

THE 1981 NORTH AMERICANS

by
David Curtis

My crew, Jud Smith and Cindy Douglass, and I arrived at Cedar Point Yacht Club only two hours before the first qualifier. We found my boat had been delivered, measured, and rigged by Hale Walcoff. We launched it and went out to race.

After two bullets the first day, we felt pretty good. Then there was a lot of joking about whether we would be the first qualifier and suffer the consequences. That was academic, since Jim Crane was first qualifier and we were second.

Going in to the first race, we thought our toughest competition would be Jim Crane and Mark Bryant, the defending champion. As the fleet arrived out on the Sound, the prospects of a good steady race, or even any race at all, were dim. There wasn't much wind, but there were plenty of holes and shifts. We thought the right would be the way to go, but we chickened out of hitting the right corner, a move which cost us the race. We took a more conservative route up the middle and had to work very hard to round the first mark third behind Bob Wardwell and Jim Crane. We passed Jimmy at the jibe mark and held on to finish second in a shortened race. Jay Lutz, Mark Bryant, and Matt Fisher all went left and couldn't recover on the short course.

The second race was held on the same day, only by now the wind was fairly steady in direction and between 8-14 knots. We didn't get a great start, but we were able to clear out on port quickly and we were in phase. We were soon leading, and with Jud calling the wind perfectly, we had a nice four length lead at the first mark. Mark Bryant broke clear of the pack behind us and became our only pursuer. We had a few anxious moments on the second beat when the wind picked up and caught us with a bridle while Mark was using a Crosby rig. He nearly caught us before we figured out how to get the boat going with a bridle in that air. With aggressive use of the backstay and cunningham, we managed to retain a comfortable lead. On the first reach we opened a little more distance, but on the second one, we nearly lost it. In our effort to keep the boat light, I had decided that we didn't need our all purpose jib or our dynac reacher. When the reach became tight, we ended up sailing low and dropped our chute early to reach up to the mark. As we did this, Mark passed us. But when he dropped his chute, we passed him and started up the last beat first. We were careful not to let Mark get away from us and held on to win the race with Jody Lutz getting the third.

About a third of the way up the first leg of the third race, we approached Mark who was on starboard tack. We tacked to leeward and he tacked away towards the right. At this point it looked like we were first and second. We hesitated a little too long in going back to the right and Don Brush, Mark, and Matt Fisher all picked us off. I did a lousy job steering on the reaches and we lost a few more boats as well as a lot of distance on the leaders. We picked up most of the boats and the distance on the second beat, only to do a mediocre job again on the reaches. Two thirds of the way up the last beat we were sixth, with a possible shot at fourth and fifth place, when we decided to gamble. We broke to the left and lost three more boats to finish ninth. Mark sailed a great



