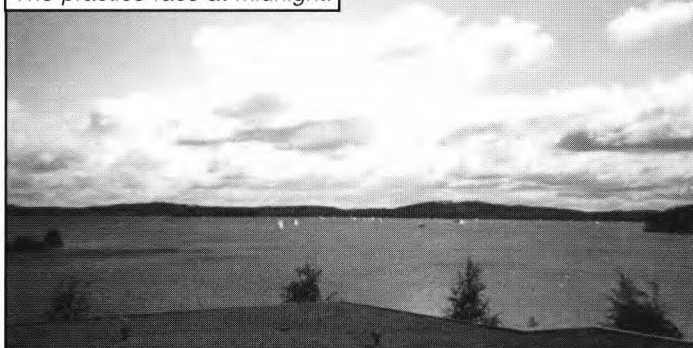
THE 18th WORLD CHAMPIONSHIP

Kuopian Pursiseura, Kuopio, Finland, JULY 2-8, 1995

35 boats, 6 countries represented, 6 races, 1 throwout

35 boats, 6 countries represented, 6 races, 1 throwout				1	2	3	4	5	6	Total
1	11011 - 14	CHI	Tito Gonzalez, Rodrigo Zuazola, German Schacht	1	4	2	2	1	dnc	10
2	14709 - 49	USA	Thomas Allen, IV., Jim Allen, Jane Allen	8	3	3	8	5	1	20
3	14530 - 45	USA	Bill Faude, Jared Drake, Brian Taboada	11	2	1	6	9	9	27
4	13970 - 44	USA	Steve Hayden, Angie Hayden, Barr Batzer	4	dnf	11	5	4	3	27
5	14355 - 47	USA	Bram Palm, Kristin Hallagan, Peter Hallagan	7	dnf	9	1	10	2	29
6	13790 - 31	SUI	Urs Wyler, Gilbert Dür, Walter Dür	2	dnf	7	13	7	4	33
7	14255 - 46	USA	Dick Hallagan, Lori Foster, Brian Hughes	5	6	8	7	8	10	34
8	14478 - 40	USA	Paul Wurtzebach, Susan Daly, Peter Sherman	6	dnf	12	4	3	11	36
9	14176 - 11	CAN	Peter Hall, Bill Mauk, Kevin Burnham	3	1	dnf	17	6	15	42
10	14307 - 12	CHI	Manuel Gonzalez, Pablo Barahona, Juan Fco Novion	9	dnf	4	10	17	5	45
11	14684 - 43	USA	Paul Gelenitis, Betsy Alison, Chris Arner	10	23	dsq	3	12	6	54
12	13886 - 48	USA	Georges Peter, Allison Peter, C.H. Ritt	12	20	5	14	14	14	59
13	14731 - 65	ITA	Mario Noto, Giuseppe Alagna, Mario Alagna	dsq	dnf	6	9	2	7	60
14	14593 - 41	USA	Robert Harkrider, Sharon Harkrider, Fisk Hayden	13	12	19	12	27	8	64
15	14638 - 26	FIN	Olli Muroke, Erkki Lempiäinen, Tuomas Pihkala	14	8	14	dsq	24	21	81
16	14331 - 22	FIN	Olli Lähteinen, Antti Lähteinen, Martti Lähteinen	29	9	13	22	20	19	83
17	14534 - 24	FIN	Kimmo Aromaa, Jari Aromaa, Mika Aromaa	28	7	18	15	29	17	85
18	12951 - 32	SUI	Jacques Perret, Audrey Matteson, Thierry Monnier	22	16	17	28	11	20	86
19	14494 - 20	FIN	Juha Hämäläinen, Aari Hämäläinen, Tuomo Pirinen	24	5	22	19	22	22	90
20	14496 - 18	FIN	Matti Bruun, Pauli Riisioja, Markku Kallio	27	13	10	33	16	24	90
21	14406 - 25	FIN	Pertti Pyy, Leena Pyy, Maija Pyy	16	17	21	18	30	18	90
22	14525 - 42	USA	James Carson, Bill Bogardus, Ryan Dunn	18	dnf	dns	11	15	13	93
23	13402 - 64	ITA	Antonio Marino, Francesco Linares, Alessandro Mari	dsq	11	15	20	dnf	12	94
24	14364 - 33	FIN	Sampaa J. Salminen, Tero Kotimäki, Keijo Tulomäki	15	18	20	24	23	30	100
25	14352 - 19	FIN	Pentti Järvinen, Lassi Järvinen, Mikko Hellman	23	10	dnf	26	21	25	105
26	14491 - 28	FIN	Heikki Hämäläinen, Jussi Hämäläinen, Timo Niskanen	10	22	dnf	27	13	26	108
27	14535 - 38	FIN	Antero Punttila, Walteri Karhusaari, Erkki Punttila	26	15	dnf	23	19	29	112
28	14239 - 63	ITA	Sergio Rustichelli, Vittorugo Mearini, Marcello Cesari	32	dnf	16	16	25	23	112
29	14274 - 21	FIN	Leo Korhonen, Martti Nisonen, Antti Varheenmaa	19	dnf	dnc	30	18	16	119
30	13438 - 27	FIN	Timo Meri, Pasi Hannila, Niko Lappaläinen	21	14	dnf	29	dsq	27	127
31	14361 - 39	ITA	Gaspere Buffa, Giovanni Buffa, Luigi Anca	17	21	dnf	21	dsq	dsq	132
32	14664 - 30	SUI	Peter Graf, Matthias Knopf, Magrit Graf	33	19	dnf	31	28	28	139
33	14269 - 29	FIN	Markku Paloma, Martti Kalapuro, Mika Vartiainen	25	dnf	dnc	32	26	31	150
34	14179 - 66	FIN	Rainer Korhonen, Anne-Maria Saloni, Kari Saloni	30	dnf	dnf	25	31	32	154
35	13345 - 62	ITA	Giuseppe Valenti, Giovanni Pulizzi, Guglielmo Maggio	31	dnf	dnc	dnc	dnc	dnc	178

The practice race at midnight.



The waterfront, center of activities.



The opening ceremonies.

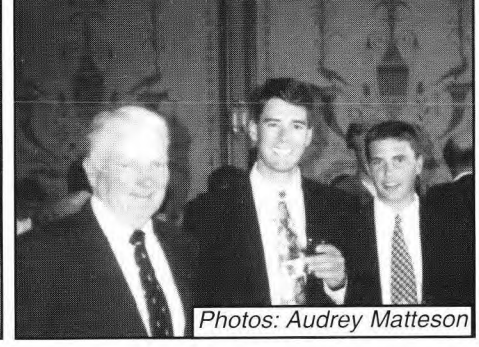
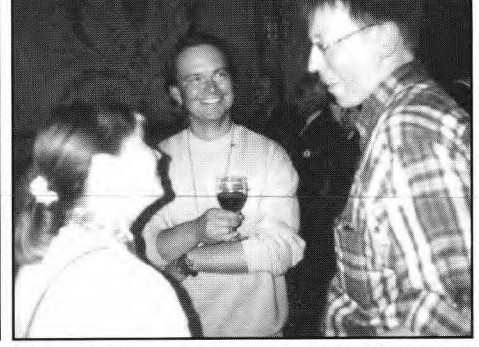


Wet sailing from the waterfront.



Photos: Jane Allen

The Mayor's Reception



Photos: Audrey Matteson

XVIII CAMPEONATO MUNDIAL

By Tito Gonzalez
Fleet 490
Aculeo Lake Fleet
Chile District

South American Champion
1985, 1994, 1995
PanAmerican Games
Gold Medalist 1995



Uno de los pocos lugares en el mundo donde se puede practicar las 24 horas del día, siempre con luz, nunca de noche. Eso es lo que esencialmente hace diferente a Finlandia del resto de los países que nuestra clase visita cada 2 años con motivo de celebrar sus Campeonatos Mundiales.

Para todos los que estuvimos ahí estoy seguro fue una experiencia inolvidable, los finlandeses hicieron del campeonato una gran celebración, su organización perfecta, y un Comité de Regatas impecablemente vestido al más puro estilo de los mecánicos profesionales de los equipos de carrera Fórmula 1.

Kalavesi, un lago piccolo como me dijo un italiano amigo mío, fue a la postre una cancha de regatas parecida a la Laguna de Aculeo, centro de entrenamiento preferido de mi equipo aquí en Chile, lo que sin duda fue uno de los factores importantes para ganar. Pero sin un gran equipo como lo fueron German Schacht, el hombre más buenmozo de la flota en Finlandia y el mejor medio que he tenido nunca desde que estoy navegando Lightning y a Rodrigo Zuazola un veterano de la vela en Chile y gran táctico hubiese sido a lo mejor imposible de navegar bien. Tampoco puedo dejar de rendirle un sincero homenaje a nuestro Ojo de Lince, el bote más viejo de toda la flota construido en 1969 por Allen, hoy de 26 años de edad, quien sin duda volvió a ser el bote más rápido en las condiciones de vientos medios y aguas planas que tuvimos en la mayoría de las regatas.

Por último agradezco a todos los que de una u otra forma nos han ayudado a través de todos estos años a seguir compitiendo en Lightning, en especial y por sobre todos a mi padre ya que sin su apoyo incondicional hubiese sido imposible no sólo ganar, sino habernos mantenido todos estos años navegando en esta Maravillosa clase Lightning.

Nos vemos pronto.

One of the only places in the world where you can practice 24 hours a day - it's always light, never dark: this is Finland's essential difference from other countries the Lightning Class visits every two years to celebrate the World Championship.

I'm sure it was an unforgettable experience for everyone who participated. The Finlanders made the championship a great celebration, with perfect organization and an impeccably dressed regatta committee outfitted in the style of Formula 1 racing teams.

Kalavesi, a "piccolo" lake, as my Italian friend told me: it is similar to a group of regattas sailed on Lake Aculeo in Chile that has been a favorite of our racing team. This was without a doubt one of the important factors in our win. The team included German Schacht, the most handsome man in the fleet, and the best middle crew I've had in my years of Lightning sailing. And Rodrigo Zuazola, a veteran of Chilean sailing and a great tactician without whom it would have been impossible to sail so well. Neither can I forget to pay homage to the Eye of Lince, the oldest boat in the fleet, built in 1969 by Tom Allen. It is 26 years old this year and was surely the fastest boat in high winds and flat water, the prevailing conditions in the regatta.

And finally, I would like to thank everyone who has helped me to continue competing in the Lightning through the years. Above all, I thank my father. Without his unconditional support it would have been impossible not only to win but also to devote all these years to participating in the wonderful Lightning Class.

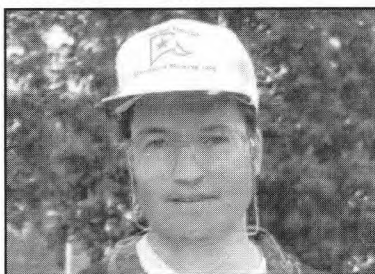
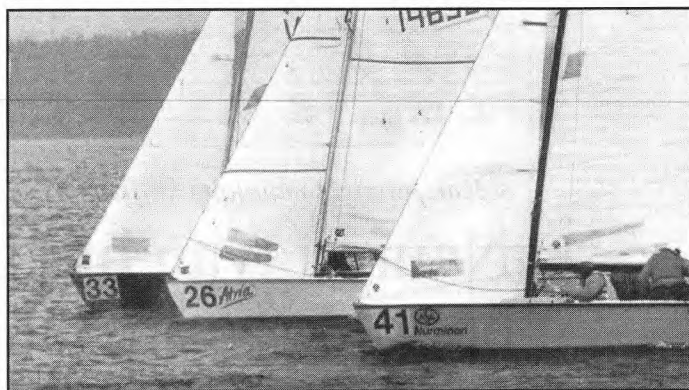
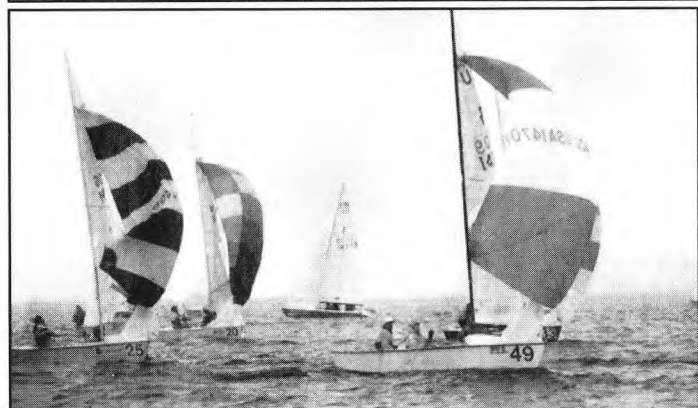
See you soon.

Editor's note: Tito's article was translated by Paco Caicedo and Lisa Brauer. We apologize for any unintentional misquotes.

Photos: Audrey Matteson and Jane Allen



Newspaper coverage in Kuopio



Newspapers courtesy of Jane Allen.

Worlds Week.

Enjoying the show.



There was a show every day, music and dancing.



Photo courtesy of Juha Hämäläinen

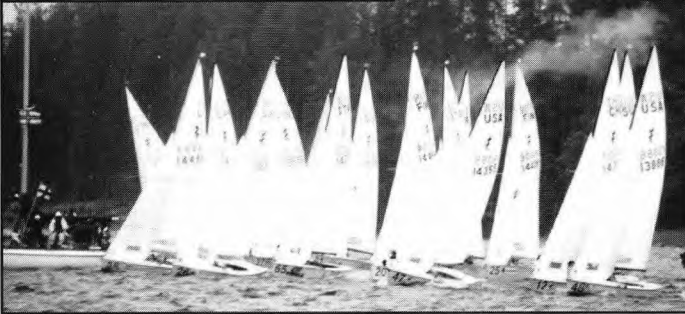
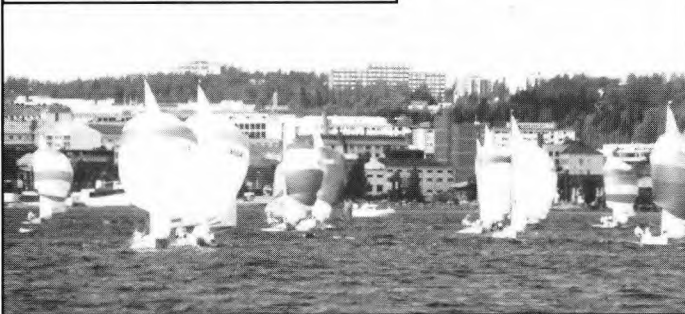


Photo courtesy of Juha Hämäläinen



Photo courtesy of Juha Hämäläinen



Kuopio Yacht Club



A social evening get together and the ILCA annual meeting.



Photos: Jane Allen or Anne Allen

Worlds Week.

A little work on the boat. (paid off)



Socializing at the beer tent.



Relaxing at the hotel.



Photo: Anne Hallagan

Sightseeing and shopping



Photo: Audrey Matteson

Time out from putting the boats in the containers for the trip home.



Sightseeing

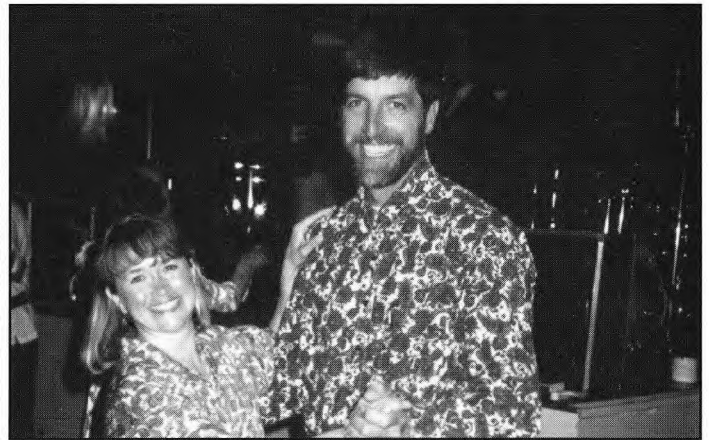


The view of Kuopio from the tower.



Photos: Jane Allen or Anne Allen

Worlds Awards Ceremony and Banquet



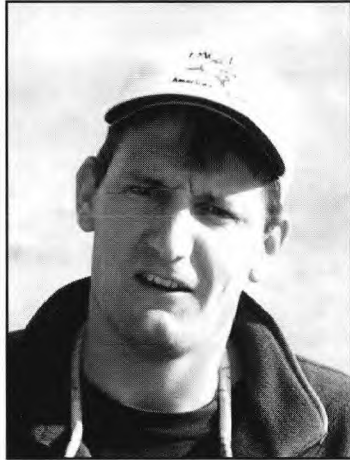
Photos: Jane Allen

1995 WORLD CHAMPIONSHIPS - OUT OF THIS WORLD

Or...The Most Amazing Thing I've Ever Seen Done in a Lightning

By Bill Faude
Fleet 69, Milwaukee Yacht Club
Midwest District

Third, 1995 Worlds
V.P. Treasurer, ILCA
Flashes column editor



I don't think enough has been written about this past summer's World Championships. I'm glad they only happen once every two years - it gives us slower writers a chance to get an article together.

You've heard about what great hosts the people of Finland were. You probably know the results by now. Thanks to the "Masthead Fly" you might even know about our current North American Champion (Blood alcohol level 3.6) narrowly avoiding being entwined in an International Incident with a train conductor. But unless you were there, you don't know about something that happened there that was the single most amazing thing I've ever seen happen in these blessed square yachts.

If you look at the results of race 2 you will find Peter Hall 1st. Our boat 2nd. Thomas Allen, Jr. 3rd and Tito Gonzales 4th. Now, Tito and Tommy ended up 1-2 in the regatta. Both had better finishes in the event so what's so special about this race? In the World Championship, in a competitive fleet of more than 40 boats Tito and Tommy and their team-mates finished 3rd and 4th in a race where they both tipped over.

In the part of the world where I do most of my sailing, we don't get a chance to sail in breeze much over 25 mph. And that's too bad, 'cause as we were reminded in Finland some of us kinda like to plane. And since we seem to not be sailing reaching legs enough any more, it needs to be really blowing to do it dead down-wind. So, although some people thought the conditions were a little extreme to be racing, we were racing in over 30! And I think they were right to do it - it was the World Championship - it should be special.

Tito went over in an unusually large puff about four boat lengths from the offset at the second weather mark of a Triangle, Windward, Leeward, Windward, Leeward, Windward course. His team was in second place, behind Peter Hall. They had just hoisted their chute. His boat is one of the early tank Allen boats hull number 11011. He's done a lot of work on it you can tell. It's bullet proof but in this situation, it's on it's side, it's blowing hard...we went planing past, fully cognizant that Tito has been the fastest Lightning sailor in the world in big breeze for some time. Frankly, we thought that time was up.

Tommy, his sister Jane and brother Jimmy moved into 2nd when Tito went over. We were right behind them when they went over trying to jibe. We were running in the middle of the leg in about 30 knots, both with our chutes up with bow waves coming off back by the bailer. I think they actually went over in a little

bit of a lull. So it was probably only blowing 25 or something. But when it's blowing that hard, you really want to be planing when you jibe, there's less load on everything. We watched them go over. Nobody got hurt. I've got to be honest, we were actually a little happy to see them go. Usually, the one making the fewest mistakes wins.

In the world I knew before, when it's blowing over 30 and you tip over hoisting your spinnaker, or you wait a little longer and biff in a jibe in a competitive fleet of more than 40 boats from all over the world, you don't come back to finish 3rd and 4th in the race. If on top of it, you're sailing a boat that was built when Nixon was President and the puffs are over 35 and your chute is wrapped around the spreaders and your crew is completely separated from the boat, or you're sailing with your brother and sister and it's pretty cold and there're about 400 other reasons to just bail out the boat and wait for the next race, where I'm from you sail your throwout!! and you cave in from there and if it's windy again tomorrow I beat you then too.

