I.L.C.A. WOMEN'S CHAMPIONSHIP

by Susie Klein

Nineteen Lightnings competed in the first Women's International Lightning Class Championship held at Bay Head Yacht Club, New Jersey, August 9th-10th. Bonnie Shore and her crew, Ann Brush and Sue Engle dominated the fleet with an impressive string of three firsts, a third and a fourth in the five race series. She was closely followed by Ann Boyd, Elizabeth Canniff, and Kelly Octgen of Columbia, South Carolina, and myself, with Janet de Camp and Cynthia Wesson, placing third. As a newcomer to the Lightning class I was amazed at the depth and breadth of the competition. Fleets from as far away as Wisconsin and Florida were represented by talented sailors. The credentials of the sailors were impressive. Many of the women, such as Bonnie Shore and Anne Allen have successfully raced Lightnings with their husbands for many years. From a Lightning family of longstanding, Cherie Neville and her sisters Candy and Nancy proved to be a formidable combination. Ann Boyd, National Y-Flyer Champion, has been a tough competitor in many women's sailing events, including the past three Adams Cup finals. My own teammates, Cynthia and Janet have raced extensively on Barnegat Bay, with Cynthia representing area C in the 1977 Adams Cup finals and Janet crewing on the runner up boat in the 1977 E Scow Nationals.

The series, which was comprised of five races with low point scoring and no throwout, demanded that the leaders place consistently in the top of the fleet. One race below the top five among the leaders could dramatically alter the results. The racing conditions on the relatively narrow Metedeconk River were excellent. The wind blew out of the West, down the length of the river both days, an unusual occurrence, which provided us with long weather and leeward legs. Due to oscillating winds, a midday veer, and geographical shifts, the narrow river was a challenging race area. The wind velocity varied from 5 knots to a fresh 15 knot breeze on the first afternoon.

I was caught unaware by the competitiveness of the fleet at the first start. After a general recall, Bonnie, challenged by Betsy Gelentis of the Metedeconk Yacht Club, led the fleet to her first win with us trailing Betsy for third. Bonnie again demonstrated her superiority in the shifty 8-10 mph breeze by winning the second race. Ann Boyd recovered from her first finish of sixth to place second. Accustomed to racing on breezy San Francisco Bay, when the wind picked up for the third race I felt more comfortable and we won by a wide margin. I must confess that a great deal of our lead was gained when the second place boat rounded the leeward mark and

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somehow managed to snag it, causing the rest of the fleet to chase downwind after them in an attempt to catch up to the leeward mark. The next morning Bonnie and I had strong starts and led nearly the whole first weather leg. To my dismay, ten boats, led by Ann Boyd, who I thought I had safely tucked away in my dirty air at the start, cruised in from right field on a puff and rounded the mark ahead of us. The top fifteen boats, with the exception of Bonnie, Ann and myself, went high in the dying breeze of the first reaching leg, allowing us to slip by them. At this point the three of us were within four points of each other, well ahead of the rest of the fleet so the series was up for grabs. Ann led us to the first leeward mark and then sprinted ahead to win the fourth race. We covered Bonnie while allowing the Nevilles to slip into second. Bonnie and Ann worked out on the rest of the fleet in the fifth race and dueled for the lead, with Bonnie finally capturing her third first and the series.

In terms of race committee work, regatta organization, and hospitality, this regatta set an extremely high precedent for future Women's Lightning Championships. The race committee, led by Bob West and Bob Adams provided us with excellent courses. Tay Adams not only proved to be an able competitor, but she also did a superb job organizing the regatta and providing housing for the participants. Although this regatta was my first introduction to the Lightning class, I quickly realized why it is such a popular class. The calibre of the racing was extremely competitive, yet the atmosphere encouraged all sailors and stressed participation. I look forward to racing in this regatta again next year and I hope that more women will kidnap their family boat and come join us.