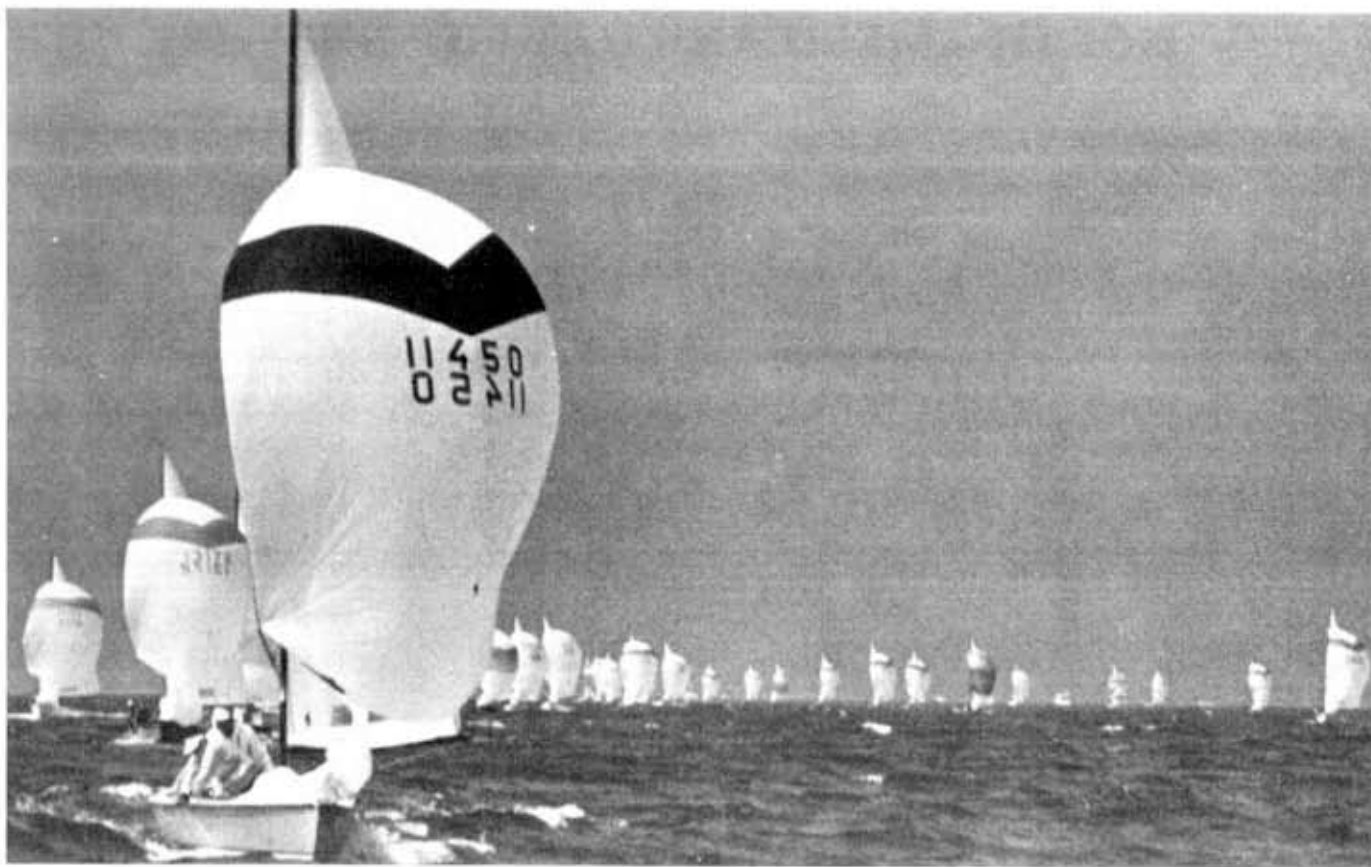
N.A. Champion, Dave Curtis

Photo Credit — Mitch Carucci

race to overtake Don Brush for the gun while Matt Fisher finished third.

Again, we had an afternoon race, and again we had a nip and tuck first leg with Mark. He rounded first with us only two boatlengths behind. Jay Lutz was just a short distance behind us. On the second beat we made a hundred yard clearing tack, but it proved costly, as it gave Jay the opportunity to get to our right. I guess we didn't learn our lesson well in the morning. We chased Jay around from there, but to no avail. Mark finished first, Jay second, and we were third.

Race five belonged to Mark, but not without having to work for it. We started near each other and seemed to pull away from the fleet. The only problem was that he was pulling away from us. At the first turn, Mark had 75 yards on us and we had 2-3 boatlengths on who else, but Jay. The wind lightened on the reaches. At the leeward mark, Bry-



Mark Bryant leading the Fleet.N.A.'s at C.P.Y.C.

ant's lead was only two boatlengths. It didn't stay that way for long, as Mark sailed into progressively stronger wind and his lead grew. We knew that if we beat Jay, then mathematically we were the only boat with a chance to beat Bryant for first overall. We were doing a good job opening up our lead on Jay. But, as we neared the weather mark, we relaxed our cover and let Jay stray off to the right all alone. His gain wiped out all our efforts for the leg and meant that we had to start all over again on the last beat. We got the job done and at the finish, it was Mark, ourselves, Jay, and Matt. We went ashore that night knowing that we could not finish worse than second. In order to win, we needed four boats between us and Mark, or for Mark to be worse than 12th. The prospects didn't seem too good for ourselves and four boats to beat Mark, so we had to rely on the second option.