But that didn't happen. The simple point of this piece is that on the second day of that regatta in Kuopio neither Tito nor Tommy nor their crews (who really had seemed like regular folks when we left the dock)...were in a world the rest of us were not inhabiting. That day, one of the windiest days any of us had ever raced a Lightning Championship in, our boat finished race 2-2nd and race 3-1st and we gained exactly 2 points on Tommy and 4 on Tito when both of them had been swimming. And I know for a fact that in that second race, Tommy sailed two full beats without any mast blocks.

I'm gonna end this now, but I gotta tell you, where I'm from we watch a lot of NFL film footage of legends of the Gridiron and they're always trying to articulate what makes a champion different than the rest of normal humankind. They use those deep epic voices and that direct from-God music to paint their pictures and they do a pretty good job. But I don't need to watch that anymore. I was there in Kuopio. We planed past both those boats on their sides. I saw real capsizes. I know that water wasn't warm. You can see the pictures to prove they really went over. But then we watched both of them get back in those boats and sail right through almost the whole fleet.

As I sit at my desk and I think a lot about Kuopio and all the great people we met there...I'll remember that place a long time because they let us sail that day and what those six people did. Those guys were champions that day. And I'll never forget it.

The 44th CANADIAN OPEN CHAMPIONSHIP

Pointe Claire Yacht Club, Montreal, Quebec, Canada, August 5 & 6, 1995

28 Boats. 5 Races. 1 Throwout

			1	2	3	4	5	Total
1	14255	Dick Hallagan, Dave Hallagan, Craig Thayer	1	3	5	4	1	9
2	14640	Don Brush, Ann Brush, Sean Carroll	pms	8	4	1	2	15
3	13927	Jean-François Simard, Mimi Winlo, Stephane Arsenault	5	4	6	5	3	17
4	14479	Allan Leibel, Jenn Graham, Paul Olivier	pms	2	2	9	6	19
5	14176	Peter Hall, Derek Robertson, Marc Gagnier	pms	1	1	10	11	23
6	14354	Alain Boucher, Scott Collins, Neal Burnham	8	9	13	2	4	23
7	14698	Bill Fastiggi, Jo Ann Jones, Rick Villamil	6	11	pms	3	5	25
8	14174	David Sprague, Bev Maya, Anne Marie Shewfelt	4	10	11	6	7	27
9	14056	Ray Harrington, Mike Deyette, Mo Leherexxs	7	5	7	pms	8	27
10	14599	David Wood, Kirsty Agnell, Bev Bryans	3	12	10	7	16	32
11	14398	Mark Osterman, Jane Lalonde, Daniel Holland	11	7	15	8	10	36
12	14483	John Gorrie, Brian Curtner, Laurie Foster	9	14	3	18	14	40
13	14450	Jon Schwartz, Dan Vought, John Fiest	2	6	8	pms	dns	45
14	146S8	Kurt Kling, Katie Dutton, Brian Hughes	13	13	12	12	9	46
15	14612	Ross Bailey, Don Willson, Robin James	12	18	9	13	12	46
16	14240	Dave Browne, Felix Rebolledo, Patrick Leger	10	15	17	23	13	55
17	14547	David Gorman	14	23	14	16	15	59
18	14208	Bob Walsh, Mindy Walsh, Richard Walsh	21	16	18	14	17	65
19	14134	Scott Warrener, Don Lees, Nancy Warrener	17	22	19	17	19	72
20	13115	Bob Maki, Glen Strey, Gordie Milne	22	pms	20	11	21	74
21	14045	David Berger, Anie Lafrance, Frank Balas	16	25	23	15	20	74
22	13577	Glenn Taylor, Heather Randall, Benoit Larchevesque	19	20	16	22	22	77
23	11626	Michel Richard, Leslie Ann Barker, Stephanie Marler	15	19	22	24	dns	80
24	14200	Michel Gauvin, Anne Millette, Sebastien Daviau	18	17	25	21	dns	81
25	14443	John Sauter, Rod Hayes, Bob Fugler	24	26	21	19	18	82
26	14326	Mike Leiter, Ben Krela, Adrian Niderost	20	24	24	20	dns	88
27	14438	Robert Smith, Lea Ann Smith	23	21	27	25	dns	96
28	11331	Sue Rhodes, Andrew Rhodes, Phillip Paynter	25	27	26	26	dnf	104



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WJM REGATTA IN BRIEF

By Karen Johnson

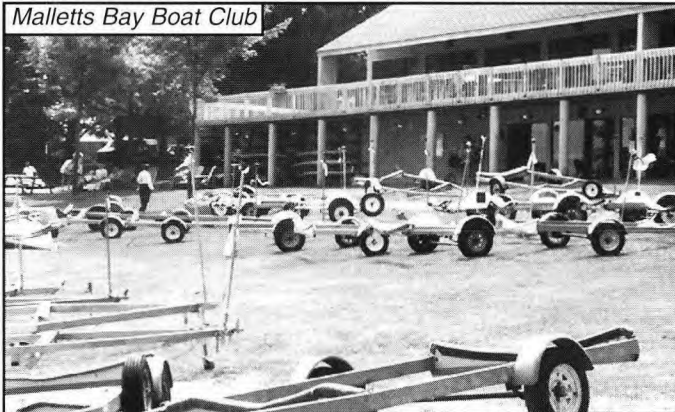
Sue Rogers from Burlington, Ontario and Fleet 118 in the Lake Erie District repeats as the Women's North American Champion with Anne Marie Shewfelt and Helene Michaud as her crew. Kathy Connell is the runner-up. John Dane from Pass Christian, MS, is the new Junior North American Champion with Oliver Peneguy and Rush Halloway crewing. Charlie Wardwell is the runner-up. Dick Hallagan from Newark, NY and Fleet 77 in the Central New York District is the new Master's North American Champion with Nancy Bargar and Len Tiedemann as crew. Cal Schmiede is the runner-up. Congratulations to them all.

It was a glorious week in Vermont at the Malletts Bay Boat Club on Lake Champlain. The weather was perfect with light winds on the first day building to 16 knots on the third day. The racing was close and the social activities kept everyone together for camaraderie and story telling.

There were 16 boats in the Junior fleet with four Sears Cup finalists tuning up for their regatta in Chicago the following week. One boat represented the Ecuador District. The Women's fleet was small, only five boats, but the Masters set the record with 27 boats, an all time high. There were two three-generation boats: Len Pratt with daughter Bonnie Shore and grandson Randy, and Don Brush Sr. with daughter-in-law Ann Brush and granddaughter Kate. You must say the Lightning is a family boat!

Fleet 301 wants to thank the Malletts Bay Boat Club for the use of its facilities, all of the sponsors which made it affordable, and all of the sailors who traveled to Lake Champlain, the West Coast of New England. Come back and sail with us again.

Malletts Bay Boat Club



Three generations: Len Pratt, Bonnie and Randy Shore



Photos: the Pratts

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The 18th WOMEN'S LIGHTNING NORTH AMERICANS

Mallets Bay Boat Club, Colchester, New Hampshire, August 8-11, 1995

5 Boats, 6 Races, 1 Throwout

			Race: 1	2	3	4	5	6	Points
1	14371	Sue Rogers, Anne Marie Shewfelt, Helene Michaud, Toronto, ON	3	(5)	1	4	1	1	10.00
2	14714	Kathryn Connell, Mandy Hofmeister, Mary Beth Moltzen, South Nyack, NY	1	1	3	3	(4)	3	11.00
3	14698	JoAnne Jones, Kim Browne, Anne Sterling Bush, Adams, NY	(5)	3	4	1	2	2	12.00
4	14482	Joan Hurban, Kim Hurban, Denise Hurban, Palisades, NY	2	4	2	(5)	3	5	16.00
5	14174	Judith Walker, Terra Dourlain, Tiffany Krihwan, Snyder, NY	4	2	(5)	2	5	4	17.00

Champions



Runners-Up



The 22nd JUNIOR'S LIGHTNING NORTH AMERICANS

Mallets Bay Boat Club, Colchester, New Hampshire, August 8-11, 1995

16 Boats, 6 Races, 1 Throwout

			Race: 1	2	3	4	5	6	Points
1	11011	John Dane, Oliver Penegue, Rush Galloway, Pass Christian, MS	4	2	(7)	3	1	1	11.00
2	14485	Charlie Wardwell, Addison Thompson, Chris Hamilton, Richmond, VA	1	3	3	1	(7)	7	15.00
3	14595	Ryan Dunn, Emily Ruiter Ryan Bradley, Brick NJ	(13)	1	1	5	4	4	15.00
4	14640	Sean Carroll, Katie Duitton, Joseph Dayton, Jericho, VT	2	6	2	(7)	5	2	17.00
5	14370	Gaston Vedani, Mauricio Burbano, Justus Klempere, Guayaquil, Ecuador	(10)	4	5	2	3	6	20.00
6	14397	Chad Atkins, Jim Barnash, Sarah Giambra, Rochester, NY	7	5	8	(8)	2	3	25.00
7	14631	Andy Paullin, Christie Nickels, Tracie Nickels, Adrian, MI	5	8	4	4	10 (DNF)	31.00	
8	14417	J. R. Fowler, Evan Barrett, Jim Condon, West Hartford, CT	3	9	12	(13)	9	5	38.00
9	14658	Mark Breen, Dana Jones, Nick Nash, Modesto CA	6	(11)	6	10	8	9	39.00
10	13719	David Young, Doug Young, Mark Kastner, Cincinnati, OH	(11)	7	9	9	6	8	39.00
11	14266	Bryan Short, Jack Hewitt, Timothy Ernst, Snyder, NY	8	10	(14)	6	11	10	45.00
12	14502	Matt Ward, Chris Bone, Steve Mathias, Buffalo, NY	9	(16)	10	11	13	12	55.00
13	14624	Craig Stryker, Joshua White, Robert Sodon, Atlantic Highlands, NJ	14	12	11	(15)	12	11	60.00
14	11885	Nicholas Mercier, Sean Gingras, Beth Kane, Manchester, NH	12	13	13	14	16 (DNF)	68.00	
15	12505	Batton Kennon, Chris Rice, Jack Shelton, Memphis, TN	15	14 (DNF)	12	15	14	70.00	
16	14438	Jeff Schwartz, Kim Wolfgang, Rob Mackey, Essex Junction, VT	16	15 (DNF)	16	14	13	74.00	

Champions



Runners-Up



Photos: Audrey Matteson

MISSISSIPPIANS WIN the JUNIOR CHAMPIONSHIP

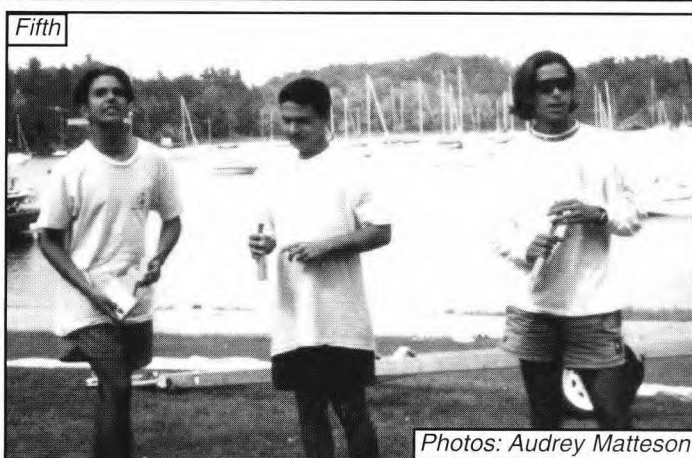
By Karen Johnson

Congratulations to Pass Christian, MS natives, skipper John Dane III, Oliver Penegue and Rush Galloway who took first in the Lightning North American Junior Championships at Malletts Bay Boat Club in Colchester, Vermont, August 8-11, 1995. It was only the second time John had sailed Lightnings (the first time was in the Sears Cup in Hilton Head). However, it was Dane's crews' first time. He has now sailed in three Lightning regattas with a first in the Sears Cup semis, a first in the Junior North American Championship and a second in the Sears Cup finals.

John and his crew had an interesting journey up to Vermont. They towed a Star boat to Zenda, Wisconsin, then drove to Toronto, picked up their Lightning, then drove to Burlington. When they entered Canada for the second time, they were stopped by the border patrol for a couple of hours due to a mix-up on the boat papers. Ah, the excitement of racing, on the road!

Dane, Penegue, and Galloway commented on how well the races were run and are looking forward to Lightnings in their future. Said Dane, "They're so much more fun than a Scot. With the winds ranging from drifting to 20 knots - we had a workout. We did particularly well in the heavy air races. I think all of us are excited about racing in our own backyard next August." Dane expressed appreciation for all the cooperation along the way.

Special thanks to Chad Atkins who was particularly helpful to the crew, it was great to see him the next weekend at the Sears Finals.



Photos: Audrey Matteson



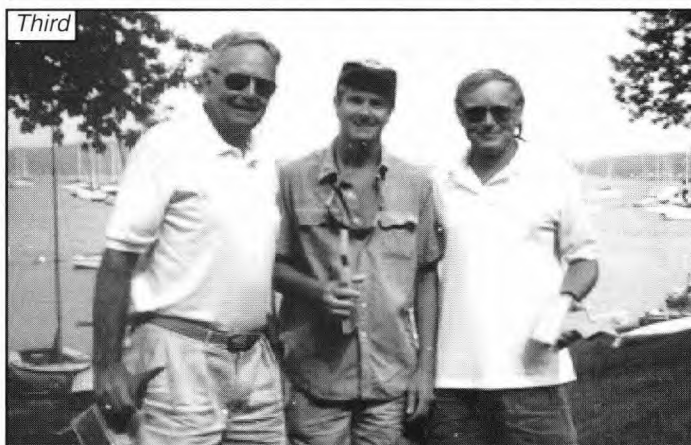
Photos: Mary Huntsman

The 13th MASTER'S LIGHTNING NORTH AMERICANS

Mallets Bay Boat Club, Colchester, New Hampshire, August 8-11, 1995

27 Boats, 3 Races, No Throwout

				Race: 1	2	3	Points
1	14655	Dick Hallagan, Nancy Bargar, Len Tiedemann, Newark, NY		1	2	6	9.00
2	14580	Cal Schmiede, Larissa Higgins, Larry MacDonald, Sr. Lewiston, NY		3	1	8	12.00
3	14703	Joe Dissette, John McCree, Jim Schofield, Midland, MI		2	4	7	13.00
4	14701	Georges Peter, Anne Allen, Brian Hayes, Barrington, RI		5	5	5	15.00
5	14588	Don Sherburne, Bill Hofmeister, John Rogers, Brandon, VT		19	3	4	26.00
6	14711	Tom Allen, Sr., John Humphrey, Bob Chambers, Buffalo, NY		8	18	1	27.00
7	14275	John Hughes, Brian Hughes, Shan Campbell, Salem, NH		14	12	3	29.00
8	14705	Leonard Pratt, Bonnie Shore, Randy Shore, Greenfield, MA		4	8	19	31.00
9	14692	Sandy Huntsman, Jack Huntsman, Bill Clausen, Red Bank, NJ		7	24	2	33.00
10	14727	Ralph Wilson, George Nickels, Kristen Loughrey, Holmdel, NJ		18	6	11	35.00
11	14400	John Esser, Amy Simonsen, Bob Franke, Milwaukee, WI		11	9	17	37.00
12	14690	Bob Mathers, Bob Shaw, Norm Walters, Livonia, MI		17	11	12	40.00
13	11212	Don Brush, Sr., Ann Brush, Kate Brush, Brandon, VT		6	7	DNF	41.00
14	14301	Jack Tibbs, Beth Tibbs, Marinius Van Ooyen, Manitou Beach, MI		9	10	23	42.00
15	14273	Norm Deyett, George Deyett, James Mann, Windham, NH		15	15	13	43.00
16	14240	Dave Browne, Audrey Matteson, Felix Rebolledo, Pointe Claire, QU		12	16	16	44.00
17	14338	Frank Kelly, Clark Higgs, Paul Connell, Brentwood, TN		16	20	9	45.00
18	14520	Ken Irwin, Tammi Jamison, Dan Pope, Cincinnati, OH		10	14	21	45.00
19	14229	Lal Burridge, Jim Carson, Joe Buczkowski, St. Louis, MO		13	21	14	48.00
20	14645	Bob Cotton, Anne Cotton, Bruce Campbell, Nashville, TN		26	13	10	49.00
21	14480	Dick Fastiggi, Marcia Milton, Mark Naud, Burlington, VT		24	17	15	56.00
22	14297	Ed Ziemer, William Gannon, Peter Southwick, Essex Junction, VT		23	19	18	60.00
23	14369	David Bull, David Bull, Jr., John Atkins, Cazenovia, NY		20	22	20	62.00
24	14443	John Sauter, Bob Fugler, Rod Hayes, Montreal, QU		21	25	25	71.00
25	13082	Neal Smith, Eva Smith, Andy Smith, Rochester, NY		22	23	DNS	73.00
26	14486	Janice Lange, Suzanne Hebler, Gary Coryer, Essex Junction, VT		27	26	22	75.00
27	11401	Ron Adams, Michael Adams, Marcel Mercier, Manchester, NH		25	27	24	76.00



WJM Gallery

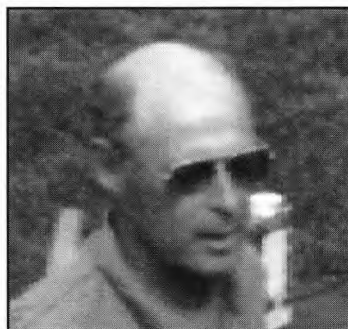


Photos: Sally Atkins, Bonnie Shore, Audrey Matteson

MALLETTS BAY MASTER'S BONANZA

*By Dick Hallagan
Fleet 77, Newport Yacht Club
Central New York District*

*Canadian Open Champion,
1975, '76, '81, 'and '95
Master's Champion,
1986, '87, '89, 'and '90*



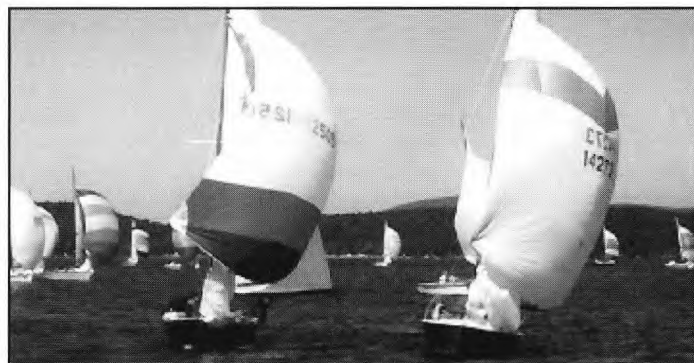
There was no endless daylight in Burlington, VT, but being only 40 miles from the Canadian border, one might think this would be Finland revisited (sailing in ski hats and practice races at midnight). Some of us just returned from Europe wish to say hello to all our friends we met in Kuopio and Helsinki, "We had a great time and miss the sailors from Lapland to Marsala to Santiago." My blood did not switch back quickly enough to the hot summer of 1995 in the northeast part of the USA. At Malletts Bay, I quickly got a sunburn and an overdose of UV rays as Tuesday, Wednesday, Thursday and Friday the temperatures hit 90°F. Lake Champlain is a 100-mile stretch of fresh water, positioned in a geological down fault between the Green Mountains of Vermont and the Adirondack Mountains of New York. There are beautiful mountain views both east and west from Malletts Bay. The outer bay is so perfectly round - approximately 4 miles across in any direction - it could have been the result of a meteorite impact 200,000 years ago. The Malletts Bay area was perfectly suited to host the WJM regatta which precedes the Lightning NAs. Both the inner bay and the outer bay were equally suited to sailing the Lightning. The Boat Club scheduled a social event every night. Burlington city was just 5 miles away. And we found a pool table or two in Winooski, "Dave Bull missed this." Dr. Peter learned that 'scratching' can be good and bad, but the little black ball is what counts.