I.L.C.A. WOMEN'S CHAMPIONSHIP 1978

Final Position	Boat #	Skipper and Crew	Race Finishes 1	2	3	4	5	Points
1	10909	Bonnie Shore Anne Brush, Sue Engle	1	1	3	4	1	10
2	13190	Ann Boyd Elizabeth Canniff, Kelly Oetgen	6	3	2	1	2	14
3	13158	Susie Klien Cynthia Wesson, Janet deCamp	3	4	1	3	5	16
4	13222	Cherie Neville Candy Neville, Nancy Neville	11	2	4	5	4	26
5	13211	Ann Allen Jane Allen, Nancy Barger	10	7	10	2	3	32
6	13162	Betsy Gelenitis Carol DiFazzio, Janice Maritz	2	8	6	9	7	32
7	11972	Mary Margaret Dimon Pat Jeske, Debbie Freeth	7	5	5	13	8	38
8	1315	Mara Freeland Bobby Riley, Anna Fortenbaugh	13	11	8	6	6	44
9	13304	Karen Huntsman Susan VanHolle, Carol Seitz	5	10	13	10	12	50
10	11504	Janice Lange Diane Boettcher, Cathy Cox	9	13	9	8	14	53
11	12210	Nancy Simpson Pam Ramsdall, Ann Colie	18	15	7	7	11	58
12	11908	Tay Adams Fran Hoekstra, Peggy Roeseler	4	9	14	16	16	59
13	12739	Eileen Ewing Pat Farley, Marguerite Siegel	12	6	11	21	10	60
14	11113	Nancy Young Jane Hilton, Linda Hayes	8	12	15	11	15	61
15	11788	Judith Walker Linda Baitman, Margit Westphal	15	14	12	12	9	62
16	13017	Rose Gentile Marilyn Gallagher, Shannon Gentile	14	16	17	14	17	78
17	13259	Vickie Matthews Audrey Matteson, Liz Chase	17	17	18	15	13	80
18	10633	Aileen Meares Katie Meares, Jo Ann Bauer	16	18	16	20	20	90
19	11728	Roberta Schreyer Libby Williams, Sue Zabrycki	19	19	20	17	18	93

19 Boats, 20 DNF/DNS, 21 DSQ

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MACDONALD WINS I.L.C.A. JUNIOR CHAMPIONSHIP

by Richard Thomas

The I.L.C.A. Junior Championship was now in its fifth year and at Metedeconk River. The event has been a success for a class with interesting racing and competition each year. The first year (1974) at Cleveland was a family affair with Matt Fisher nipping brother Greg for the title. The following year Robby Wilkins won by pulling a first in the final race at Columbia, S.C. when the title was up for grabs between contenders. 1976's championship at Milwaukee provided a racing duel between Mark Bryant and Jay Lutz which could be compared to the battles between Affirmed and Alydar in this year's horse racing triple crown. Mark and Jay exchanged the lead between each other throughout with Mark coming out on top in 4 of the 5 races (often by little more than a few boat lengths.) Last year's championship at Buffalo was all Jay Lutz. Turning in a Secretariat style performance, Jay won easily, far outdistancing his opponents. Which brings us up to this year. Who would win? Second and third place finishers at Buffalo were back, Larry MacDonald from Ontario and Matt Burridge from St. Louis. 1977 Sears Cup Champion, Will Pesterlige showed. But would the added experience of sailing in the championship before help pivot a Tom or Brenda Allen into the lead? Any hot newcomers? All these questions and more would soon be answered in three days of sailing on Barnegat Bay.

Tuesday morning, the two brought us down to the race course. The wind was Southwest blowing 15-18. And with the firing of the cannon by Phil Dennis, the regatta began. Brenda Allen starting at the committee boat, quickly tacked onto Port and led a slew of boats to the right. Brenda rounded the windward mark first followed by Stephen Craig, Paul Magno and George Francis. The leaders, popping chutes before noticing the closeness of the reach seemed doomed. But through diligent crew work, Allen and Craig held their positions with Francis moving to third on the downwind legs. On the next weather leg, Brenda held first with Larry MacDonald moving up to second followed by Craig, Matt Burridge, and Jody Lutz. MacDonald was to get superior crew work the entire regatta from Ian Jones and Corey Fischer passed Brenda at the jibe. Going up the last leg, it was just a case of Larry covering to win although Brenda gamely tried to break his cover. MacDonald took the gun, followed by Allen, Craig, Burridge, and Jack Huntsman.

The wind and course remained the same for the second race. MacDonald and Lutz managed the best starts and rounded the windward mark in that order. Burridge acquiring a puff, went over a group of boats on the first reach to move into second. Meanwhile, MacDonald was stretching out his lead off the wind and had a nice lead at the leeward mark, with Burridge holding second. The wind clocked a touch left at the next weather mark with MacDonald and Burridge opening their lead on the fleet. Jorge Freeland and Jack Huntsman caught the shift to move into 3rd and 4th with Stephen Craig 5th. Combatants held their positions downwind. With MacDonald and Burridge having first and second firmly locked, the race was for 3rd. Freeland held 3rd with Craig moving into 4th and Lint Weber taking 5th.