The next morning, we got involved in a little prestart maneuvering with the end result being that we both started on port tack, with us to windward. Since we were at the unfavored end of the line, and headed in what we thought was the wrong direction, we were in good shape. The left side of the course paid off big, but every time Mark tried to sail starboard tack, we gave him a good dose of bad air. This forced him back to the right. We rounded the weather mark next to last with Mark behind us, and the fleet a good ways ahead. At this point, we let our guard down and Mark got by, but we didn't think he could claw his way back to twelfth. Mark gave it a good shot, but with the planing reaches taken away by the windshift on the first beat, there was little to work with. Even though we crossed the finish line 19th, we knew that we had won.,

It was quite a thrill for all of us. My crew, Jud and Cindy, did a tremendous job, especially when you realize that the three of us had never sailed together before.

The Cedar Point Race Committee and Yacht Club did a super job. Everything happened without a hitch. We are now looking forward to Buffalo.



What a busy intersection to have a Break Down!

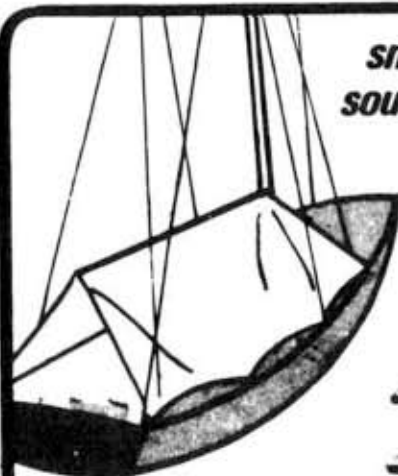
Photo Credits — Mitch Carucci

NORTH AMERICAN CHAMPIONSHIP 1981

Final Pos.	Boat #	Skipper & Crew	Race Finishes					Pts.	
			1	2	3	4	5		6
1	10555	David Curtis, Judson Smith, Cynthia Douglass	2	1	9	3	2	(19)	17
2	11099	Jay Lutz, Bonnie Shore, Stu Challoner	(28)	6	7	2	3	1	19
3	11450	Mark Bryant, William Shore, Giselle Wagner	(23)	2	1	1	1	18	23
4	10956	Matt Fisher, Greg Fisher, Courtney Becker	(16)	7	3	11	4	6	31
5	13490	James Crane, Neal Fowler, Peter Bone	3	4	5	(13)	13	7	32
6	13622	Glenn Darden, Kurt Huseman, Michael Haggerty	(15)	10	4	6	10	11	41
7	13172	Don Brush, Ann Brush, Jim Russell	(31)	12	2	23	6	3	46
8	12749	Stu Nickerson, Chris Hamblet, Cathy Housman	6	17	6	15	(31)	2	46
9	10860	George Fisher, Tom Emch, Patti Fisher	(27)	26	10	8	7	4	55
10	13285	Bob Wardwell, Christy Wardwell, Bob Bush	1	27)	13	5	21	17	57
11	11077	Jody Lutz, Eric Olvig, Kevin Fayed	19	3	(31)	17	15	9	63
12	13657	Bruce Goldsmith, Sherry Goldsmith, Dr. Marinus Van Ooyen	9	8	(27)	27	9	12	65
13	13650	Jim Carson, Jim Gelenitis, Doug Zimmerman	5	5	24	(31)	8	27	69
14	11138	John Schneider, Kevin Corr, Patrick Corr	12	13	17	16	(37)	15	73
15	12489	Claudio Biekarek, Gunnar Ficker, Ralf Berger	(32)	16	8	9	18	23	74
16	12050	James Alman, Fay Regan, Knute Young	20	(37)	11	21	20	5	77
17	13573	Rob Held, Jeanne Held, Larry Colantuono	7	(31)	28	4	12	28	79
18	11814	Larry MacDonald, Larry MacDonald, Sr., [Tony Fink], Sue MacDonald	(33)	15	18	28	11	10	82
19	13681	Thomas Allen, Jr., Anne Allen, Jill Swanson	22	14	(33)	14	27	8	85
20	13515	Ross Bailey, Yvonne Trembley, Bob Walsh	(37)	19	22	7	16	22	86
21	12792	Dick Hallagan, Dave Wait, Sandy Myerson	26	28	14	(32)	5	14	87