We must tell other people that the 1995 Masters' had 27 entries from 13 states and provinces of the USA and Canada: VT, NH, MA, RI, Ontario, Quebec, NJ, NY, OH, MI, MO, WI, TN. It was an impressive sight to see all those boats on the starting line. A far cry from the first year of 1983 and just five boats. It was a 3000 mile round trip drive for the three boats from Tennessee. The effort deserves a big "thank you." Also, I wish to point out the boats with three generations: #14701-Len Pratt, Bonnie Shore, Randy Shore; #11212 - Don Brush, Sr., Ann Brush, Kate Brush. This puts the Masters' at a new level of family sailing. And the ILCA should consider a Grand Master award for those over 70 years. The 1995 year was the year of the new boat, 33% of the fleet: 14645, 14655, 14690, 14692, 14701, 14703, 14705, 14711, 14727. The old boys wanted to ride in style.

The racing was light, medium and heavy; the race winners were Hallagan, Schmiede, and Allen in that sequence. In each race the winner led the entire way, creating dullsville. The regatta was won or lost in the second race, up and down winds, and the juniors' and masters' mixing together. On #14655, we sailed in 6th or 7th place for two legs, moved up to third on the second buck, then had an exciting finish to get second over Sherburne by about ten feet, and Dissette by less than one boat length, and Peter by another boat length. My crew, Nancy and Len, were a key part of a great boat race. In the third race, we had Schmiede at the first crossing and from then on it was a covering game in a really heavy breeze, maybe 20 mph. Lots of planes, hiking, sore muscles, and exhaustion; a workout the Masters handle with mastery.

Thanks go to the committees at MBBC: Regatta Chair, Dick Fastiggi; RC Chair, Bill Fastiggi; Measurement, Don Brush, Jr; Trophies, Ann Brush; Social, Janice Lange; Registration, Heather Rowe; Housing, Fritz Horton.

Thanks go to Len Tiedemann, North Rose, NY, my crew in 1987, '88, '89, '90, '91, '92, '93, '94 and '95; and Nancy Bargar, Lakewood, NY, my crew in 1992, '93, '94, '95; not pros, Larry, but people who love this sport. Thanks again, MBBC! Let us see a big turnout in New Orleans - 1996; and cooler weather, ha ha?



Photos: Sally Atkins

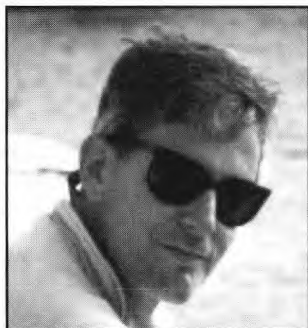
SEARS CUP

By Mike Huffman
Fleet 5, Chicago Corinthian YC
Midwest District

ILCA President, 1992 and '93

With excerpts from a Sears Cup
press release provided by Susan
Miles of Media Pro International

Photo by David Sprague



"Six young sailors joined the ranks of national sailing champions, winning the 1995 US Sailing/Rolex Junior Championships, organized annually by US Sailing and hosted this year by Chicago Yacht Club at its Belmont Station. The event's sixty contestants, all between the ages of 13 and 18, hailed from 16 states and are Area Champions, a hard won title that earned them the right to compete at the 1995 national regatta.

Competitors dealt with a variety of conditions throughout the three day regatta. Paramount among them was a series of line squalls that served up heavy rainfall, lightning, and 30-knot gusts on Lake Michigan. At some point each day, race officials were forced to shorten courses and send the boats to the safety of shore. Racers were thoroughly briefed about Lake Michigan's flashes of fury and were well prepared to handle the severe conditions.

A one-day Rolex Clinic was held just prior to competition, with instructors Gary Brodie (Virginia), Cappy Capper (Excelsior, MN) and Randy Lake (San Diego, CA) staying throughout the regatta to provide valuable on-going coaching between races and following each day of competition.

Sunny skies and steady 15 to 20-knot southwesterly breezes characterized day one of the competition. The Lightnings got in three perfect races before the squall hit. Day two turned out to be an exercise in frustration. Each fleet started in the light, shifty 4 to 6-knot breezes, but, before they reached the weather mark, dark clouds loomed ominously to the west. With severe weather guaranteed to sweep over the race area, officials shortened each course to two legs and signaled a message to head for shore. A three hour rain delay and no wind thwarted all attempts to gear up again. The last day of competition served up 4 to 8-knot breezes, again uncharacteristically light for the "windy city." One final race for the Lightnings was squeezed between the morning's postponement due to lack of wind and a mid-afternoon squall that dashed all hopes for further racing. At series' end, the Lightnings, which were donated by members of Chicago's Corinthian Yacht Club Lightning Fleet 5, got in five of the regatta's scheduled ten races. Three races would have constituted a series.

Allan Terhune (Beechwood, NJ) with crew Coury Yetman (Island Heights, NJ) and Ronald Vignone (Toms River, NJ) won the venerable Sears Cup, junior sailing's oldest trophy that has been contended for every year since 1921. The team from Mississippi, last year's bronze medalist, skipper John Dane, IV, sailing with Oliver Peneguy (both of Pass Christian, MS) and Rush Galloway (Gulfport, MS), went home with the silver medal this year. The number three spot was determined by a tie-breaking system that favored the team with the most firsts, seconds, etc. Skipper Jake Scott, sailing with Jay Martin and Chris Breland (all from Rockwall, TX) aboard, won the contest and the division's bronze medal.

The event's award ceremonies capped a week of outstanding competition coupled with great camaraderie and sportsmanship among participants. **Recognized particularly was Chad Atkins (Rochester, NY), who was presented the F. Gardner Cox Sportsmanship Award for exhibiting the highest standards of sportsmanship during the championships.** Receiving the event's Shipshape Awards in their respective fleets for best care of the borrowed boats were singlehander Luke Shingledecker (Dayton, OH); doublehanders Mike Kaim (Willoughby, OH) and Stuart Lipp (Mentor, OH); and triplehanders John Edenbach, Michael Brady (both of Middletown, RI) and Peter Bates (Little Compton, RI).

The six young gold medalists, as well as the sportsmanship award winner, have all been named the 1995 US Sailing/Rolex Junior Team. There are an elite 17 young champions or sportsmanship award winners who have qualified for the team this year at either the US Sailing Youth Championships or the US Sailing/Rolex Junior Championships for the Leiter Trophy (junior women only), Sears Cup, and Bemis and Smythe Trophies. Each member has been presented a custom-embroidered jacket and has earned an automatic invitation to attend the third annual Rolex Team weekend scheduled for December 8-10 in Southern California. The US Sailing Center and Alamitos Bay Yacht Club co-hosted a clinic in Olympic-class boats, led by Olympic coaches and former and current US Sailing Team members.

The next running of the US Sailing/Rolex Junior Championships will be hosted by Hyannis Yacht Club, Hyannis, MA, in August 1996."

The 1995 Sears demonstrated that it is exactly what the Lightning Class needs: an effective way to involve junior sailors and their sailing clubs across the U.S. with the Lightning.

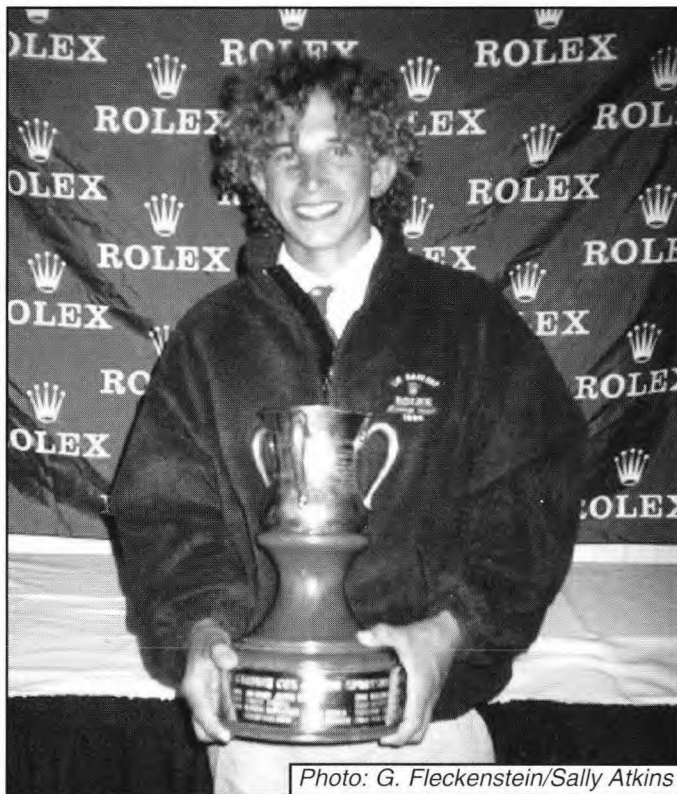


Photo: G. Fleckenstein/Sally Atkins

Chad Atkins, Fleet 77, Newport Yacht Club, Rochester, NY, with the F. Gardner Cox Sportsmanship Award at the 1995 US Sailing/Rolex Junior Championships.

Similar qualifying events are held for the Bemis (team of 2) in 420's and the Smythe (single-handed) in Lasers. At the finals level both of these boats are supplied by the manufacturers. Sears boats must be borrowed; in this case members of Fleet 5 at Chicago Corinthian Yacht Club provided the eleven boats required. The owners of the eleven boats, most only a year or two old, received the thanks of the organizers and the competitors:

Mains and jibs were provided by North Sails and have been sold. Greg Fisher of North assisted fleet members Carey Long and Bob Patterson in preparing the boats. Spinnakers were loaned by members of the Midwest District:

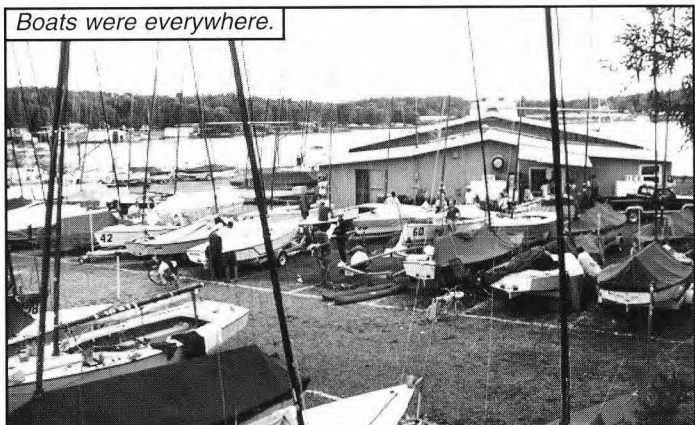
Bill Faude and Mike Huffman served as maintenance men during the competition. Huffman estimates he spent over 50 hours working on the Sears without ever going out on the water. Bruce Thompson helped run the races. While it is agreed that the Sears is a great place for the Lightning to be, it remains to be seen how the Class can make the necessary commitment of 10 or 11 boats for the finals. Can a fleet of comparable, but not necessarily new, boats be assembled for a finals where there is no active fleet in the vicinity? And who will take care of the boats

or Cappy Capper 612/474-6708

Henderson Harbor Yacht Club, Henderson, NY

SITE OF THE 1995 NORTH AMERICAN CHAMPIONSHIPS

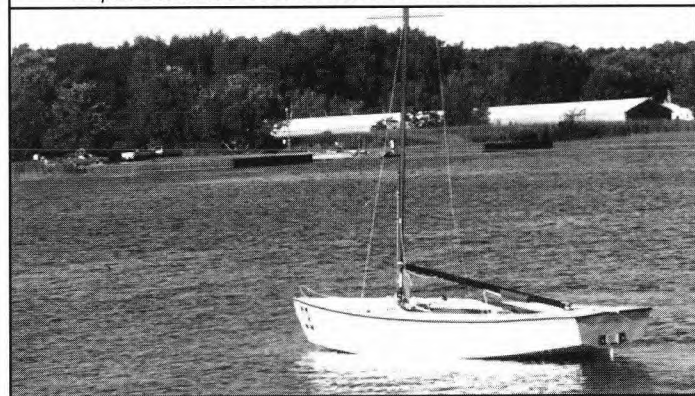
Boats were everywhere.



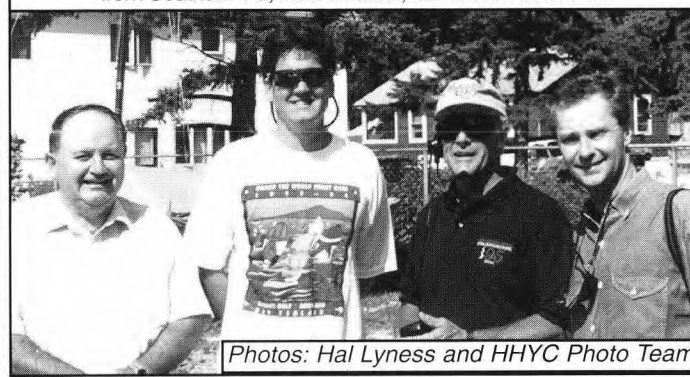
The dinner and get-together tent, next to the "bottomless" \$3 beer.



Oops. Off on its own to check out Henderson Harbor.



Larry Frost, John Marion, (w/ Jack Jones), and Doug Wynne, observers from Southern YC, New Orleans, site of the 1996 NA's.

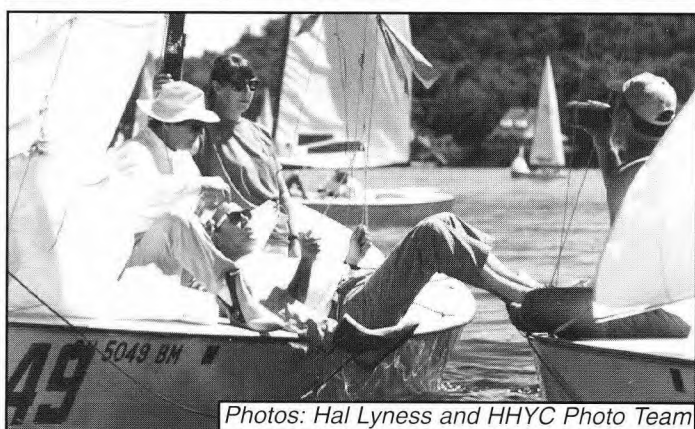


Photos: Hal Lyness and HHYC Photo Team

IT STARTED DURING THE QUALIFIERS AND CONTINUED ALL WEEK.
SO, WHAT WE DID WHILE WAITING FOR THE WIND...



Photo: Bill Allen



Photos: Hal Lyness and HHYC Photo Team

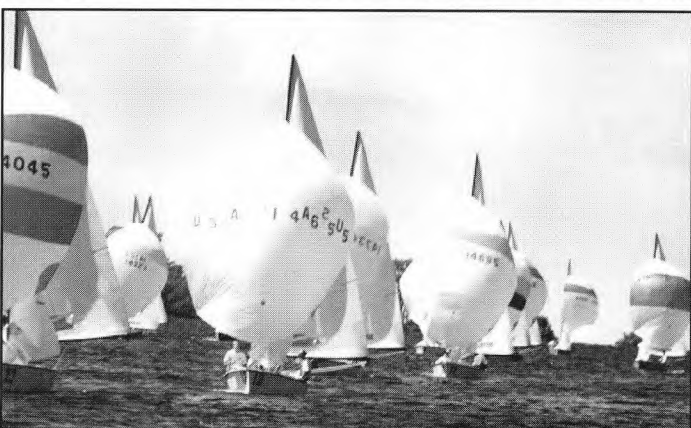
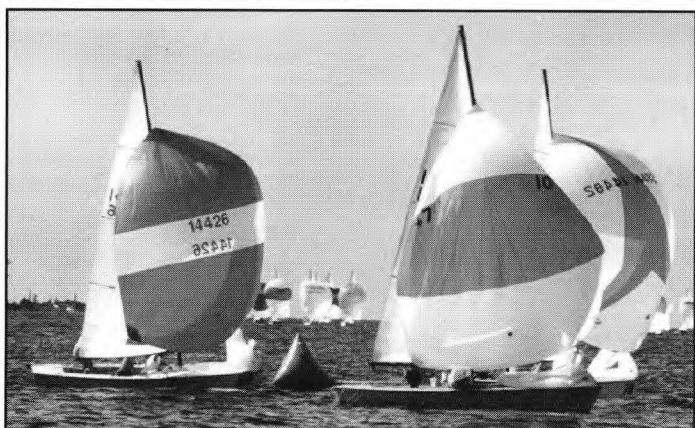
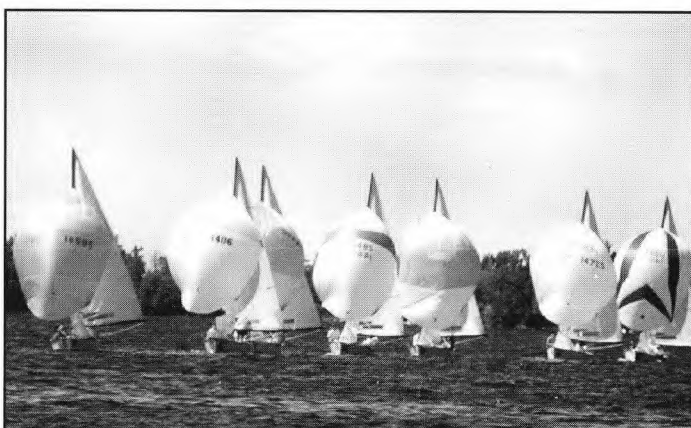


Photo: Mary Huntsman



Photo: Brad Wagnon

SPINNAKER ACTION DURING THE QUALIFIERS



Photos: Art Bronstein

QUALIFYING SERIES

1995 NORTH AMERICAN CHAMPIONSHIP

Henderson Harbor, NY, August 13-14, 1995, 100 Boats, 3 Fleets, 4 Races, 1 Throwout