On Wednesday morning, light winds caused Race Committee Chairman, Jim Carson, to postpone the races and send everyone to the pool. Around 12:00 the wind did come up, again blowing from the Southwest with velocity 10-12 knots. The race began with boats spread out all over the course. James Alman's tactics paid off, rounding the windward mark first with MacDonald, Jim Gelenitis, Huntsman and Lutz following. MacDonald's downwind speed again came through as he passed Alman with the rest of the top five remaining the same. The wind began to come up a touch for the next windward leg and Lutz, going right, leaped into 1st with MacDonald close behind. MacDonald passed Lutz at the jibe and intent on not letting Lutz get away again, glomped on him tightly to the finish. Huntsman took 3rd, followed by Gelenitis and Alman.

Larry wraps it up

Photo Credits — Mary Huntsman

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The air picked up a touch for the next race but remained out of the same direction. With a good start and quick boatspeed, Jody Lutz with crew Patti Schon and Don Freeth rounded the weather mark first. Jody, 15-year-old brother of Jay, last year's champion, using Jay's boat and candy stripe insignia would prove to everyone that the Lutz family has more than just one fine sailor. MacDonald rounded second with Craig, Michael Fortenbaugh and Alman following. Mac Donald's guile and experience proved too much for Lutz to handle as he caught a puff and went over Jody. Burridge moved into fourth with nice spinnaker work, passing Fortenbaugh and Alman. MacDonald leaving nothing to chance covered Lutz and the rest of the fleet throughout the rest of the race to take his fourth gun. Lutz was second, Craig third, Burridge fourth and Alman fifth. After two days of racing, MacDonald 4, Lutz and Huntsman tied with 21, Burridge 4th with 23, and Craig 5th with 27.

Thursday morning brought the competitors southwest winds of 6-8 knots. MacDonald won the start at the leeward end while Lutz and Craig incured disaster, fouling and over the line, respectively. Larry rounded first at the weather mark, followed by Peterslige, Gelenitis, Francis and Paul Magno. The race, three times around plus a weather leg was now academic for the top three, as MacDonald, Peterslige and Gelenitis were never seriously contended for their positions. Magno and Freeland moved into 4th and 5th on the third weather leg and held it into the finish. Larry Mac took his first in five races, which spells C-H-A-M-P-I-O-N with the six race, one throwout format.

The afternoon race was postponed while the race committee waited for a storm to pass. There will be no attempt to call the directions of the wind for this race, for it would only bring many unhappy memories for those involved. MacDonald, with the candy stripe sewn up and just sailing out the string rounded the first mark, guess where? (We all appreciated Larry's fine sportsmanship by sailing the final race to make it fair for his competitors.) Craig followed second with Freeland third. Wind shifts followed with there being consecutive weather legs at times. Larry was passed as he put up his chute and couldn't make the mark. Even champions can't go to windward with spinnaker. The wind finally came out one steady direction as the race was shortened with a good weather leg at the end. Brenda Allen, who led most of the way after Larry made his one mistake, won the race with Peterslige second, Freeland third, Gary Oetgen fourth, and Craig fifth. MacDonald crossed getting 14th three guns as regatta winner.

Larry MacDonald, crew Ian Jones and Cory Fischer proved too much to handle for the fleet. Congratuations go to them. While the fight for first was never really in doubt, the battle for second went down to the last leg. Stephen Craig, taking fifth in the final race took the runner-up spot. Jack Huntsman took third, Jody Lutz fourth with Jorge Freeland and Jim Gelenitis tied for fifth with freeland winning on tiebreaker. Only seven points separated these five. Since Craig, Huntsman, Lutz and Gelenitis all can sail next year more great competition is promised for next year's Juniors.

We at Metedeconk had a wonderful time as host. We hope the sailors had as much fun. All thanks and appreciation must go to Co-Chairman Jim Carson and Dave Ruiter, who have worked since January on this regatta. The Junior Lightning Championship truly proved to be a great event, one the Class can be very proud of.