22	13611	Thomas Allen, Jim Allen, Brenda Allen	10	20	12	22	24	(30)	88
23	11800	Matthew Burridge, David Jones, Lal Burridge	25	9	20	(26)	17	20	91
24	10378	Bill Ewing, Tom Mergenthaler, Brad Thompson	11	11	(26)	24	19	26	91
25	13222	James Neville, Candy Neville, Cherie Neville	4	21	(30)	12	30	29	96
26	11036	Don Delorme, Wanda Delorme, Bill Buchanan	14	24	(25)	20	25	16	99
27	13675	Jon Schwartz, Arnold Schwartz, David Ruiter	18	(32)	23	25	26	13	105
28	10895	Bill Clausen, Kris Kloss, [Henry O'Hearn], Randy Dickerson	24	22	19	30	14	(31)	109
29	12365	Frank Gallagher, Bob Currie, Ron Grotheer	13	30	(34)	19	25	24	111
30	10242	Denis Farley, David Watts, Mike Mergenthaler	8	29	21	(33)	28	33	119
31	10599	Jack Elfman, Holly Elfman, Steve Warren	17	18	16	34	36	(36)	121
32	11007	Mark Beaton, Don Schon, Debby Freeth	29	25	(32)	18	32	21	125
33	10807	William Sloger, Jr., David Sears, Johnny Krawcheck	21	34	(35)	10	29	32	126
34	10212	Georges Peter, M.D., C.H. Ritt, III, Carolyn Peter	(34)	23	29	29	22	25	128
35	11379	Hale Walcoff, Bill Fastiggi, Joe Petrucci	30	33	15	(35)	33	34	145

35 Boats, DNF/DNS-36 Points, DSQ-37 Points, () Throw-out Race, [] Approved Alternate Crew

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WHAT WINS RACES?

Observations From the N.A.'s

by Matt Fisher

Ninety-seven boats traveled to Westport, Connecticut, this past August, expecting light shifty winds on Long Island Sound. Instead, the fleet was blessed with relatively steady and strong air throughout the week. The racing was expected to be interesting this year because it seems as though there has been quite a bit of confusion on how to tune the Lightning in the past year or two. I think everybody was waiting to see what kind of rig would be the fastest. I hope this article can give you an idea as to what the fast guys were doing to keep winning at the 1981 North Americans.

For the first time in several North Americans, there were no surprises in the qualifying series. It seemed as though all the "hot shots" qualified. As a matter of fact, 8 out of the top 10 qualifiers finished in the top 10 in the final North Americans Championships. This reflects on the consistency of the winds and the competitors throughout the week.

One side note that I noticed during this part of the week was the absence of Mark Bryant on the water during the qualifying. Usually, the defending champion develops a complex because he is the only boat **not** racing. The ex-champ always seems to be brushing with the fast boats between races and practicing crew work while the races are going on. I think Mark knew he was so fast (and he was) that he really didn't need to brush against anybody. Mark's lack of sailing didn't really help or hurt during the regatta, but I think it was obviously a quiet display of confidence. Jim Crane and Dave Curtis both sailed excellent qualifiers, scoring 1.1.1 and 1.1.2 respectively.