1	14045	Matt Fisher, Rob Ruhlman, Abby Ruhlman, Westerville, OH	1	6	3	1	5
2	14655	Dick Hallagan, Lori Foster, Alister Thomson, Newark, NY	2	5	2	1	5
3	14165	Matthew Burridge, Dan Moriarty, Rick Bernstein, St. Louis, MO	1	3	4	2	6
4	14713	Tim Healy, Bill Healy, David Peck, Niantic, CT	1	2	4	6	7
5	11379	Stu Nickerson, Lisa Brauer, Brian Hughes, Milford, CT	3	3	10	3	9
6	14591	Ched Proctor, Jeff Eiber, Jay Lurie, Southport, CT	5	1	5	4	10
7	13970	Steve Hayden, Angie Hayden, Barr Batzer, Orlando, FL	2	6	2	7	10
8	14698	Bill Fastiggi, JoAnn Jones, Leslie Frymier, Burlington, VT	11	7	1	4	12
9	14734	Jim Allen, Becky Nelson, John Morley, Berkley, MI	3	2	18	10	15
10	14355	Bram Palm, Jean Palm, Dave Baum, Chaumont, NY	6	8	6	3	15
11	14704	Dan Norton, Linda Norton, Bill Thomas, Manitou Beach, MI	5	1	10	13	16
12	14175	Andrew Horton, Dave Halsted, Rick Villamil, Shelburne, VT	8	12	7	1	16
13	14450	Jon Schwartz, Dan Vought, John Feist, Lincroft, NJ	5	10	dsq	2	17
14	14589	Brian Taboada, Larry Colantuono, Theresa Colantuono, Brick, NJ	3	3	16	11	17
15	14695	Lenny Krawcheck, Beau Samuelson, Chris Jankowski, Charleston, SC	4	12	17	2	18
16	14572	Jim Crane, Kip Hamblet, Bill Crane, Westport, CT	4	4	12	10	18
17	14323	John McCree, John Waechter, Jerry Decker, Bay City, MI	6	7	17	5	18
18	14548	Tom Starck, Jim Starck, Garrett Moyer, Kenmore, NY	pms	1	7	12	20
19	14345	George Fisher, Bertie Werley, John Werley, Hilliard, OH	4	5	11	14	20
20	14634	Bill Mergenthaler, Frank & Dan Mergenthaler, Colts Neck, NJ	12	11	1	9	21
21	13787	Brian Starck, Bob Starck, Jack O'Donnell, Kenmore, NY	2	24	8	12	22
22	14148	Michael Thomas, Stephen Thomas, Aaron Bedee, Bowling Green, O	10	4	9	18	23
23	14700	Colin Park, Karen Park, Greg Bull, Midland, MI	6	12	25	5	23
24	14428	Jim Alman, Deanna Newman, Patty Harris, Dallas, TX	pms	11	5	8	24
25	14479	Allan Leibel, Paul Olivier, Jenn Graham, Toronto, ON	9	7	8	dsq	24
26	14033	Christian Whatley, Christine Whatley, Allan Whatley, Jr, Portsmouth RI	25	11	6	9	26
27	14337	Paul Wurtzebach, Peter Sherman, Doug Nickel, Woodridge, IL	pms	2	3	24	29
28	13871	Gianni Cuccio, David Ruff, George Wiedermann, Southport, CT	18	4	23	7	29
29	14435	Rob Wardwell, Charlie Wardwell, Addison Thompson, Richmond, VA	14	14	9	6	29
30	14737	Tom Allen, Jr., Bill Pictor, Kurt Felix, Kenmore, NY	8	8	13	14	29
31	14428	Tom Buechner, Barbara Landon, Brent Gillette, Corning, NY	12	15	3	17	30
32	14711	Tom Allen, Sr., Maura Power, Jeff Averill, Buffalo, NY	17	5	8	22	30
33	14701	Brian Hayes, Carter Utzig, Maria White, Milford, CT	23	25	2	6	31
34	14116	Cully Ward, Barbara Ward, Jan Thompson, Nashville, TN	8	32	20	3	31
35	14390	James Taylor, Jay Taylor, Phil Taylor, Fayetteville, SC	27	14	13	4	31
36	14678	John Schimert, Steve Roseberry, Chris Bone, Buffalo, NY	17	9	5	19	31
37	14706	William Hofmeister, Mandy Hofmeister, Kat Ward, Nashville, TN	10	6	15	20	31
38	14025	Robert Bush, A. Sterling Bush, Plymouth Meeting, PA	13	21	4	15	32
39	14055	Chris Vann, Barbara Vann, Gary Davis, Waterford, CT	12	15	27	5	32
40	14220	Mark Whatley, Leslie Whatley, Tim Waliko, Northville, MI	9	26	12	11	32
41	14595	Jim Carson, Frank Conway, Chris Arner, Brick, NJ	7	19	22	7	33
42	14581	Phil Grotheer, Ron Buchanan, Dianne Sullivan, Annapolis, MD	13	13	11	10	34
43	13862	Eric Larson, Eric E. Larson, Dean Cady, Jr., Sheboygan, WI	19	9	7	26	35
44	14058	Raymond Harrington, Toni Harrington, Bomoseen, VT	11	15	11	13	35
45	14640	Don Brush, Ann Brush, Sean Carroll, Charlotte, VT	7	20	19	11	37
46	14705	Bill Shore, Randy Shore, Betsy Altman, Newport, RI	9	27	17	12	38
47	14174	David Sprague, Bev Maya, Meredith Allen, Toronto, ON	11	13	25	15	39

48	14682	Britt Wadsworth, Guy Wadsworth, Lauren Mistor, Toledo, OH	16	14	10	23	40
49	14702	Sam Booke, Brian Lunsford, Cindy Booke, Charlotte, NC	31	10	14	18	42
50	14550	Joseph Buczkowski, Mike Buczkowski, Emily Ruiter, Mantoloking, NJ	18	9	29	16	43
51	14418	Clay Murphy, Pam Murphy, Allison Oliveira, Tully, NY	21	31	15	9	45
52	14579	James Davis, Christine Davis, Lester Lashaway, Toledo, OH	22	10	23	13	45
53	14119	Tom Niles, Jon Lauderbach, Tom Vickers, Auburn, MI	13	20	12	25	45
54	14495	Wm David Clausen, Latham Pali, Megan Nitka, Glenside, PA	19	12	15	30	46
55	14725	Ward (Skip) Wilday, Mike Hendrix, Todd Phillips, Olean, NY	15	16	28	16	47
56	11873	Chandler Owen, Rebekah Walker, David Desforges, Nashville, TN	18	21	9	28	48
57	14710	Jeff Maludy, Eric Glaser, Toni Pierce, Toledo, OH	15	23	19	15	49
58	14139	Jack Elfman, Cindy Lister, Laura Milne, Surf City, NJ	17	18	16	16	49
59	14481	Scott McBurney, Michelle Krengel, Tim Shambrook, Chicago, IL	28	23	6	21	50
60	11894	David Ruiter, Stephanie Ruiter, Garold Thompson, Freehold, NJ	10	24	18	22	50
61	14361	George Nickels, John Kopko, Fenton, MI	23	17	14	19	50
62	13910	Bill Allen, Brad Wagnon, David Wisler, Anderson, IN	7	16	32	28	51
63	14370	Gaston Vedani, Andrea Cutaio, Ameer Devine, Ecuador	14	16	dsq	21	51
64	9424	David Raham, Nicole Tanner, Anne Lockley-Goodsell, Pulaski, NY	25	19	26	8	52
65	11010	Ray Cudney, Joe Homola, Tom Gahagan, Cazenovia, NY	16	17	20	32	53
66	14532	Bob Harkrider, Tom Schroder, Judah Rubin, Augusta, GA	20	18	26	17	55
67	14645	Bob Cotton, Bruce Campbell, Clark Higgs, Nashville, TN	27	17	13	27	57
68	13675	Federico Meira, Katherine Meira, Mark Lesinski, Cazenovia, NY	26	25	29	8	59
69	13935	Kurt Andrews, Zach Austin, George Auer, Dublin, OH	24	18	20	21	59
70	9496	Dan Hertzner, Marti Hertzner, Kathy Schregardus, Columbus, OH	30	29	1	30	60
71	14190	Pierce Barden, Joe Pitcavage, Jamie Ewing, Raleigh, NC	15	22	24	23	60
72	14118	John G'Sell, Bernadette Freshe, St. Louis, MO	24	21	22	17	60
73	14445	David Gall, Julie Moore, Richard Jacobs, Dellroy, OH	23	13	25	25	61
74	14680	Bill Killebrew, Paul Killebrew, Tim Greene, Nashville, TN	21	22	29	18	61
75	14511	Adrian Irving, Cheree Dillon, Ben Wallace, Chicago, IL	30	20	20	21	61
76	14580	Cal Schmiede, Larissa Higgins, Jeff Schall, Lewiston, NY	25	8	32	29	62
77	14654	Gerry Paoli, Mark Paoli, Belleville, IL	20	26	18	24	62
78	14073	Gary Hurban, Kimberly Hurban, Jim Zgleszewski, Palisades, NY	22	28	24	20	66
79	13930	Dan Reichelsdorfer, Michou Braun, Peter Orlebeke, Sheboygan, WI	21	23	22	27	66
80	14492	David Watts, Dennis Nitka, Travis Freund, Mountainside, NJ	29	24	34	14	67
81	14338	Frank Kelly, Robert Hempel, Jim Ward, Nashville, TN	16	30	30	22	68
82	13728	Mike Brewer, Dick Brewer, Peter Wilcox, Santa Monica, CA	19	22	33	27	68
83	14396	John Pelosi, Pat Terry, Martha Terry, Raleigh, NC	20	31	24	26	70
84	14465	Dick Tuttle, Sharye Skinner, Geoff Roth/Andy Misco, Cazenovia, NY	26	29	16	pms	71
85	13792	Richard Moyer, Gary Swangler, Chris Jones, Oaks, PA	28	30	23	20	71
86	14482	Joan Hurban, Denise Hurban, Maud Lindsey, Palisades, NY	Ins	28	14	31	73
87	14712	Thomas Hudson, Barbara Kay Gillespie, Paul Karl, Kalamazoo, MI	ms	32	19	23	74
88	11753	Caroline Schneider, Robert Hoedemaker, Cap Pin, Hopewell, NJ	31	28	27	19	74
89	13934	Jesse Miller, Tom Miller, Tom Carson, Trumansburg, NY	29	29	21	25	75
90	14328	Brad Poulos, Todd Schumacher, Dick Leonardo, Penfield, NY	26	25	28	24	75
91	13139	Donald Brennan, Christian & Brandon Underwood, Brick, NJ	28	27	21	30	76
92	14134	Scott Warrenner, Phil Hutton, Keith Demontfort, Simcoe, ON	24	33	21	32	77
93	13834	Craig Thayer, John Boxberger, Dave Poorman, N. Syracuse, NY	22	33	27	dnf	82
94	14096	Christopher Dwinal, Daniel Dwinal, Shelley Hughes, Brunswick, ME	31	30	26	26	82
95	14679	Malcolm Hendry III, Teresa Bouchard, Cutchogue, NY	30	26	30	pms	86
96	14207	Joe Anderson, John Hart, Rick Pelasara, Clifton, VA	27	32	28	33	87
97	14424	Jim Stone, Bobbie Stone, Audrey Matteson, Akron, OH	29	27	31	31	87
98	12125	Paul Jueschke, Kathy Chapman, Frank Poole, Corning, NY	32	34	31	28	91
99	14002	Ed Seyerlein, Steve Little, Jeannette Little, Binghamton, NY	32	33	30	29	91
100	12505	Batton Kennon, Chris Rice, Nick Liquori, Memphis, TN	33	31	31	29	91

Yellow Fleet - Some of the "Class of '95"



Photos: Hal Lyness and HHYC Team

The 36th GOVERNOR'S CUP

31 boats, 6 races, 1 throwout

				1	2	3	4	5	6	Total
1	14073	42	Gary Hurban, Kimberly Hurban, Jim Zgleszewski, Palisades, NY	8	11	1	1	1	1	12
2	13930	111	Dan Reichelsdorfer, Michou Braun, Peter Orlebeke, Sheboygan, WI	1	2	10	3	7	22	23
3	14190	90	Pierce Barden, Joe Pitcavage, Jamie Ewing, Raleigh, NC	dsq	1	4	2	18	4	29
4	14492	95	David Watts, Dennis Nitka, Travis Freund, Mountainside, NJ	13	5	22	4	9	2	33
5	14654	40	Gerry Paoli, Mark Paoli, Belleville, IL	12	8	11	6	3	18	38
6	14118	35	John G'Sell, Bernadette Freshe, St. Louis, MO	4	16	23	18	5	3	46
7	14680	43	Bill Killebrew, Paul Killebrew, Tim Greene, Nashville, TN	11	26	2	5	11	18	47
8	14580	59	Cal Schmiede, Larissa Higgins, Jeff Schall, Lewiston, NY	10	3	14	15	17	5	47
9	14096	27	Christopher Dwinal, Daniel Dwinal, Shelley Hughes, Brunswick, ME	7	10	3	26	15	12	47
10	14445	28	David Gall, Julie Moore, Richard Jacobs, Dellroy, OH	15	18	6	12	6	8	47
11	14482	70	Joan Hurban, Denise Hurban, Maud Lindsey, Palisades, NY	24	8	12	9	2	21	52
12	14511	30	Adrian Irving, Cheree Dillon, Ben Wallace, Chicago, IL	2	7	29	10	30	7	55
13	14338	97	Frank Kelly, Robert Hempel, Jim Ward, Nashville, TN	22	12	5	7	27	9	55
14	13934	78	Jesse Miller, Tom Miller, Tom Carson, Trumansburg, NY	3	9	20	8	18	28	56
15	13139	63	Donald Brennan, Christian Underwood, Brandon Underwood, Brick, NJ	6	21	9	21	4	20	60
16	13792	84	Richard Moyer, Gary Swangler, Chris Jones, Oaks, PA	5	13	16	27	20	10	64
17	14465	75	Dick Tuttle, Sharye Skinner, Geoff Roth /Andy Misco, Cazenovia, NY	16	14	17	14	10	15	69
18	14679	36	Malcolm Hendry III, Teresa Bouchard, Cutchogue, NY	14	20	21	23	14	6	75
19	14424	49	Jim Stone, Bobbie Stone, Audrey Matteson, Akron, OH	18	27	7	20	12	19	76
20	14134	100	Scott Warrenner, Phil Hutton, Keith Demontfort, Simcoe, ON	20	24	15	17	13	11	76
21	14712	14	Thomas Hudson, Barbara Kay Gillespie, Paul Karl, Kalamazoo, MI	27	4	8	22	19	dnf	80
22	14396	88	John Pelosi, Pat Terry, Martha Terry, Raleigh, NC	17	17	13	13	24	24	84
23	13728	24	Mike Brewer, Dick Brewer, Peter Wilcox, Santa Monica, CA	9	25	30	19	8	dnf	91
24	11753	53	Caroline Schneider, Robert Hoedemaker, Cap Pin, Hopewell, NJ	21	15	18	25	28	14	93
25	9496	76	Dan Hertzner, Marti Hertzner, Kathy Schregardus, Columbus, OH	19	29	19	11	26	25	100
26	14002	83	Ed Seyerlein, Steve Little, Jeannette Little, Binghamton, NY	28	19	28	16	21	27	111
27	12125	93	Paul Jueschke, Kathy Chapman, Frank Poole, Corning, NY	30	22	31	26	25	13	116
28	14328	38	Brad Poulos, Todd Schumacher, Dick Leonardo, Penfield, NY	23	23	25	24	22	26	117
29	13834	02	Craig Thayer, John Boxberger, Dave Poorman, N. Syracuse, NY	25	31	24	30	23	17	119
30	12505	58	Batton Kennon, Chris Rice, Nick Liquori, Memphis, TN	29	30	26	31	29	23	137
31	14207	94	Joe Anderson, John Hart, Rick Pelasara, Clifton, VA	26	28	27	29	31	dnf	141



Photos: Mary Huntsman

Photo: Hal Lyness and HHYC Photo Team

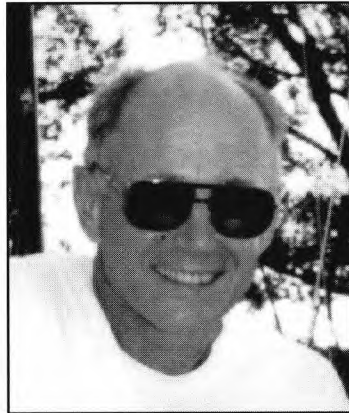


Every Sailor Has His Day...

By Gary Hurban
Fleet 75
Nyack Lightning Fleet
Metropolitan District

District Commodore 1995

Photos: Hal Lyness
and HHYC team



Winning the Governor's Cup was extremely rewarding for me. I have been plugging away and regatta hopping for close to 30 years with my wife, Joan. For many years my son Gary also crewed with us while my daughters stayed on shore with a babysitter. Now my daughter Kim and Tim Zgleszewski (we just call him Tim) had graduated college and this spring they became interested in crewing on Lightnings. Things looked a little shaky during the Memorial Day Regatta at Nyack Boat Club when Kim missed her hiking strap and fell overboard, and they were confusing starboard tackers with port tackers. They had come a long way since then, and now we were off to the NAs. My wife Joan was also taking her boat with my other daughter Denise and Maud Lindsay as crew. We rented a cottage on Lake Ontario and were off to what was to be a great family vacation.

We got off to an ominous start on Friday morning as I realized after leaving town that I had forgotten my wallet and as I returned home, my car overheated in my driveway. Things improved, however, when we reached Henderson Harbor, and we were greeted by a smiling committee which was very well organized and couldn't have been more friendly or more helpful. I was ferried to a nearby marina by boat to look for a new mast fly which had been broken in transit; then at the start of the first qualifier, Joan tangled with another boat, and two motor boats appeared equipped with power tools to repair her broken tiller arm and sidestay and had her sailing by the next race. The race committee and judges did an excellent job holding races in trying wind conditions, and the beer kept flowing from the beer truck to fill those bottomless cups (even for us gold fleeters who were the last ones in). The camaraderie was great as most participants stayed around to share war stories and enjoy the great meals. The free photos of each boat on and off the water were a great touch.

My qualifying series was less than outstanding. We tried the conservative approach of digging back into the middle toward the end of the weather legs only to find out that it paid to play the sides to the laylines rather than to go up the middle. We were soundly in the yellow fleet (affectionately referred to by those in it as the "gold fleet").

Our boat felt slow during the first two races of the final series. We were getting good starts, but got squeezed out by boats sailing higher and faster after the start. Dan Reichelsdorfer and Pierce Barden both sailed well, each with a first and a second, while we were well behind with 19 points in tenth place.

It was time to try something. I retuned the rigging according to the North tuning guide. Brian Hayes said he drank Gatorade to compensate for the dehydration from the hot sun, so why not, I tried that, too. On the way out to the starting line we had intense tacking and jibing drills and made a commitment that we would



watch the other boats on the course more closely to see which side was lifted or headed. Then we enjoyed our daily R&R by swimming and playing water frisbee while becalmed and waiting for the wind at the starting line.

At around 12:30, an 8 knot northwesterly filled in and they set a course for the third race. We got a clean start near the middle of the line and punched out with good boat speed and on a starboard tack lift. We then tacked, cleared most of the fleet on port and sailed to the right side of the course where we picked up a starboard tack lift and rounded in first. From there we managed to keep a loose cover on the fleet and finish in first.

The wind shifted toward the north for the fourth race. We got another good start near the middle of the line and were one of the last to tack to port. This time we noticed that boats in the middle of the course were being lifted on starboard tack so we also tacked up the middle and were again first at the weather mark. Dan and Pierce were close behind, and we managed to keep a loose cover on them to get another first place. This moved us up to within four points of Dan and 3 points of Pierce after throwouts. I thought this would surely be the finest day of our series, but I was wrong.

On Thursday we sailed out to the starting area and had our daily R&R till a southerly filled in at around 12:30. After a good start from the middle of the line we played shifts while working our way toward the right side of the course and were surprised to find ourselves first again at the weather mark. This time Dan and Pierce were not close behind. I played a loose cover on the fleet, and at the finish my wife Joan had worked her way into second place.

This was my most rewarding finish, as my wife and I with our two daughters finished one-two, and I moved into first place in the series. Pierce came in 18th and had to count it due to a DSQ in his first race, and Dan had a 7th which gave me a three point edge after throwouts.

In the final race, Dan went for the favored pin end start while I started about four boatlengths up the line. He was a little early and had to pinch to clear the pin as other boats rolled over him, then he was forced to tack to clear his air. I had clear air and was able to stay on starboard tack toward the better air on the left side of the course. As we approached the weather mark we worked our way toward the middle and were ecstatic as we again rounded in first with Dan nowhere in sight. We were able to maintain our lead to clinch the series with another victory.

Some days you can't seem to do anything right, but during the last two days for some reason everything fell into place for us. They say that every sailor has his day and I guess this was ours.

The Henderson Harbor Yacht Club and supporting personnel are to be commended for running an excellent North American Series.