ILCA JUNIOR CHAMPIONSHIP 1978

Jr. championship 1978

Final Position	Boat #	Skipper & Crew	Race Finishes 1	2	3	4	5	6	Points
1	13305	Larry MacDonald Ian Jones, Corey Fisher	1	1	1	1	1	(14)	5
2	13229	Stephen Craig Cindy Craig, Jeff Grinnan	3	5	(16)	3	10	4	25
3	10702	Jack Huntsman Doug Duprey, Steve Wolf	5	6	3	7	8	(21)	29
4	13306	Jody Lutz Don Freeth, Patty Schon	9	8	2	2	(32)	9	30
5	12893	Jorge Freeland David Melin, Nicholas Holshouser	11	3	10	(23)	5	3	32
6	13184	Jim Gelenitis Stuart Challoner, Ed Woj	(13)	7	4	8	3	10	32
7	11800	Matthew G. S. Burridge Lindsey Dibler, Todd Grohne	4	2	13	4	16	(20)	39
8	12265	Will Petersilge Dan Roshon, Steve Beeson	(18)	16	8	13	2	2	41
9	11085	James Alman Warren Sands	7	(32)	5	6	13	13	44
10	13084	George Francis, Jr. Doug Zimmerman, Jeff Maritz	6	12	9	(15)	6	12	45
11	12691	James N. Howard, Jr. Lou Alison Howard, Bill Orr	(15)	11	6	10	12	7	46
12	13265	Brenda Allen Doug Barlow, Dan Dressel	2	(32)	19	11	14	1	47
13	11444	Paul Magno Chuck Ryant, Kevin Young	10	14	(20)	17	4	6	51
14	13110	Tom Allen Lynn Kostecki, Jill Swanson	8	10	7	(32)	7	22	54
15	10327	Gary Oetgen Jimmy Nettles, Mark Schandolf	14	9	(24)	19	15	5	62
16	11570	Kevin Corr Chris Bruhn, Brendan Huggins	16	13	12	14	(17)	11	66
17	12922	Brian Hughes Bob Young, Chris Morgan	21	(22)	11	21	9	8	70
18	11560	Bill Fastiggi David Young, George Schiavone	17	15	(18)	5	18	16	71
19	10761	Frank H. Suits, Jr. Dan Suits, Barry Stephens	19	18	17	(24)	11	15	80
20	11933	Michael Fortenbaugh Teddy Wardell, Bonnie Adams	22	23	15	9	20	(24)	89
21	10318	Clarke Douglas Newman Ira Johnson, Christopher Benigno	20	(32)	28	12	21	18	99
22	13063	Timothy Robinson Randy Swartley, Joanne Carducci	31	19	22	(32)	19	17	108
23	12822	Jay Matteson John Wis, Rick Bernstein	25	21	27	18	(32)	19	110
24	12553	G. Linton Weber, Jr. Keith Vennel, John Boneia	(32)	4	14	32	31	31	112
25	12695	Frank Difazio Walter Runck, Jeff Jones	24	24	26	16	(32)	23	113
26	11981	Sam Pearl Richard Shellow, Chris Young	12	17	23	(31)	31	31	114
27	12042	Cathie Geraghty Paul McCann, Anthony DeLucia	23	20	25	20	(31)	31	119
28	12025	David Blair Jeff Fishman, Glen Zimmerman	26	(31)	21	22	31	31	131
29	9391	Howard Edson Dave Horne, Bill Alden	27	25	30	25	(31)	31	138
30	12031	Theodore J. Ganley James V. Ganley, Jr., Scott Gasiorek	28	26	29	26	(31)	31	140

30 boats, 31 DNF/DNS, 32 DSQ, ( ) Throw-out Race

Red Shape is up! PNW District Photo Credit — Dick Wylie

REFLECTIONS ON SAILING A WOMEN'S NATIONAL CHAMPIONSHIP

by Bonnie Shore

What is it like to sail in a major women's regatta? What would it be like? What would the competitors be like? Could I do it? Suppose I failed miserably? These are some of the questions I asked myself before even considering signing up for a major regatta, and of course these were my initial worries.

Sailing was a sport I grew up with. My Dad is an active Lightning sailor, my Mom was his crew and my secondary school summers were spent at a terrific sailing camp on Martha's Vineyard. There I learned all phases of sailing, sailboat racing, as well as how to be a sailing teacher. From there four summers were spent as a sailing instructress along with some crewing in many Lightning races with my Dad and following that, I married the sport. While learning the fine art of crewing from my husband, I also learned a great deal about the competitive and tactical side of sailboat racing. So the background skills and knowledge was the easiest part for me to feel qualified to enter the Women's National Championships, better known as the "Adams Cup."

My toughest role, which is probably the easiest for many gals who decide to go into women's sailing competition is the planing, preparation, crew training, time, and desire as well as love of competition needed to go out to the race course and win.

The 1978 Adams Cup finals was sailed in a Shields, a 30 foot heavy, one design keelboat which to me looks like a small America's Cup Boat. It's a boat that I co-skipper and race on frequently here in Newport evenings and weekends. Fortunately all qualifying rounds in preparation for the finals were sailed in Shields and the farthest I would have to travel was Marblehead, Mass., only 2¼ hours away. If ever there was a time to try to be a womens champion, now was it. . . . .the decision was made. . . . .I'm going to finally do it!!