What seems to happen all too often at the North Americans is that the first race turns out to be a major turning point in the Regatta. Throughout the week, the Race Committee did an excellent job of running the series. But, when the first race was started in very light wind, I think several of us questioned the decision to start. We also questioned the shortening of the race to 4 legs. I'm a firm believer that if you have a crap shoot race, the Race Committee should let the contestants shoot it out for 7 legs. Whatever, Bob Wardwell sailed an excellent first weather leg and won the race by over 3 minutes with Dave Curtis and Jim Crane second and third. Lutz, Bryant, Darden and ourselves all sailed our throw out. More than anybody though, this race would come back to haunt Bryant in the end.

The second race started immediately following the first in the local thermal which built to a solid 18 knots by the second time around. The current was going out against us upwind and the wind was slowly clocking to the right. These two factors made it absolutely imperative to go to the right side of each weather leg as far as possible. Those who went left of center were not seen until the cocktail party. Dave Curtis sailed a very impressive upwind race to beat Mark Bryant. On two separate occasions, Dave passed Mark upwind.

The next three races were similar to the second race (12 to 18 knots) except that Mark Bryant won all three races by convincing margins. The races were basically boat speed

contests towards the right side of the course and it was becoming apparent that Mark definitely had a substantial boat speed advantage.

It still baffles me as to why Mark was so much faster in these conditions. There were several things we noted that may have contributed to the speed. First of all, Mark was getting excellent starts near the weather end of the starting line and tacking about 2 minutes after the start heading towards the right side of the course—rarely was he challenged. Also Mark had an *extremely* tight rig; his stays were tensioned tighter than I would dare set up on my boat. At the same time, he keeps the boat very flat in the choppy conditions. Sometimes some of us heel the boat too much upwind because it feels good. The only time this is actually fast is in light air. These were really the only things that I know Mark did differently than any boat on the course.

There were several things we learned on our boat during the series. First, often the wind would decrease in velocity during each of the various races. When the wind would get below 10, and we weren't overpowered, it was absolutely mandatory to have the boom centerlined. On three occasions, Greg climbed back on the deck to rig the bridle for the last weather leg—we never regretted having it rigged. Another adjustment we made during the regatta was to trim the back stay and the jib sheet much tighter than I had in recent years. With the sail trimmed very flat in the choppy water, I would steer the boat to drive through the waves instead of easing the sails to drive through the waves. This seemed to help our pointing tremendously.

As a series like this progresses, it becomes interesting to see who dips in the standings and who charges in the last part of the regatta. Two "chargers" in the last three races were Jay Lutz and George Fisher, my Dad. Jay accumulated 6 points in the last 3 races and moved from 9th in the standings to 2nd. This is 13 points fewer than the next boat, my Dad's, who moved from 15th to 9th. Some people go to the North Americans so "psyched" to win, that if something goes wrong in the first few races, their whole series falls apart. North Americans is a crazy series—you're never really out of it until the last race.

As it turns out, the series was won by Dave Curtis in the last race. Although we were tied with Jim Crane going into this race, to be quite honest, we were watching the battle between Curtis and Bryant before the start. To win the series Dave either had to put 4 boats inbetween he and Mark or push Mark back to 13th or lower. Dave's worse race was 9th, and Mark had a 23rd in the first race. Dave and his crew were so consistent in the first 5 races that all he had to do was to sail Mark off the course, assuring that they both had poor finishes—and that's exactly what he did. Dave tailed Mark just a little before the start and they both ended up on the second row on the starting line at the gun with Dave slightly ahead. Mark tacked to the right and Dave was very eager to push Mark to the right side. Fortunately, for Dave, for only the second time the whole week the left side was favored—by



President Fisher et al under tow at N.A.'s

Photo Credit — Wendy Morgan

20°. Hindsight is 20-20 but I think if I were Mark, I would have stayed more with the bulk of the fleet which for some reason went left. Even if Dave was on his wind, the upwind speed Mark had, would have assured him at least a 20th at the first weather mark and I think it would be fairly reasonable to say that Mark could have picked up 1 to 2 boats each leg to finish 12th. Dave and Mark rounded the first mark at least 500 yards behind the next to last place boat. I didn't get to see very much of the action the first weather leg, but obviously Dave did a very good job of pushing Mark to the wrong side of the course.