Jibe Mark Tactics in the Finals



Photos: Hal Lyness and HHYC Team

Green Fleet - Some of the "Class of '95"



Photos: Hal Lyness and HHYC Team

The 50th PRESIDENT'S CUP

32 boats, 6 races, 1 throwout

				1	2	3	4	5	6	Total
1	14139	13	Jack Elfman, Cindy Lister, Laura Milne, Surf City, NJ	4	9	14	1	4	1	19
2	14058	80	Raymond Harrington, Toni Harrington, Bomoseen, VT	3	5	8	6	10	8	28
3	14640	05	Don Brush, Ann Brush, Sean Carroll, Charlotte, VT	6	10	1	19	6	10	33
4	14119	33	Tom Niles, Jon Lauderbach, Tom Vickers, Auburn, MI	5	17	2	3	7	30	34
5	14220	79	Mark Whatley, Leslie Whatley, Tim Waliko, Northville, MI	17	21	4	2	1	20	44
6	14705	45	Bill Shore, Randy Shore, Betsy Altman, Newport, RI	dsq	7	11	22	5	3	48
7	14025	65	Robert Bush, A. Sterling Bush, Plymouth Meeting, PA	23	2	18	7	26	2	52
8	14581	69	Phil Grotheer, Ron Buchanan, Dianne Sullivan, Annapolis, MD	11	3	12	15	14	12	52
9	14702	07	Sam Booke, Brian Lunsford, Cindy Booke, Charlotte, NC	12	27	5	20	9	6	52
10	13862	99	Eric Larson, Eric E. Larson, Dean Cady, Jr., Sheboygan, WI	1	1	30	10	23	19	54
11	14682	06	Britt Wadsworth, Guy Wadsworth, Lauren Mistor, Toledo, OH	8	8	20	25	15	5	56
12	13910	50	Bill Allen, Brad Wagnon, David Wisler, Anderson, IN	9	11	27	8	22	14	64
13	14595	81	Jim Carson, Frank Conway, Chris Arner, Brick, NJ	19	14	16	13	3	26	65
14	14055	26	Chris Vann, Barbara Vann, Gary Davis, Waterford, CT	18	18	7	4	18	31	65
15	14710	91	Jeff Maludy, Eric Glaser, Toni Pierce, Toledo, OH	20	6	25	14	12	13	65
16	14174	29	David Sprague, Bev Maya, Meredith Allen, Toronto, ON	16	19	10	12	17	11	66
17	14481	22	Scott McBurney, Michelle Krengel, Tim Shambrook, Chicago, IL	14	16	28	11	11	21	73
18	14370	09	Gaston Vedani, Andrea Cutaio, Amee Devine, Ecuador	29	23	9	5	8	29	74
19	14418	08	Clay Murphy, Pam Murphy, Allison Oliveira, Tully, NY	13	13	13	28	30	9	76
20	14495	41	Wm David Clausen, Latham Pali, Megan Nitka, Glenside, PA	24	22	3	30	28	4	81
21	14725	60	Ward (Skip) Wilday, Mike Hendrix, Todd Phillips, Olean, NY	15	15	21	27	25	7	83
22	13675	66	Federico Meira, Katherine Meira, Mark Lesinski, Cazenovia, NY	dsq	24	26	9	2	28	89
23	14532	01	Bob Harkrider, Tom Schroder, Judah Rubin, Augusta, GA	10	25	29	23	16	15	89
24	14550	62	Joe Buczkowski, Mike Buczkowski, Emily Ruiter, Mantoloking, NJ	7	12	31	24	20	27	90
25	11873	92	Chandler Owen, Rebekah Walker, David Desforges, Nashville, TN	30	20	8	29	19	16	92
26	14579	61	James Davis, Christine Davis, Lester Lashaway, Toledo, OH	25	26	17	17	13	22	94
27	14361	55	George Nickels, John Kopko, Fenton, MI	21	31	15	21	24	17	98
28	11894	52	David Ruiter, Stephanie Ruiter, Garold Thompson, Freehold, NJ	2	30	22	16	29	32	99
29	14645	48	Bob Cotton, Bruce Campbell, Clark Higgs, Nashville, TN	22	29	24	32	21	18	114
30	13935	31	Kurt Andrews, Zach Austin, George Auer, Dublin, OH	27	4	dsq	31	27	25	114
31	11010	32	Ray Cudney, Joe Homola, Tom Gahagan, Cazenovia, NY	26	dnf	19	18	32	23	118
32	9424	54	David Raham, Nicole Tanner, Anne Lockley-Goodsell, Pulaski, NY	28	26	23	26	31	24	127



Photos: Hal Lyness and HHYC Team

AFTER The Qualifiers

By- The Fat Old Whining Guy

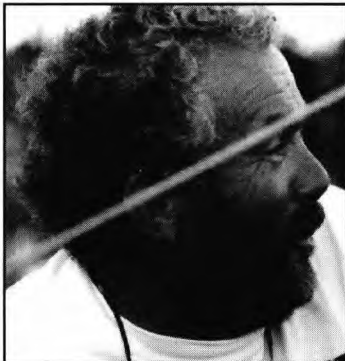
(Jack Elfman)

Fleet 196

Surf City Yacht Club
Central Atlantic District

1995 Mid-Winter
Masters Champion

Photos by
Mary Huntsman and
Hal Lyness and HHYC Team



Driving to Henderson Harbor I had a feeling that we could have a good NA's if the breaks went our way. We had sailed well on the Circuit and had been OK since the, except we had not sailed much in late June and July. Our team, Laura Milne, who had been sailing with Ched during the summer, in front, Cindy Lister in the middle and the "Fat Old Guy" driving, was the same team that had been fourth in Miami in March. We had worked on the boat and it was ready and had a new jib and spinnaker to get us around the course. To keep the optimism going Cindy picked a great spot in the trailer part out of the deck and we set up half way between two hoists (30 feet either way) and right across the lot from the clubhouse. The only downside of this was that Dick Hallagan was next to us and he had a bad week on the water and had switched to some brand X beer that he kept trying to pawn off on us. The hotel we were in was a great pick with a great restaurant and a fantastic group of old friend Lightning sailors staying there, and or eating and drinking there.

Then, the qualifying series started! Disaster, either the stupids causing the slows or the slows causing the stupids, 17, 18, 16, 16 (consistency) and the "Fat Old Guy" had deftly guided us into the President's Cup, where we were met by some old NA's and World's friends of the past 30 years, Brush, Shore, Larson, Carson, Sprague and Ruiter and a lot of other friends that have been doing well at the NA's in recent years. As usual the competition looked competitive. On top of this the drivers left leg blew up like a balloon with the knee so stiff it wouldn't start to bend until about the tenth roll tack on each weather leg (old age and his fantastic training regimen!). Needless to say the skipper's mood was not the best. After two trips to bother Ched and several to bother Brian Hayes, the rig was checked out and minor changes made, we would be ready for the "GREENS."

Race 1: In what wind there was, (square line) we started near the pin with a big hole to get away in, with Ric Larson leading the pack to leeward of us. We sailed almost to the layline about even with Ric and tacked conservatively short and let Ric go into the corner and into an undisputed lead and we were second at the first mark. We then reverted back to the driver error mode of the qualifiers and worked our way back to fourth. Ric won the race, visiting the LEFT corner two more times and showing good speed in the conditions. Dave Ruiter was second, Ray Harrington third and Tom Niles fifth.

Race 2: Less wind again (square line again) and we again went left with Ric Larson, and again tacked short of the layline and again Ric went to the corner and led to the windward mark. We were either second or third with Dave Ruiter right behind us. (Note: For the record, since runs have become popular the "Fat Old Guy" has jibed at the top of the run about 80% of the time.) We set the chute and Laura looked behind us and said "Jack, let's jibe, there is more wind coming from that side." Jack, "We are on the favored jibe." Laura, "We should jibe" (with a skipper, you-are-really-stupid tone in her voice). This conversation went

on for another several minutes with both egos causing tones to gain more inflection. We finally jibed with an admission by the skipper that Laura was correct and that he had sailed us down the drain. Only Dave Ruiter went farther into the doldrums. I can only guess as to the conversation in their boat. We took the chute down in about 15th place. We struggled and worked hard, picking off boats one at a time, to climb back to ninth in this race. I don't have a clue to what was going on in the front of the fleet other than at the start of the last beat Ric was within striking distance again going hard left, into what looked like a sheet of glass, to his second win of the day with Bob Bush second. Phil Grotheer third, Kurt Andrews fourth and Ray Harrington fifth. At the end of the day it was Larson 1,1=2, Harrington 3,5=8, Elfman 4,9=13, Britt Wadsworth 8,8=16, and Don Brush 6,10=16.

Sailing in I was told by Laura and Cindy to stop whining about being second at both first marks and having 13 points to show for the day. (Later in the week they told me I whined more than all other skippers that they sailed with, combined.) It definitely wasn't their fault. Sometimes our upwind speed was good and at others it wasn't. Can't be me, it must be the sails. On shore it was beer truck, put the boat away, back to Ched. Asked him one question about mast bend and then it was back to the beer truck with my mind working on his answer. I think it was the class meeting next at which we were presented the new format for the Southern Circuit for which you will now need an Indy car to tow the boat in order to make it from place to place on time. This news ruined what was left of the evening, being in the minority of those in the Class who didn't think the Circuit was broken. So it was off to the Club bar with Matt Fisher, who was having an equally bad day in the Blue Fleet, where we reminisced about the 1974 NA's and the 1975 Worlds and to talk to the HHYC Commodore regarding a swap of Club burgees.

Race 3: There was wind with a little better velocity (again a square line, Bob's doing a great job!). Still have not made up my mind about the mast blocking. Start at the committee boat, tack to port, sail half way to the right corner and decide that we are slow and that I am really being stupid in this race. I have no idea, at all, as to what went on up in the front of the fleet. I do know that the "skipper, you are really stupid" tone was not in both Laura and Cindy's voices along with everyone having that it's-going-to-be-a-long-week feeling. Don Brush was first, Tom Niles second, David Clausen third Mark Whatley fourth and Same Booke fifth. The only good news was Ric Larson's 30. At the end of three, it was Harrington 3,5,8=16, Brush 6,10,1=17, Niles 5,17,2=24, Elfman 4,9,14=27, Larson 1,1,30=32.

Sailing down wind to the starting area I was still thinking about what Ched had said about when to sail with the full one and one quarter inch of blocking, something we had only experimented with a few times. The decision was made, unless we were sure that all three of us would be hiking upwind we would block full forward and stay there.

Race 4: Slightly more breeze and the line is square again. We started in a big hole about three quarters toward the pin with a lot of the leaders below us. We worked on boatspeed and found that we could now stay high, at the same or better speed for a change. We started to drop into the boats to leeward as we approached the left corner and decided to be conservative and go now before the header really started to show on the compass. On port tack the breeze increased a little and we fiddled with sail trim until suddenly there it was, better speed and super point! The boats who went slightly farther left before tacking to port were now going from on our hip to in our wake. With this the team attitude was changing to "this week may turn out all right after all." We lead at the first mark and sailed conservatively throughout the remainder of the race for a first. Mark Whatley, who was going very fast up the last beat was second (and a 4,2 for the day) and Tom Niles, who is always fast, was third, Chris Van fourth and Gaston Vedani, a junior from Ecuador, fifth. At the end of day two it is Harrington 3,5,8,6=22, Niles 5,17,2,3=27, Elfman 4,9,14,1=28, Brush 6,10,1,19=36, and Whatley 17,21,4,2=44.

On the sail-in the attitude is again very positive, Cindy has been getting us downhill fast all season and now, maybe, we had rediscovered the upwind speed that we had on the Circuit. We couldn't get to the beer truck fast enough. On shore we finally had a chance to take in the beg picture as to the entire regatta. Henderson Harbor was putting on a fantastic NA's and in spite of some bad races we were having a great time.

Race 5: Breeze, but not enough for three to hike and from the same direction with a good windward leg set and a good line. We again started toward the pin end but didn't get a big hole. Were able to tack onto port into clear air within a minute or two of the start and had Jim Carson about two boat lengths upwind, with the bows about even. I have sailed against "Gilley" my entire Lightning racing career and knew that if we worked hard and kept him from getting on our air that he would be working just as hard to stay ahead of us and as the fleet came together at the end of the first leg any one of four or five boats had a shot at the lead. Frederico Meira, Jim and I were coming in on starboard tack about ten boat lengths short of the starboard tack layline and Mark Whatley was leading several boats in on port tack about the same distance below the port tack layline. We were on Jim and Frederico's hip and thought that we were about even with or just slightly behind Mark. Mark tacked on the leebow of the starboard tack group, which was a great move, as the wind then backed putting him in a nice lead at the first mark and a lead that he lengthened to the finish. Frederico was second, Jim was third, we were fourth and Bill Shore fifth. After five races it was Harrington 32(22), Elfman 32(18), Niles 34(17), Brush 42(23), and Whatley 45(24).

Sailing back to the starting area pencil and paper was out in several boats as points were being totaled. In these conditions it was still a real horse race in the Green Fleet. We checked on Brian Taboada in the Blue Fleet, found that he won the race and was in good shape there. We watched his start in the sixth race - while Ched was in the process of carving out a big hole for himself, Brian slid in under Ched's bow, locked him up, took his hole and sailed away with a perfect start. With boat handling like Brian, Larry and Theresa displayed there, it isn't hard to see why they finished 17 points ahead.

Race 6: A little less breeze from the same westerly direction. We got a clear start about three quarters of the way down the line and sailed left for several minutes. The boats on our hip started to tack off to the right so we looked for a knock to go over in to get into the center of the course. We were slightly ahead of the boats to leeward of us when we get the back we were looking for. After tacking to port we looked like we were in the top half dozen of the pack going right and still slightly ahead of the boats going left, none of whom showed any sign of tacking. Laura began to take stock of the big picture, while Cindy worked on balance and sail trim. Laura then told me to tack in the next spot where we had

pressure because all of our competition was going hard left. This was a very hard tack to make because the center had been a dead zone most of the week. After we tacked we got a bearing on Ric Larson's blue boat, which had been to leeward and slightly behind us on port tack, to use a reference to gains or losses on the boats going right. May teammates did a great job of urging me urging me on and to sail hard from shaft of air to shaft of air. Their hard work, overcoming my whining, helped us continue to open our lead on the boats to leeward and to stay even with the leaders to the right who were now on starboard tack near the layline. Several boats had passed ahead of Ric so they were either getting a starboard tack lift, more pressure or both. The boats on the left started tacking out of the left and I wanted to tack. My teammates kept urging me left while looking for the line of pressure that they wanted. Niles, Brush, Harrington, Whatley were all on port tack and we were safely ahead of them. "CAN I TACK NOW?" A wind line was picked for us to tack into and was it a good one as it carried us almost to the windward mark. We worked very hard on the port tack and were able to get across just ahead of Bob Bush who was leading the boats in from the right. We lead by several boat lengths at the windward mark and held our lead to the finish of a course shortened to four legs. On the final beat Bob made it tough on us as his speed in the conditions was very good. Bill Shore was third, David Clausen fourth and Britt Wadsworth fifth. The RC sent the Blue fleet on a full seven leg course so we were the first fleet heading in, another great move, which capped off a first class job by Bob and his committee.

My teammates and I were very happy with our victory. I would like to thank Laura and Cindy for all their hard work in the regattas we sailed together this year (Miami 4, CAD's 2, Presidents Cup 1). Laura, who sails for URI when she isn't sailing with Ched, Brian or George Fisher, brings a great deal of sailing and racing knowledge onto the boat and works very hard on pressure, shifts, jib trim and tactics all race long. Cindy, who has to put up with most of the time that she is racing, brings a real dedication to doing well by working hard and is rapidly developing into one of the best spinnaker crew in the class. They challenged me to believe that the "Fat Old Whining Guy" could still sail at a competitive level in light and lumpy conditions and for their hard work I am grateful and can't thank them enough.

Years ago I told Bob Hutchinson, when he won the President's Cup in Sheboygan, that winning the Green Fleet only meant that you were either dumb or slow or both in the qualifiers, that you woke up in the finals and that he could have, based on Class history, been in the top 15 in the Blue Fleet and I still believe that 20 years later. This is one of the things that makes our class great, the depth of competition. Our NA's are a very humbling experience for a large group of good sailors and this happens year after year. No matter how well or bad you do in the qualifiers, the competition is still tough and the team next to you is going just as fast as you no matter which fleet you are in any given year.

Thanks to HHYC for having us and for putting on a fantastic event, the Race Committee for taking the extra step required to give us the best racing possible, to Ched Proctor and Brian Hayes for their help and for putting up with all my questions through all of 1995, the competition and to Laura and Cindy for making this a great NA's for me. Congratulations to Brian, Theresa and Larry for a job well done (And for years I thought Keith was the Taboada who was going to win the NA's and that Faude was the hot shot. Just goes to show how important the crew is on a Lightning).

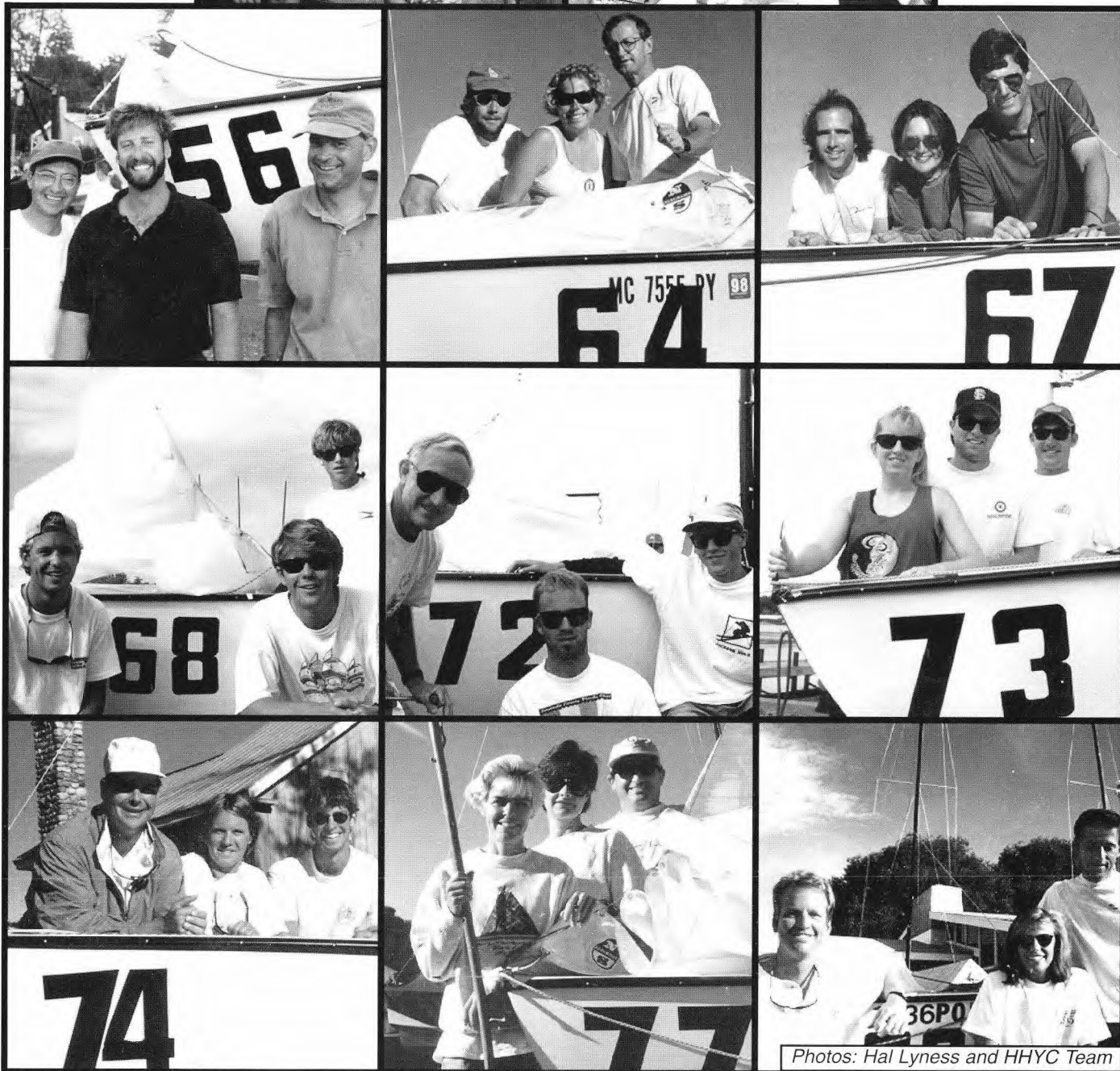
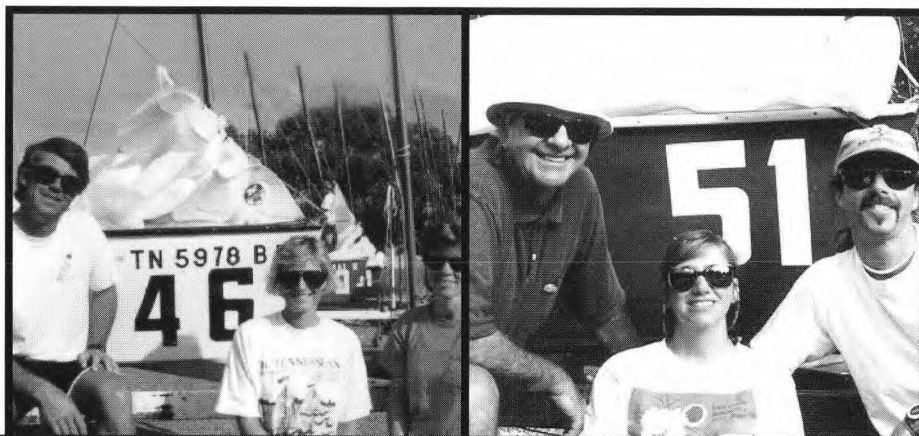
Blocking the mast full forward until you are sure all three people will be hiking; the top batten can be controlled by the cunningham, sometimes; the traveler should never be let up from ten and one half inches above the deck; look for and sail in pressure; you should let the traveler down to ease the helm in light to moderate breeze (less than three hiking) and good starts. These are the things that stick in my mind as the keys to our success AFTER the qualifiers.