My crew was made up of three Shore Sail Loft women sailors. We had never sailed together, but since there were 21 races to be sailed I had to know we'd get along well through thick and thin. (We did!) We should have initiated more crew

practice before starting the competition, for in heavy air on the first day of racing it was almost our undoing. Fortunately for us the wind did get lighter, the crew work better with every race and we had our first qualifying victory, the Narragansett Bay Championships.

It has happened time and time again that crew work has made the difference between winning and loosing a regatta. There is never enough emphasis and practice put into this one important area of competitive sailing.

Our second qualifying series, the New England Championships, sailed in Marble head was a six race light air battle with our major competition coming from one gal. It wasn't easy because she was always there just in front or just behind me. One foul could have lost the regatta as there are no 720's in the entire series. Upon winning the second qualifiers, this same competitor presented me with a bottle of champagne. To my relief and joy this same attitude presented itself throughout the entire series. All the contestants were fair yachtswomen. That in itself made the events fun and worth while.

So we made it to the finals – now the pressure was really on. Here I was at my home club (sponsoring club for the Adams Cup finals), home waters, familiar boat, familiar sails, and the home town newspaper writing articles on me as the favorite. I don't mind saying I was nervous and apprehensive, praying that if I let my friends down, don't let it be too badly!! Of all the sports that decide who's the winner by a little break here or there, a few lucky shifts, or just being in the right place at the right time – sailing is it. My thoughts, of course, were I was going to have to be smart, but also lucky! However, my crew was going to be prepared too – and we trained for Narragansett Bay heavy winds.

Mother nature was not easy on the competitors. She gave us winds up to 35 knots, cloudy skies with a day of 15 knot winds, a bright hot sunny day with no wind, light shifty winds in rain, generally a little bit of everything to test our skills. The boats and sails were virtually equal, so it was up to eight women and eight races as to who would come out on top. From the moment of victory we were greeted by our friends, the champagne corks popped and after the customary dunking we were escorted by motor launch to the club where the porch was lined with more happy cheering friends. What a thrill it was to win for my home town, for my instructor – Bill, for my family, and to bring home the first national championship trophy for my club (Ida Lewis – named after a woman and in our 50th anniversary year).

Thinking back to the winning day brings that little touch of nostalgia to my heart. You see, that moment is what competitive sailing is all about.

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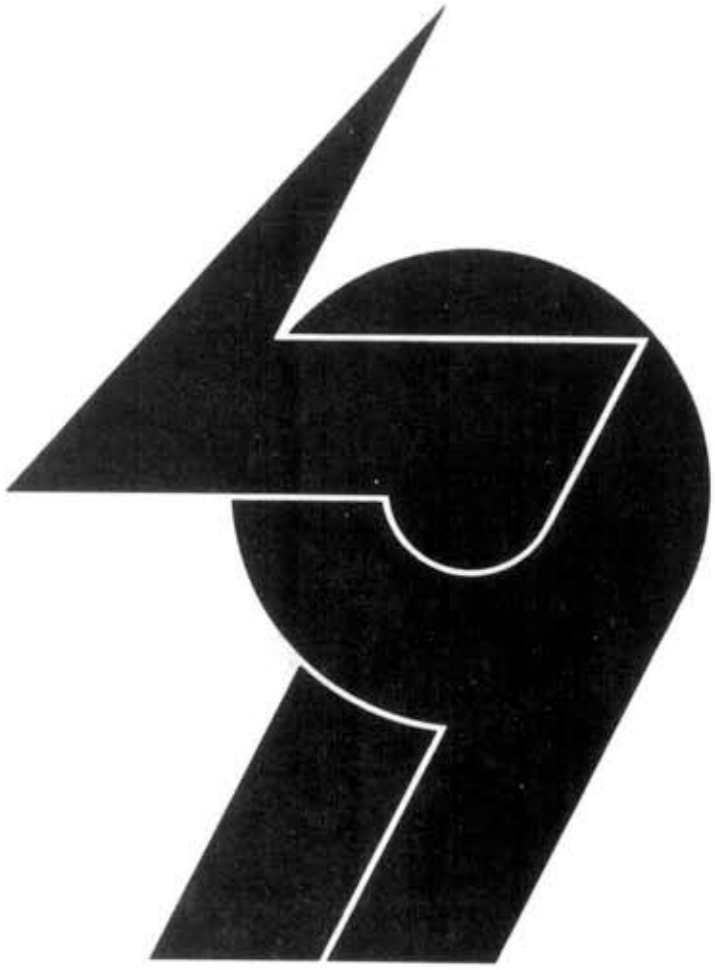

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