Jay Lutz put together an excellent series to win the last race and move into second ahead of Mark. Also, we were able to nip Crane at the finish line to finish fourth.

Dave Curtis and his crew, Jud Smith and Cynthia Douglas, put together an excellent series. They were consistently in the top 3 in nearly every race. I honestly feel that this is the most competitive North Americans Championship I have ever competed in. Other than Jim Dressel, all of the heavies who have done well in the North Americans in the last five or

eight years were at Westport. The racing was very tough. Not only was it a boat speed contest, as I mentioned before, but it was also a boat handling contest. It was a type of regatta where one small mistake and you could lose two to three boats at each mark. These crews did more than tug on lines. Listen to these credentials of the top five: First place Adams cup, Lightning World Champion and three time North Americans champion, the top Thistle sailor over the past three years, and a second place finish in the Snipe North Americans, and four-time Intercollegiate All-American and, also, the first place finishing skipper in the 505 North Americans. Do these sound like pretty impressive skipper credentials for the North Americans? These are just a few of the credentials of the crews in the top 5. One of Dave Curtis' toughest competitors in the E22 is Jud Smith—his crew. All these boats were obviously very well sailed and that is the main reason the North Americans this year was so competitive. But these crews did not tell the skipper where to go. They just put 2 or 3 heads together to make the boat be sailed as effectively as possible. You can prebend or move your leads all around or whatever you want to do, but the most important part of sailing is to have a good working relationship with your crew. In my opinion, that is what wins sail boat racing.



Matt with brother Greg on deck.

Photo Credit — Mary Huntsman



PRESIDENTS' CUP

by Ched Rogan, Champion

With Long Island Sound being at its finest, this years Presidents' Cup was nothing short of great racing typed only by the hospitality of Cedar Point Yacht Club. A big thanks to the Yacht Club and also to the various committees and people who made the week a sailing success.

Our final standing in the series is a complement to my crew of Riaz Latifullah and Todd Adelman. Riaz a good friend of mine from Kings Point, flew in from Houston to do a superb job calling the tactical part of the races throughout the week, enabling me to concentrate on simply steering the boat. Todd our middle man for the week took a lot of abuse and has really got to be congratulated for that. This was his first experience in flying a spinnaker and at the same time had never sailed in a mono-hulled boat before. He really did a fantastic job in adapting in such a short period of time. A special thanks goes to our shore crew, Ann Sargent who kept us supplied with refreshments during and after the races.

This years version of the Presidents' Cup is as follows:

First Race — Could probably be better told by a guy who drives a "woody" boat and it's past winner of the President's Cup, Dave Peterson. As we were looking through his bad air, he sailed an excellent race with unbelievable boat speed. We both started at the committee boat end of the line and sailed up the right side of the course playing the light puffy breeze rather than the wind shifts; Dave, however, was in 1st gear and we were in about 12th. Michael Hein was able to take second place with Robert Carter behind him under a shortened, light air race. Fortunately, this was the only light air race for the week, as we were able to use it for our throw-out race in the series.

Second Race — Was sailed on Wednesday afternoon under a 12-15 knot breeze. At the start, we felt the pin end of the line was favored, so we set ourselves up with a port tack approach tacking to leeward of the farthest boat down the line to gain the pin end position. As the time of the gun approached, Paul Gelenitis was able to work the boat to windward of us up on the line and in order for us to maintain clear air, we were indirectly brought up also. As the gun sounded, we were looking great, unfortunately though we were over the line. Being the leeward most boat we were quickly able to jibe around the pin to clear ourselves leaving to Paul Gelenitis an open door. In the end, we were able to scramble our way back to third place, finishing behind Paul Gelenitis and Ric Klug respectively.