Championship Flight - Some of the "Class of '95"



Photos: Hal Lyness and HHYC Team

Championship Flight - More of the "Class of '95"



Photos: Hal Lyness and HHYC Team

The 57th NORTH AMERICAN CHAMPIONSHIPS
Henderson Harbor Yacht Club, Henderson, NY
Racing on Henderson Bay of Lake Ontario
AUGUST 14-17, 1995, 100 BOATS, 3 FLEETS, 6 RACES, 1 THROWOUT

1995 CHAMPIONSHIP FLEET

37 boats

				1	2	3	4	5	6	Total
1	14589	39	Brian Taboada, Larry Colantuono, Theresa Colantuono, Brick, NJ	3	10	1	8	1	4	17
2	14572	57	Jim Crane, Kip Hamblet, Bill Crane, Westport, CT	8	8	2	9	7	21	34
3	14591	56	Ched Proctor, Jeff Eiber, Jay Lurie, Southport, CT	1	3	3	13	24	19	39
4'	14165	15	Matthew Burrige, Dan Moriarty, Rick Bernstein, St. Louis, MO	2	19	13	6	25	1	41
5	14045	23	Matt Fisher, Rob Ruhlman, Abby Ruhlman, Westerville, OH	12	16	5	3	18	3	41
6	11379	21	Stu Nickerson, Lisa Brauer, Brian Hughes, Milford, CT	15	1	4	19	3	25	42
7	14479	67	Allan Leibel, Paul Olivier, Jenn Graham, Toronto, ON	11	7	18	10	4	11	43
8	14700	64	Colin Park, Karen Park, Greg Bull, Midland, MI	17	13	7	25	2	10	49
9	14450	87	Jon Schwartz, Dan Vought, John Feist, Lincroft, NJ	9	25	8	2	30	8	52
10	14175	71	Andrew Horton, Dave Halsted, Rick Villamil, Shelburne, VT	6	6	22	16	19	7	54
11	14548	18	Tom Starck, Jim Starck, Garrett Moyer, Kenmore, NY	4	27	30	15	6	5	57
12	14713	44	Tim Healy, Bill Healy, David Peck, Niantic, CT	7	16	21	1	23	14	59
13	14701	37	Brian Hayes, Carter Utzig, Maria White, Milford, CT	10	15	9	7	21	34	62
14	14698	04	Bill Fastiggi, JoAnn Jones, Leslie Frymier, Burlington, VT	13	14	20	4	14	23	65
15	14737	20	Tom Allen, Jr., Bill Pictor, Kurt Felix, Kenmore, NY	25	5	10	21	29	6	67
16	14704	25	Dan Norton, Linda Norton, Bill Thomas, Manitou Beach, MI	20	2	17	27	12	27	78
17	14323	16	John McCree, John Waechter, Jerry Decker, Bay City, MI	33	4	23	32	20	2	81
18	14337	82	Paul Wurtzebach, Peter Sherman, Doug Nickel, Woodridge, IL	19	20	29	11	15	17	82
19	14655	12	Dick Hallagan, Lori Foster, Alister Thomson, Newark, NY	14	9	14	26	36	26	89
20	13970	73	Steve Hayden, Angie Hayden, Barr Batzer, Orlando, FL	23	11	15	31	22	18	89
21	14711	34	Tom Allen, Sr., Maura Power, Jeff Averill, Buffalo, NY	32	17	11	23	9	31	91
22	14428	77	Jim Alman, Deanna Newman, Patty Harris, Dallas, TX	27	21	19	14	17	20	91
23	14695	72	Lenny Krawcheck, Beau Samuelson, Chris Jankowski, Charleston SC	5	22	28	28	19	28	93
24	14734	86	Jim Allen, Becky Nelson, John Morley, Berkley, MI	22	35	25	5	8	37	95
25	14148	17	Michael Thomas, Stephen Thomas, Aaron Bedee, Bowling Green, OH	16	36	6	35	5	36	98
26	14678	74	John Schimert, Steve Roseberry, Chris Bone, Buffalo, NY	31	28	24	30	16	12	110
27	13871	47	Gianni Cuccio, David Ruff, George Wiedermann, Southport, CT	18	24	26	20	28	24	112
28	14355	11	Bram Palm, Jean Palm, Dave Baum, Chaimont, NY	21	26	34	24	27	16	114
29	14706	98	William Hofmeister, Mandy Hofmeister, Kat Ward, Nashville, TN	28	12	33	29	34	15	117
30	14345	19	George Fisher, Bertie Werley, John Werley, Hilliard, OH	24	23	32	12	26	32	117
31	14390	89	James Taylor, Jay Taylor, Phil Taylor, Fayetteville, SC	26	33	16	17	37	35	127
32	14634	03	Bill Mergenthaler, Frank & Dan Mergenthaler, Colts Neck, NJ	29	32	35	34	11	22	128
33	14435	68	Rob Wardwell, Charlie Wardwell, Addison Thompson, Richmond, VA	34	31	36	18	13	33	129
34	13787	85	Brian Starck, Bob Starck, Jack O'Donnell, Kenmore, NY	35	29	12	33	32	29	135
35	14033	51	Christian Whatley, Christine Whatley, Allan Whatley, Jr, Portsmouth, RI	36	37	dsq	22	33	9	137
36	14116	46	Cully Ward, Barbara Ward, Jan Thompson, Nashville, TN	37	34	31	37	31	13	146
37	14428	96	Tom Buechner, Barbara Landon, Brent Gillette, Corning, NY	30	30	27	36	35	30	152

WHEN YOU'RE STYLING . . .

By
*Brian Taboada, and
 Theresa and Larry
 Colantuono
 Fleet 34
 Central Atlantic district*

*1995 Lightning North
 American Champions*



When we finished fourth in the last race of the North Americans and had won the regatta, our competitors stood up in their boats and cheered. How great is that?

That's the Lightning Class. People were happy to see us win. That's why we sail Lightnings. It is excellent competition among friends.

We had a phenomenal week at Henderson Harbor. We saw where the parking lot was and where the club was, then looked in the back of the car at our mountain bikes. We were definitely styling.

The practice race started but we were still in the parking lot fixing this and fixing that. Then we missed the skippers meeting because we were sailing. It was a good thing since it was the most breeze we'd see all week. After hauling the boat we went to the beer truck and began drinking three

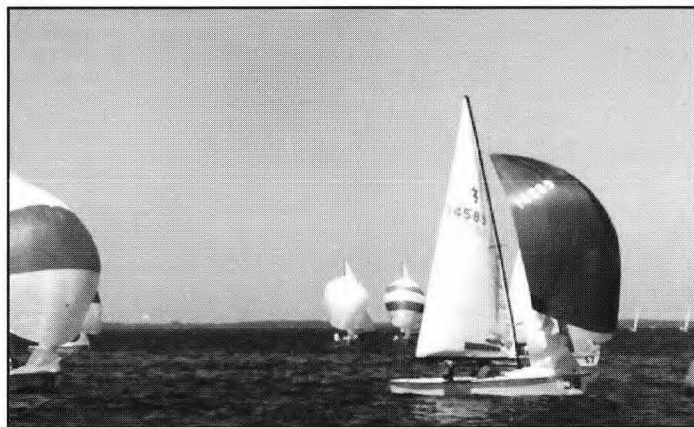
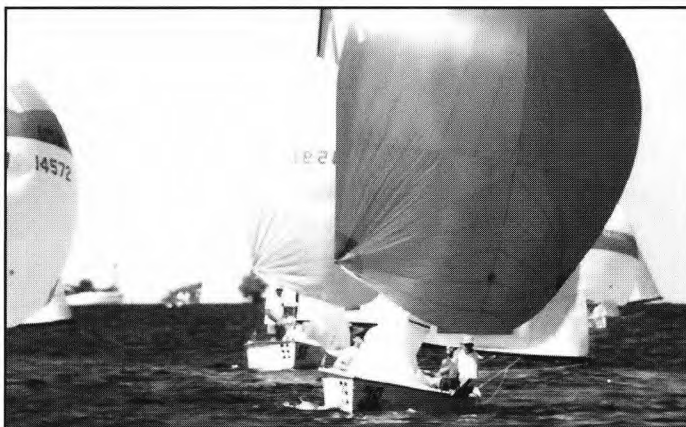
dollar bottomless beers. That's what we did every night.

Actually, there are a few things we think were keys to our success. Not boatspeed or Brian's excellent starts. but our air-conditioned hotel room, watching the Flintstones every morning, and cranking Nirvana on the drive to the club.

Back to the racing, each day all 100 Lightnings left the dock in a light northerly to make an 11 o'clock start. It was really hot and we took turns swimming and cleaning the bottom. Then the breeze would completely die. After about an hour of waterfights a westerly would fill in. Two races followed.

When it was all over and done, we had won, Jim Crane was second and Ched Proctor was third.

We would like to thank the Henderson Harbor Yacht Club, Bob Wardwell, Race Committee Chairman, and all the sailors for an incredible week that we will remember always.



Photos: Hal Lyness and HHYC Team

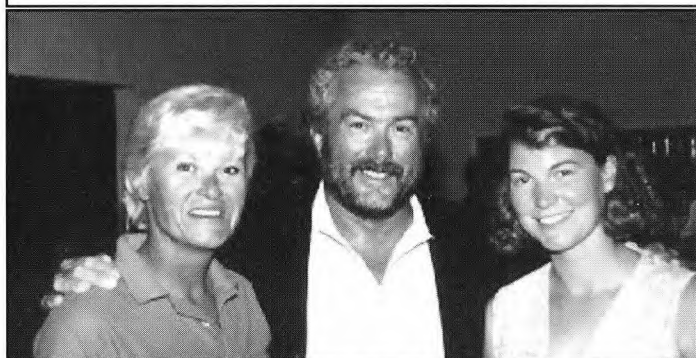
ILCA'S HIGHEST NORTH AMERICAN CHAMPIONSHIPS' AWARDS



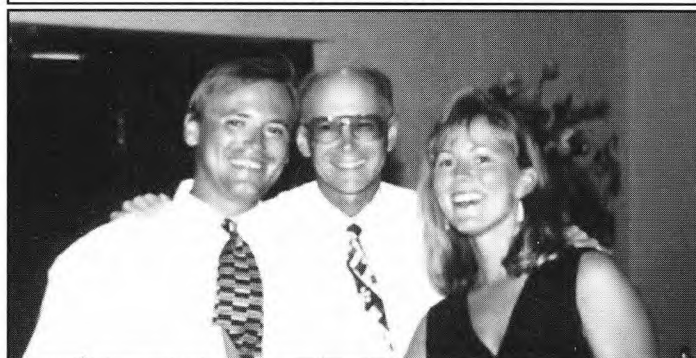
ILCA President Bob Harkrider and 1995 North American Champions Brian Taboada, Theresa Colantuano, Larry Colantuano



1995 North Americans Runners-Up Jim Crane, Kip Hamblet, Bill Crane



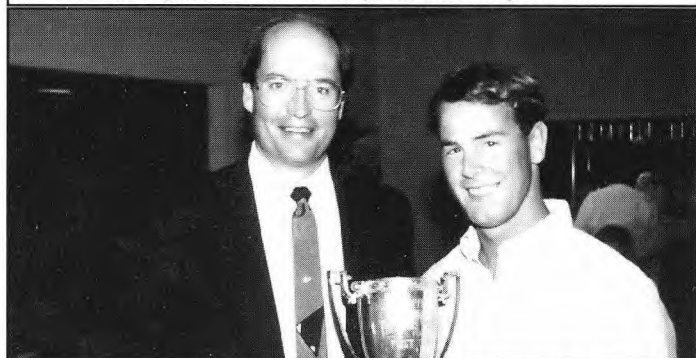
1995 President's Cup Champions Cindy Lister, Jack Elfman, Laura Milne



1995 Governor's Cup Champions Jim Zgleszewski, Kimberly Hurban, Gary Hurban



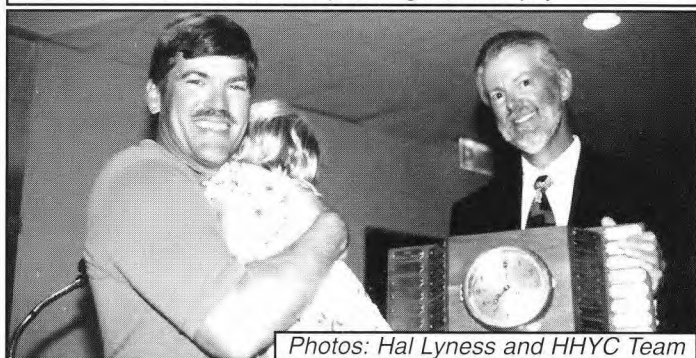
The Thomas J. McDermott Memorial Improvement Trophy, donated by the family of Thomas J. McDermott, is awarded to the skipper who improves the most from one year to the next in position during the Qualifying Series. James Henry Taylor moved up 46 places by qualifying tied for 33rd from 79th last year.



Tom Allen, Jr., grandson of Karl Smither, who deeded the Thermis Trophy, which is awarded to the highest finisher who has never sailed in the Blue Fleet before, presenting the trophy to Tom Starck, who, because the best first timer, Brian Taboada, received "another prize," gets the trophy.



Joan Hurban receiving the Swanson Trophy, donated by Jack and Jean Swanson, awarded to the female skipper who places highest.



The Tom Fallon "trophy" is awarded to the last place boat to qualify for the Blue Fleet. Bill Hofmeister wins the honors by losing the tie.

Photos: Hal Lyness and HHYC Team

The Florida District was awarded the STEKETEE TROPHY for the greatest increase in Active Membership in 1995. Honorable Mention went to the Southeastern District.

FROM THE outhouse TO THE Penthouse

By Jon Schwartz
Fleet 70, Red Bank of the Shrewsbury,
Metropolitan District
1977 Governor's Cup Champion



Photos: Hal Lyness and HHYC Team

This story starts at the Lightning North Americans a few years ago. As some of you may remember, this regatta, like several of the last few North American Championships, was cut short because of weather. ("What's so fun about sailing? There is either too little wind or too much" . . . that's another subject.) This regatta had way too much wind. I am speaking of the Newport NAs when Hurricane Bob blew by in the middle of the regatta. During the hurricane, while I was forbidden to leave the house, some brave(?) sailors went up to Fort Adams to check out the wildness of the storm. Keith and Brian Taboada, the Fastiggi brothers, Larry Colantuono and some other nuts were traveling around up there through poison ivy and some of the old passages on the fort. Brian, not knowing where he was going (not like at this NAs), sllliidd into some slime. Not just your regular old slime, but 1000-year-old slime. By now you're wondering what this has to do with anything. Don't worry, I'm getting there.

A few years later on the way to the Southampton Regatta in October 1994 . . . Russ Schon describes the trip: "It was just another trip in the car with Brian, close your eyes and you're almost there. Because when you're almost there it is Yager time." After two full nights of drinking and a quick but hard day of sailing, the incubation period of the Newport slime was over and something was about to hatch. As brother Keith tells it: "You have to know Brian. He said he was feeling really weak (an obvious major hangover) on Sunday morning. We pulled out in our truck, and Brian, I thought, was right behind us, but ten minutes later he showed up. He said he was so weak he could not turn the ignition with one hand, it took both. The wind was strong and he planned on sailing even after we told him it was more than a hangover. I thought he was having a stroke. Finally we knew he wouldn't listen to us so we got Theresa Colantuono to convince him to go to the hospital. By the time we got in he couldn't move and was in the hospital."

Dr. Taboada (Brian's Dad) said get him home ASAP. Great job, Joah! Brian was home in one hour and fifteen minutes. And in a day and a half he was paralyzed, on a respirator to keep him alive. We are talking about someone who was flushed and circling the bowl. Brian was diagnosed with Guillain Barre Syndrome, a rare disease that attacks your central nervous system. After months of rehabilitation at Kessler Institute, Brian floated up to the top and was able to walk. He had to learn how to do everything all over again (except racing Lightnings!). He wasn't supposed to walk until August 1995, but by February he was snow boarding like his old self.

Don't try to convince Brian of anything because he either wins arguments by wearing you down or you concede just because. You see, Brian is a big story-teller, but he who laughs last will not laugh when it is his turn. Yes, they call it the "Life of Brian." Like the time when Josh Goldman called Brian to sail with him in Bermuda in Comets. Brian said, "I have no money," and Josh answered, "I didn't ask you if you have any money, only if you can sail." Well, Brian agreed and the next day a plane ticket arrived. Brian got to Bermuda with \$5 in his pocket not even knowing where he was staying. Customs wouldn't let him into the country until Josh came to claim him. When Brian tried to leave Bermuda, customs wanted a \$15 tax, which Brian was able to "borrow" to get out.

Some of Brian's stories are almost (un)believable, except that too many people know that "The Life of Brian" is at times many fantasies.

It is no wonder that when you called your brother Keith, Russ Schon, and others that know you, none believed you had really won the Lightning NAs. Well, at least your MOM believed you. By now, Russ, Keith and all the people at Metedeconk have seen the trophy; they either believe you're actually telling the truth or that you stole it.

It is not very often that we get an almost regular guy winning the North American Championships, but after Brian's paralysis, his winning the BIG ONE proves that nobody can deny "Jesus Built Your Hot Rod", Brian. Enjoy your stay in the penthouse.



Photo: Mary Huntsman

FOR THE RECORD

Jim Carson, Secretary, Fleet #34, Metedeconk River YC
ILCA President, 1971

At the North Americans banquet in Henderson Harbor, Jack Elfman graciously espoused that the Metedeconk River Fleet and the Buffalo Fleet each has had three NA champions. Metedeconk is proud of Jay Lutz, Jody Lutz, and Brian Taboada, who grew up in Metedeconk River Fleet #34 and participated in the junior program of the Metedeconk River Yacht Club before winning the NA's. However, we can never attain the stature of Buffalo with their fifteen championships attained by eight different sailors. We salute Buffalo Fleet #12 and their Champions: John Stern ('41), Karl Smither ('44), Bob Graf ('52), Tom Allen III ('54, '55, '61, '65, '68, '69, '70), Bill Shore ('71), Mark Bryant ('80, '84), Tom Allen, Jr ('89) and Larry MacDonald ('92).

And, CONGRATULATIONS, BRIAN!! We're proud of you!



Photos: Mary Huntsman

TABOADA AND COLANTUANO WIN 1995 US Sailing's Championship of Champions

Rochester, NY, September 28-30 from a press release prepared by US SAILING and Dana Marnane

Brian Taboada (Brick, NJ) and Larry Colantuano (Newport, RI) ended the two-year reign of the Robinson brothers by decisively winning the US SAILING Championship of Champions Regatta for the Jack Brown Trophy.

The 21st running of the Championship of Champions was hosted by Rochester Yacht Club (NY) with 20 entries selected from current national champions. The event was held September 28-30 and sailed in Ideal 18s, a two-person, 18-foot keelboat with a spinnaker, provided by Shumway Marine and the local fleet. The eleven-race regatta sailed windward-leeward courses with a leeward gate on Lake Ontario, using low-point scoring and one throwout. Excellent sailing conditions were on

par for each day of the regatta, with winds ranging from 4 to eighteen knots and warm, sunny weather.

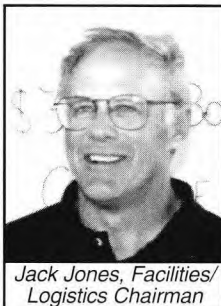
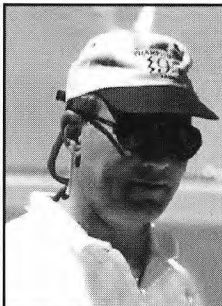
Taboada, sailing an Ideal 18 for the first time, won three out of four races the first day to take an early lead. Ideal 18 Class Champions Alan Humphreys (Toronto, Ont.), and defending champion Russell Robinson (Harpwell, ME) battled back in five races held the second day, but Taboada maintained an unbeatable lead. Going into the final day, with two races remaining, the battle was for second place between Humphreys and Robinson.

The 1996 US SAILING Championship of Champions will be held in late September at Bahia Corinthian Yacht Club in Corona Del Mar, CA.

Henderson Harbor Yacht Club Committees

THE PEOPLE WHO MADE IT ALL POSSIBLE

Bob Wardwell
Carol Wardwell
Regatta and
Race Committee
Chairmen



Jack Jones, Facilities/
Logistics Chairman



Elaine and John Haley
and the "\$3 bottomless beer"



Dick Grissinger (r),
Parking and Grounds team



Joan Woods (4th l),
Registration team



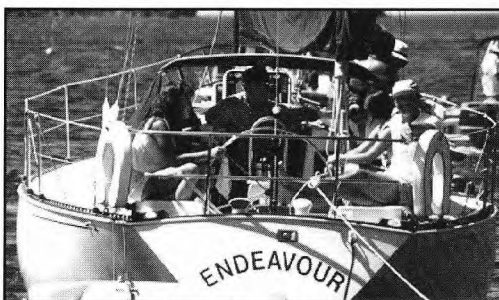
Irwin Stone (c)
Measurement team



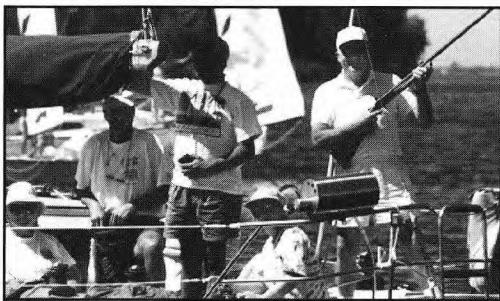
Len Montague (r)
Mark Boat team



The
Race Committee Boat



Steve Dufflo and the
Windward Mark Stake Boat team



Jerry Bezner (r)
Finish Boat team



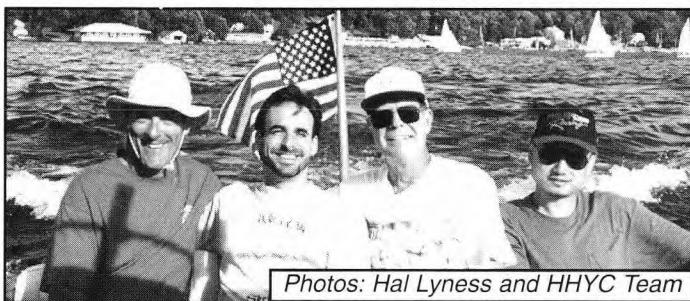
Art Bronstein and Steve Woiler
Rescue team



Ross Jacobs
Race Committee team



Judges (l to r): Sandy Huntsman, Tim Blackwood,
David Hazleworth and Head Judge Steve Reid



Photos: Hal Lyness and HHYC Team

Photo team (l to r): Chuck West (slides), Tim Capone
Hal Lyness and Louie Lu

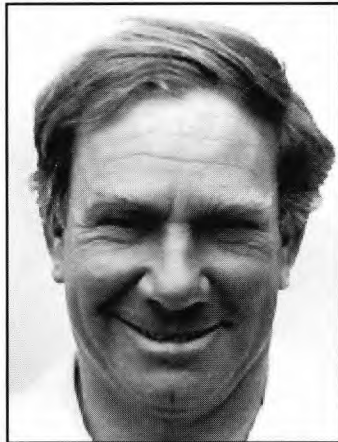
Fast Teamwork

By Bill Shore
Fleet 85

Niantic Bay Yacht Club
Connecticut-Rhode Island District

World Champion, 1971 and '85
North American Champion
1971, '76, '78, '83, '85, and '86

Photos courtesy of Shore Sails
and Dave Sprague



It's been awhile since I raced Lightnings and it's great to be back. This year's Southern Circuit, Atlantic and North American regattas have reminded me how much I enjoy the boats, the people and how close the racing is. I am glad to see how many young people have joined the class.

Teamwork is really important. Greg Fisher's article in the July Flashes was an interesting reminder of how to sail the boat with your crew. After I read it, I realized that I have imported several new techniques from other classes to the Lightning. We have found them beneficial to our boat handling. So, I am sharing them with you.

Defined responsibilities are critical to the success of your regatta. The same person should always hook up the jib or pack the spinnaker, or get the lunch and water. The same is true on the water with one crew member watching the compass and the other looking up the course for breeze and at the other boats for shifts and velocity changes. The crew member who calls the compass must be accurate and reliable and must always be able to see the compass whether hiking or sitting to leeward. It is less important whether this person is the middle or forward crew.

Practicing your tacks so that your team can do them perfectly in all conditions is important. Every crew member should always face forward through the tack which helps them stay focused and oriented.

We have found it best to have the lightest crew member get the chute prepared to hoist. It seems well worthwhile to give up a boat length or two to be ready at the top mark to hoist cleanly and fly the chute immediately.

In light or heavy breezes, we do the hoist the same. In any case, the goal is coordinated teamwork and speed, both on the boat and through the water. On reaches the forward crew puts up the pole before the weather mark and then the middle crew pulls the guy around while the skipper hoists rapidly and trims the sheet. The middle crew only takes the sheet when the spinnaker is full and pulling. The forward crew drops the jib and immediately looks for breeze, counts down puffs and balances the boat while cleaning up the halyard and the guy.

On runs with no offset mark, we don't set the pole before the mark. The middle crew gets the chute out as we round and pushes out the boom. The forward crew pulls the guy around and acts as the pole while the skipper hoists the chute. As the skipper trims the sheet, the middle crew switches to holding out the guy so the forward crew can put the pole on. Often we jibe before the pole is on but with a full chute. This is the beauty of

this method, in that the skipper always has the flexibility to jibe as soon as necessary.

After the hoist, I have the forward crew look back for puffs, keep me in a clear lane, talk to me about trends in the wind and balance the boat.

When we jibe on a run the middle crew takes both the sheets until the boom is over and then I take the guy. When the forward crew completes putting the pole on he pulls down on the twing which cleats the guy and the middle crew cleats the twing never taking their eyes off the spinnaker. Often I will jibe the main and then the forward crew will jibe the pole. This stabilizes the spinnaker, particularly in heavy air, and allows me the freedom to jibe anytime.

We have found it is faster to have the middle crew pull in the spinnaker and hike while putting it away (or sit to leeward). Cleanup occurs quickly but not necessarily immediately as it is more important to get the boat sailing quickly and establish what is happening with the breeze, the competition and the tactical issues.

One additional point to add to Greg's teamwork pointers. We talk about the race from the warning gun all the way around the course. When a crew member is quiet, I ask for information on what they can see, what is happening on the compass or over my shoulder. By staying focused on the race, we tend to miss fewer shifts or tactical opportunities.



NICKELS

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STRONGEST,
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MOTOR BOAT and Power Boating Magazine: Dec. 1938

THE NEW *Lightning* ONE-DESIGN KNOCKABOUTS

Editor's note: This full page spread that appeared in the MOTOR BOAT and Power Boating magazine in December of 1938 was probably the first PR for our Lightning.

This was sent to me by Jack Tibbs, ILCA President in 1990, who is from Fleet 31, Devils Lake Yacht Club, in the Michigan District.



Lightning *STRIKES* the one design field.

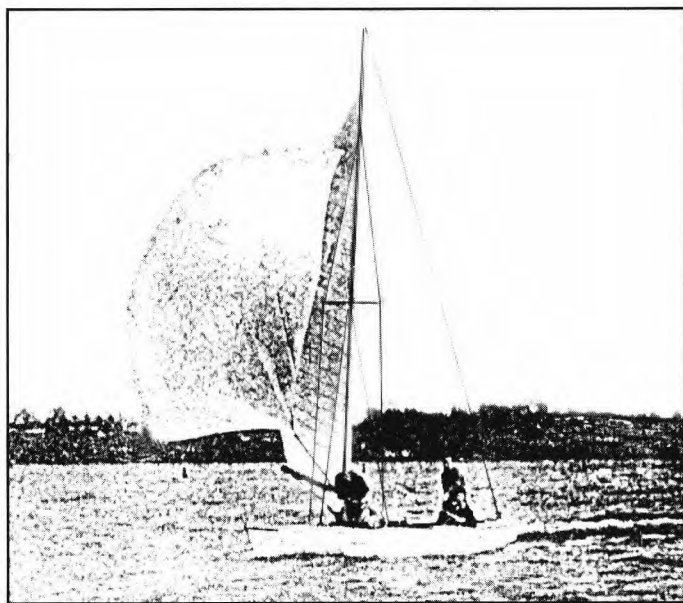
THERE is a new one design class and the first of the boats is shown here in photograph. The Lightning class was originated by C. L. Nicholson, a small boat sailor at Syracuse, who felt that there was need for a centerboard class combining both comfort and speed. He recognized fully that if such a class were to become popular, the boat must be easily and economically built and the design available at a reasonable fee. After talking with a large number of small boat enthusiasts, he took the combined ideas to Sparkman & Stevens who carried on the designing work.

The boat is 19 feet overall, 6 feet 6 inches in beam and has good freeboard and a V bottom underbody. The cockpit is roomy with comfortable seats and the rig is that of a Marconi knockabout with permanent backstay and a working area of 177 square feet. For those who wish the ultimate in speed, a parachute spinnaker is provided as optional equipment.

The boat shown on this page was built by Skaneateles Boats, Inc. and launched at their plant on Lake Skaneateles, N. Y. in October and immediately put under trial. Since launching she has been tested under all weather conditions from a drifting match to a 25 mile an hour blow and all who have seen her or handled her are enthusiastic about her performance. In particular her balance has been extremely well worked out so that she handles properly under all conditions ranging from a double reefed mainsail and no jib up to full sail including the spinnaker.

As to speed she has been sailed many times against a boat of the same dimensions and carrying 15% more sail. In these tests this new Lightning boat soundly beat the older craft in both heavy and light airs, either reaching or running. Readers interested in this class should write C. L. Nicholson, Pass & Seymour Company, Syracuse, N. Y.

Under all plain sail the Lightning one-designer moves along well even in a light breeze.



Cedar and Spruce

*By Mike Yates
Lightnings #2 and #378
Fleet 1
Skaneateles Country Club
Central New York District*

When I started writing the column Cedar and Spruce for Flashes a year ago, little did I know the impact it would have on the Lightning Class. Like many of us, I thought my interest in rarely competitive, wood classics of a popular one-design sailboat was mine alone. However, the response to the Cedar & Spruce column has been phenomenal. Not only have I received numerous calls and letters, but many of you have taken the time to write your own columns and had them printed in Flashes.

What is it about the Lightning Class that creates such interest and loyalty? In my opinion, it is design, history, good builders, and the Class Association.

DESIGN: The Lightning Class sailboat was the right boat at the right time. For several years leading up to its introduction many east coast builders, including the Skaneateles Boat and Canoe Company were building small round bottomed sailboats. In the case of the Skaneateles company, Interlake Class boats were the name of the gems. These boats were time consuming and difficult to build. Most had steam bent ribs with complicated planking requirements. Some builders had been having success with sawn rib, hard chine boats like Stars and Comets. Boats built with sawn ribs and hard chines proved to be much cheaper and quicker to build. In addition, these boats were easy for home builders. As a result, sawn rib boats were becoming very popular during the late Depression.

It was in this climate that George Barnes of the Skaneateles Boat Company and Olin Stephens came together to build the Lightning. The objective was to design and build a fast, stable boat that could be used for both racing and family daysailing. The boat they created became an American sailing icon.

The Lightning offered a deep dry cockpit with interior seating. In fact some found this characteristic so admirable that for a time, the Skaneateles company built a version with a cuddy cabin called a Gypsy.

HISTORY: In my business, I meet a lot of sailors that got their start in Lightnings. Many have been away from the class long enough that they're surprised it is still going strong. In nearly every case, these sailors have fond memories of Lightning racing and family sailing.

Today's new sailboat market is fragmented. Just look at the sport boat market. At this years Sail Expo in Atlantic City there must have been 30 different sport boats competing against the Melges 24. With so many choices I doubt any of these boats will ever sell enough to have a decent one design regatta.

When the Lightning was getting started, there weren't very many choices for a trailerable, fast, easy-to-sail-and-rig boat. As a result, Lightnings sold widely. They found themselves on lakes, rivers and bays all across the country. Many of the people who come into the Sailboat Shop, learned to sail on a Lightning at the family summer cottage, a Scout camp, or at the local yacht club.

Lightnings were active on the race course, used for island hopping in the 1000 Islands, sailed as shuttles for daytrippers to Atlantic coast barrier islands, and rigged as fishing drifters on the great western rivers.

BUILDERS: To think that there are over 14,000 Lightnings built, and most of these still in the water, is incredible. It is a testament to the builders through the years that so many of these boats are still around. For the most part, the builders of the Lightning have made well built boats capable of lasting generations. At the same time together with the Class Association, they have introduced new building and rigging technologies. As a result, the Lightning continues to be a competitive, popular boat.

CLASS ASSOCIATION: Since the days of George Barnes, the Lightning Class has had a strong Class Association. Our association has developed the class by making available building plans, overseeing the introduction of new technologies, encouraging fleet development, and so much more. However, the one thing that I believe has contributed most to our success has been our association's ability to keep the Lightning out of the Olympics.

By avoiding the Olympics, the class has maintained its amateur status. Like any active class we have our boat builders and sail makers, but these people are interested in the class, not just passing through. As a result, success in the Lightning racing fleet is easily attainable by most competent racers. Making the boat fun for everyone.

1996 represents the Lightnings 58th birthday. We can only hope that the class is as successful in the next century as it was in this century.



Photo: Karen Johnson

Sail Expo

By Sandy and Mary Huntsman
 Mary, Fleet 11 (70),
 North Shrewsbury Fleet
 and Sandy, Fleet 70 (11),
 Red Bank on the Shrewsbury
 Metropolitan District

Sandy was ILCA President
 in 1983.

Mary has been a yearbook
 photographer for many years.

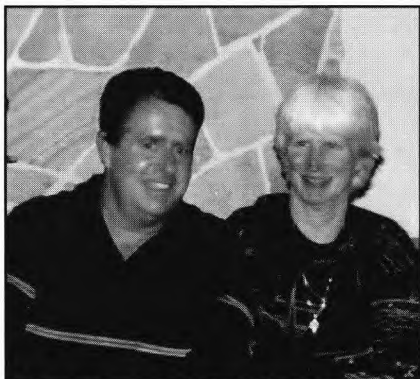


Photo: David Sprague

An open Letter to those who promoted at Sail Expo.

Dear -- Joan and Gary Hurban, Howie Reinhardt, Bill Faude, Dave Ruiter, Fran, Bob and Jarrett Lynn, Al Morton, Glenn Reitingen, Jim Carson, Eleanor Gelenitis, Fred Bush, Kay Bush, Charlie Noble, Ken Kuzdra, Ralph and Pat Wilson, Don Brennen, Jack Elfman, Cindy Lister, Tim Rumph, Rich Warren, Bob and Sterling Bush, Allan Crew, Henry Weinfeld, Keith Bobrowski, Maury and Bonnie Benbow, John Haiges and Lisa Weber, Les Hathaway, Jack Huntsman:

During our four years hosting the ILCA booth at Sail Expo we have learned that our main focus is class promotion rather than individual sales. Bringing new people into the class and fleet development has been and should be our prime consideration. To bring this about we need friendly, knowledgeable people manning the booth and an attractive boat to lean on and discuss. You people have helped with the former. Thank you again. A big bonus for our district members is to discuss the coming year's events and to help each other's fleets. We also get to look at all the goodies which are displayed and see what gadgets will be on OUR boat in the coming year.

Promo Literature in general are the current *Flashes* and yearbook - The *Flashes* cover everything about the different manufacturers and where to contact them so that our sole job is promoting the Class as a whole, not be pushing a brand - Everyone has an opinion of course.

A Great help in future shows would be a complete listing of all used boats for sale. Very seldom does a new class member come in with a new boat. Overall interest in the class is increasingly helped in part by the published fact that the Lightning is the 2nd most actively raced class in North America. Perhaps we can make reference to this in all our promotions - people like to be a winner.

We look forward to continuing our efforts at promotion at next year's Sail Expo and hope to work with you and others next year.

Again, thanks,
 Sandy and Mary

International Lightning Class Association

Shirt Sale Form - Individual or Group Orders

Jacket: \$80 + frt circle size: S M L XL Red L and XL in stock #____
Sweatshirt: \$24.00 + \$3.00 freight. circle size: S M L XL (Red Only) #____
Shirt: \$15 + \$3.00 freight. circle size: _S _M _L _XL _XXL Group Order #____
 circle color: #__Red, #__Blue, #__Pink, #__Jade, #__Yellow, #__Orange, #__Purple, #__Gray
Long Sleeve Shirt in Black \$18 + frt

Aprons to order any color \$16 + frt Order from: M. Huntsman 908-842-5292 (phone)
Bags with logo \$15 + frt 130 Bodman Pl., #12 908-842-5211 (fax)
 Total: \$_____ Red Bank, NJ 07701

The intent of these sales is to cover the expenses for the Lightning Class for Sail Expo.
 Make checks to M. Huntsman.

Thank you!

Name: _____
 Address: _____
 City/State/Zip: _____
 Telephone #: _____

Special orders in multiples of 12 receive special discounts.
 You can have regatta, fleet or individual monogramming on front.

Sail Expo

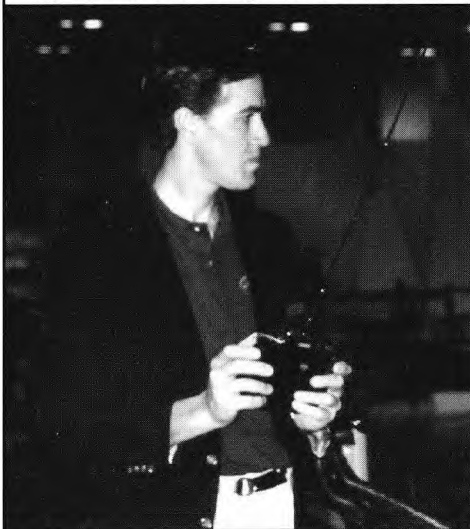
'96 ILCA President Paul Gelenitis and Treasurer Bill Faude



Greg Fisher



Larry Colantuono "tuning" up at the toy boats.



(l to r) Joan and Gary Hurban, Pierce Barden, Howie Reinhardt, and John Faus



Fran and Bob Lynn, Bobby Ruftus, Dave Ruiter and Jarrett Lynn



Cindy Lister (at the Bash)



Photos: Mary Huntsman

New (?) Concepts in Rigging Your Lightning

By Bill Faude

Be Ready Before Something Breaks (because it's gonna)

Just before the Southern Circuit we were having a combination "crew drink-athon and general boat/ trailer/spar/other-stuff-condition-going-over party." It was about 3 degrees out and we were in no hurry to finish working on the boat and go back out into what passes for early Spring in Wisconsin so we were looking for anything to fix or replace or make easier to use. I was replacing the black rubber tiller extension universal because it had been on for a season and who knew when it was going to break? Jared Drake came up with the suggestion of the moment: "Why don't you just put the new one on the other end of the extension so you'll be ready when it breaks?" Thinking about it, one could immediately see it made sense. First, we use a tiller extension made of PVC plumbing tubing. It's light. It's easy to cut and drill. It comes in different diameters and stiffnesses and **It's Cheap!** So you can experiment with a number of different lengths and not spend a lot. (It's been our experience that the longer the tiller extension the better your light-air roll-tacks 'cause you stay down on the new low side a little longer.) Those rubber universal provide good, positive feel for steering, but they do break down from weeks of flexing and W rays. When they break you're out of the race unless you want to try and steer with your foot when it's blowing 25. So . . . put a new one in one end and leave the old one in the other. When the old one breaks, take it off and replace it with the new one. Until then, use the new one as sort of a ball at the end of the extension. We tried it in a regatta where it blew over 20 the whole weekend. The new universal didn't get in the way and we felt really prepared for any disasters. Good idea, JD!

The End of the Spinnaker-Sheet-Over-The-Boom-End Forever, Continued. . . You've seen people move their spinnaker blocks forward almost in front of the traveler to avoid it. You've even seen people rig little twings back there to keep it from happening. You've seen people's crew dancing back there trying to get it undone before the gibe mark . . . It's SSOTB Syndrome II (spin sheet over the boom). Gerry Paoli has another angle on solving this problem and it doesn't require any more equipment that you're already using. Gerry writes: " . . . well, one day I forgot to take the boom crutch out of the boat and thought, 'hey, why not use that?' (to reach back and push the sheet back over the boom). This worked out OK, the shape of the crutch was exactly the right shape for the job, but the boom crutch could have been longer . . ." What's longer, is already on the boat and has the right shape? Answer: the paddle with the shape of the crutch on the blade end! You can solve your SSOTB problem without having to take the boom crutch.

Now, perhaps many of us have seen the paddle used as a boom crutch. That might not have qualified for this month's Char Cheddar Burger. But, were these people advanced enough to take the paddle idea the one more step required for true breakthrough status? Thanks, Gerry.

Thinner is Better. Here's a not-so-new idea. There will be no Char Cheddar Fries awarded here, but someone told me to think about putting some not-so-new ideas in this space too. Their thinking was that not everyone knows about some of the old ideas yet, and they may be right. Reduce the diameter of the line you're using in your control lines right now and you'll go faster. The lines will run more freely and your adjustments will be made more quickly. Doesn't it sound simple? Here's an example: in breeze up to 15, I use a 3/16" mainsheet with a 1/4"

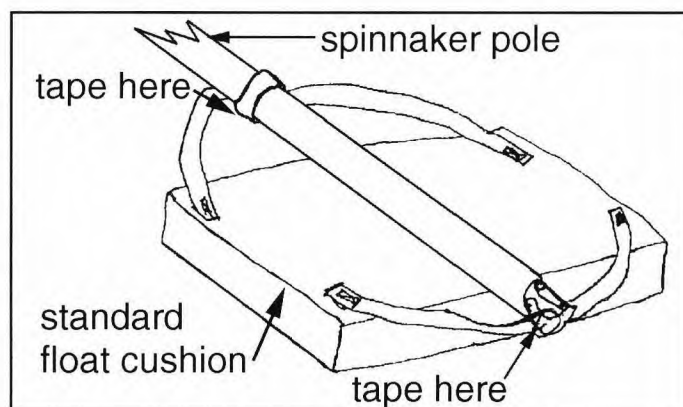
cover sewn over it in the place where I pull on it upwind and where it goes through the main sheet cleat. The line runs very freely and I don't have to ask the forward crew to push the boom out when we're going downwind. Pulling the cover over the line and sewing it in place wasn't difficult at all (one of the other guys on the boat did it while I was getting beers) and spectra-cored line in 3/ 16" (that's about 4mm I believe) is easily strong enough to handle the load. I admit that I've been caught out on the course with the thin mainsheet when the wind's blown up and my hands have been reduced to hamburger, but using the smallest diameter line you can possibly get away with is definitely fast. Don't want to worry w about having two mainsheets? You've got two spinnaker sheets, don't you? What's the difference? Oh, you don't have two sets of spinnaker sheets . . . OK, go as small as you dare and then put on gloves when the wind comes up.

A Tip For The Most Important Race Of Them All and a big-picture solution for a little pain in the . . .

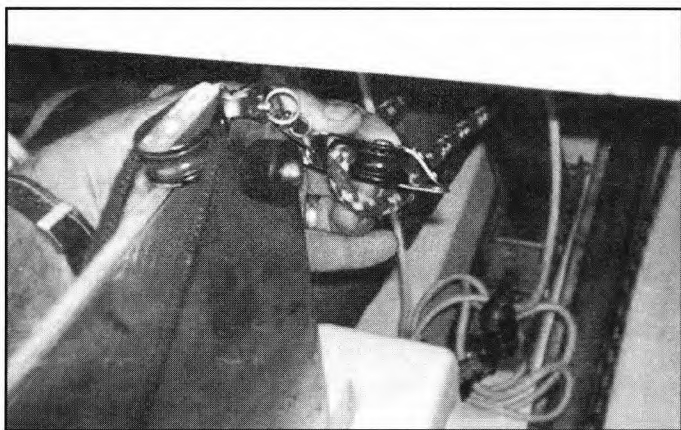
Does it happen this way where you sail? It's been one of those days where the wind's been up and down and it's been shifting through 40 degrees. The shifts have been impossible to time and there've been a few recalls in every race. There were probably flies too. Now, it's late in the afternoon and the breeze has died completely just after the last boat has crossed the finish line. So why do you watch all the race committee boats and the rescue vessels steaming in toward the dock 2.5 miles inshore without towing anyone? It's one of the great mysteries of racing sailboats. Now the whole fleet faces the 2.5 mile paddle in to the hoist and the best paddlers get the best spots at the keg. So what do you do when, your paddle breaks after 14 strokes? Here's an ingenious idea from the crew of Lightning 13994 *Silent Movie* . . .

"With no one to tow the fleet in, we began the paddle to the dock. Two minutes later our paddle conveniently broke in two. No paddle and no wind...the race to the davit looked grim. But soon second year engineering student Peter Orlebeke had us under way from the very back of the fleet. Using his two hands, duct tape, a spinnaker pole and the throwable cushion, a very swift paddle was constructed (see illustration.) With great determination and new life, the crew of *Silent Movie* used our new paddle to pass all boats to arrive at the hoist tired, but first."

This is a great idea. It doesn't add any weight to the boat, it's a great insight into additional safety and it makes the boat go faster in what's sometimes the most critical part of the day's racing. Great job, Peter.



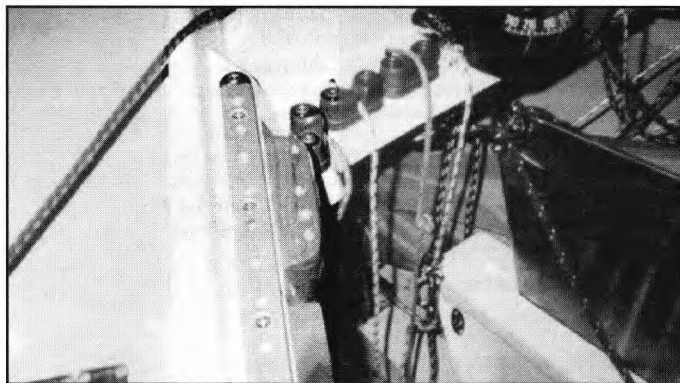
The End Of One Of Lightning Life's Most Inevitable Little Pains. OK, you won the last race of the day and the critical race back to the hoist. You're already smugly hoisting your boat from the water as the rest of the fleet straggles to the dock. You're so cool. Then someone still in the water reminds you that normally you raise the centerboard before putting the boat on the trailer. Yep, none of us are more than 3 inches from being dorks at any moment. So as you reach up into the boat to grab the board puller-upper line (...totally dorky to put the boat back down before pulling the board up, I'll just reach up a little and pull her up...) Why is it that right now you always catch the forward hiking strap with the board? Why then do you have to put the boat completely back into the water and start all over? Bill Sloger from Mt. Pleasant, SC, seems to understand this problem a little too well. He has solved the problem. Bill writes..."simply purchase a block with a becket, remove the becket pin, bend one of the becket straps down to touch the other and you have a ramp, (strap-catcher?) for the hiking strap to slide up and over the block. If the board corner is rounded, everything slides under the strap even easier." (See photo) Thanks, Bill.



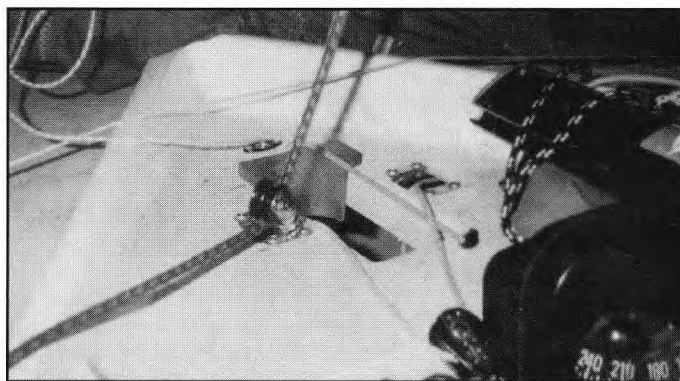
Now For Some Fresh Thinking From An Old Guy . . .

I have 3 ideas to share: jib leads, jib halyard and how to help avoid ripping that new spinnaker.

Jib Leads. The fad these days appears to be to move the leads inboard, especially on the Nickels boat which has the standard position farther outboard. Moving the track itself is somewhat of a nuisance, but there is a simple way of at least accomplishing half of the job. That is to mount a wooden block inside of the coaming (see picture above) and dead end the jib lead there. This accomplishes a couple of things: first of all, it gives you a 2-1 on the jib which makes small adjustments easier; second, it stops the leads from skipping forward in waves/breeze, since only half of the load is now on the jib car; third it gives you "fine tuning" on the lead position since one end is fixed, which effectively only moves the lead by 1/2 a hole when the car moves one hole; and fourth, the jib lead is effectively moved inboard. You should have the hole(s) in the block drilled no more than 1" inboard of the coaming since the intent of the new rule on jib cars is to prohibit moving them too far in at the discomfort of the forward crew. Actually the new rule, written up in the May *Flashes* is strangely silent on limitations on the dead-end, but I am sure that will get taken care of eventually. As a footnote on this subject, if the above interpretation on the dead-end is correct, then it is illegal to attach the dead end to an eyestraps on the back of the jib cleat in a standard Nickels set up. This was allowed for some reason at Nationals but I assume, again, that when new rules are written they will be enforced.



Jib Halyards. A number of boats have the jib halyard mounted on the port side of the mast on a track. This is sometimes a nuisance, particularly when dousing the chute on starboard jibe. There is, however, a simple answer. Mount a Harken 084 (swivel block) just under the halyard and off set a little (for instance on the boom vang/cunning- ham through deck screws on a Nickels boat; see picture, top of next page). Then you can uncleat the halyard from anywhere on the boat by pulling the tail of the halyard. Because it is offset it automatically releases as you pull it down, and pulling the jib up is easier too.



Ripping Spinnakers. With the popularization of windward leeward and Olympic courses (great idea, in my opinion) we have a lot of dead runs. This has led to a lot of ripped spinnakers as they are set. The problem is that the chute goes up pinned between the main and the shrouds and rips on the spreader. The answer is to not let the main out all the way and not to bear off onto a dead run before you set the chute. Sometimes, however, you lose distance by not going off immediately to a run so think about either a windward set (you can pre-set the pole even on a weather set if you think about it), or doing an immediate set as you go around the mark. If the pole isn't set and you can't hoist the chute and get it flying without the pole, then set the pole. *Good luck - Colin Park*

(more from Bill) Ok, now here's some more fresh thinking from someone not all of us know - yet. Jim Davis sails boat number 14579, *Flash Over*. He is a member of amazingly successful fleet 42 at North Cape Yacht Club at the Western edge of Lake Erie. In a little over a year, the fleet has gone from inactive to more than 15. Fleet growth like this is due to a number of variables, and one of them is having folks in your fleet who just like messing around in the boat, coming up with newer and better ways to make the boat easier to sail and rig. Jim's one of these types, and he's always ready to help others with their boats too.

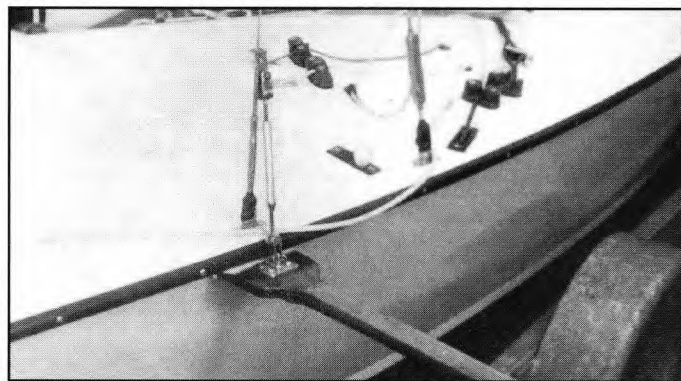
The following is an idea to really make it possible for one person to rig a Lightning alone. I think we can all identify with how helpful this idea can be on a Saturday morning 6 minutes

before the skippers meeting when both of your crew members appear to be passed out in the van, their mouths no doubt feeling like the insides of a 3-year-old European jogging shoe, after having spent way too much time next to the keg the night before.

Jim writes: "Enclosed are photos (shown below) of what I believe should be called the "Hallagan Rigging Tool". The one in the photo was produced by D.B.J. (Davis Basement Junk) Manufacturing. Dick Hallagan is the person who told the guy who told me how this thing works. Dick's is somewhat simpler, it rigs his boat, but didn't adjust to fit all types.

The "H.R.T." is quite simply built from a piece of hardwood 19" long, 1" thick and 4" wide, an old turnbuckle attached to the wood and a heavy duty halyard catch. The tool should also have imported virgin kangaroo hide on the portion which touches the hull under the rail to protect the boat's finish. The balance of mine is WEST system epoxy coated and varnished. I have used

the "H.R.T." for the past season, and believe it is well worth the space it takes in the van. "Thanks Jim.



SPORTSMANSHIP Thoughts on the Indy Open

By Andrew Harmon

Woody #8679

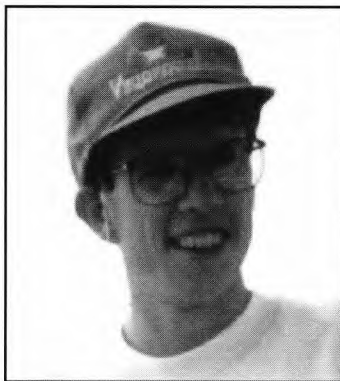
"Weirdly Manor"

Fleet 270

Indianapolis Sailing Club

Indiana District

Photos: Kasren Harmon



Indianapolis Sailing Club, Geist Reservoir, Indianapolis, IN May 6-7, 1995

We picked our way through a dozen boats and slithered into a good spot in the front row. The starting signal sounded and we were off! I was well pleased with our position, and was just plain excited to be in a race against 28 other teams. Then came two horns from the committee boat. I kept sailing. So did everyone else. "Two horns," said Mark, my forward crew, "that's a general recall!" I kept sailing. So did everyone else. Then came a verbal pronouncement from the race chairman: "That was a general reecaall!" There was no hint of amusement in his voice. I came about and headed back. So did everyone else. There were a number of starts like that!

Twenty-four skippers, their Lightnings, and crews, came from as far as St. Louis, Traverse City, Chicago, Toledo, and Sylvania, Ohio, (and one dedicated crew-member came all the way from Maryland) to participate in the 33rd annual Indiana Open. Overall, it was a successful sailing event; but, nonetheless marred by a discouraging undercurrent of disregard.

I have been prompted and encouraged by friends, family, and sailing peers to write this article, and am doing so under the auspice of "saying what needs to be said." I feel, too, that I owe it as consolation to all who have found themselves thoroughly demoralized by the attitudes of their boat-mates and nearest competitors. I am well acquainted with their plight, having endured it for nearly an entire decade under the command of my father.

Did contestants travel so far, their boats and gear in tow, just to drink beer and scream at each other at the marks and on the lines for two days? Or was it that elusive trophy, that sparkling prize (which cost less than thirty bucks), that drove some to

totally disregard the penalties they incurred? As I recall, paddling under the five-minute warning is prohibited. Yes, on race #4 the starting line was initially too short and we had a hard time getting away "all clear." But all the same, on the starting lines the rules just went out the window. Such was the fervor to race that nearly all were loathe to return for restarts. One boat actually didn't return on a general recall. And some of the language . . . ! Onshore the protest committee often found it difficult to round up and hold onto disputing parties.

Certainly not all who sailed in the Indiana Open were guilty of these behaviors, nor was the regatta a free-for-all bedlam which the preceding condensation of events might indicate. And maybe the Open isn't the biggest event in the Midwest, but that doesn't diminish in any way our call to live up to the title of sportsmen. The image we portray as skippers and crews represents our class, our fleets, our families, our states, and even our country. And wherever we go, we leave an indelible impression on those we contact. Why would I be tempted to subject my family to hours on the road, packing, rigging and the lot, if I even remotely suspected that things would resemble the description above? Maybe that's fun for some, but somehow I think not. After the Indiana Open I'm quite convinced that happiness is staying where I am; racing in a happy fleet, where things are challenging, but fun. I'm sure that many will say that that's where I belong. That's fine, too. But all I have said is true, and I admonish boldly all those going to the World Championship in Montreal and subsequently in South America and Europe to take these things to heart, and show the rest of the world that American sailors are true sportsmen.