Third Race — Was not a spectacular race as far as finishes go, but it was probably our hardest and best sailed race of the series. Once again we had a bad start, favoring the pin end in lieu of the committee boat and wound up playing the wrong side of the course on the first windward leg. Hoping to pick up some boats at the windward mark we came in on port tack to be closed out by a wall of starboard tacker and round in about 15th place. We held our own on the downwind legs and picked up only on those boats which ran into spinnaker problems. On the second windward leg we began our attack using the shifty breeze and what seemed to be excellent boat speed as our weapons. By the second wind-

ward mark rounding we had brought ourselves back to seventh place. Once again we held our own down wind and were only able to pick-up Fisk Hayden who sailed a fine series, on the last windward leg. At the finish it was Max Rosenberg followed by Paul Gelenitis and John Collins.

Fourth Race — A great race for Joe Friebele and Max Rosenberg who truly dominated the entire race, Max was able to finish with back to back bullets for the day and bring himself back into contention after an early DSQ in the series. Joe finished second after leading the fleet around the entire course only dropping Max on the last windward leg. David Fitch was able to capture third place with Robert Carter sailing a smart last leg to finish ahead of us.



Presidents' Cup Champion Ched Rogan

Photo Credit — Mary Huntsman

Fifth Race — Couldn't ask for a better time to do it. We were second in the standings prior to this race, being 5 points out of first place and one point out of third. We cleared the starting line with good air and sailed our way to a comfortable lead at the windward mark. We extended this lead on the next 5 legs of the course and put a loose cover on the fleet for the last windward leg to finish with a bullet. John Collins finished second for the day followed by Joe Friebele and Fred Hamblet.

Sixth Race — With Paul Gelenitis two points behind us, we began the last race knowing we had to finish respectably within the fleet and be no more than one boat behind Paul. Paul came off the pin end of the starting line with a good start and worked his way out to a leading position on the left side of the course. We on the other hand, found a huge hole in the line and were able to start on port tack. As we worked up the middle of the course we looked no better than a second place rounding. Making one last tack for the mark we were able to get on the inside of a lift to round the weather mark first with Paul a few boat lengths behind us. Once again we were able to extend our lead on the legs that followed and finish with a respectable bullet. Paul camped out on Max Rosenburg on the last leg to finish second with Fisk Hayden once again finishing with fourth place.

My compliments once again to those people involved with this years North Americans and to Cedar Point Yacht Club. I'd also like to thank the green fleet for an exciting and challenging series. Hopefully we all learned enough to sail the blue fleet next year. Congratulations Dave Curtis.



Todd Adelman, Riaz Latifullah and Ched Rogan.

Photo Credit — Mary Huntsman

PRESIDENTS' CUP 1981

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	11248	Ched Rogan, Riaz Latifullah, Todd Adelman	(12)	3	6	5	1	1	16
2	13084	Paul Gelenitis, Linda Taboada, Frank di Fagio, [Betsy Gelenitis]	(15)	1	2	9	5	2	19
3	11373	Max Rosenberg, Dan Martin, Steve Grillon	10	(34)	1	1	17	3	32
4	11346	Fred Hamblet, Robert Pinard, David Pinard	11	5	(33)	7	4	6	33
5	13647	John Collins, Larry Fretts, Ann Hayes	(13)	10	3	8	2	10	33
6	13592	Fisk Hayden, Mike Healy, Steve Hayden	6	4	7	(22)	13	4	34
7	10801	David Peterson, Anne Peterson, Chris Vann	1	9	5	6	18	(21)	39
8	12470	Joe Friebele, Doug Dixon, Gina Hendrickson	(18)	17	4	2	3	15	41
9	12362	David Fitch, Dorothy Fitch, Thomas Fitch	14	7	11	3	9	(17)	44
10	12355	Peter Hallagan, David Hallagan, Katrinka Van Siclin	9	6	10	12	(26)	9	46
11	12929	James Pindell, Jean Hallagan, Dan Suits	(16)	16	9	10	7	5	47
12	13489	Robert Carter, Dave Brown, David Brown	3	20	17	4	15	(23)	59
13	13659	David Sprague, Stewart Sprague, Peggy Bowman	8	(21)	18	13	14	7	60
14	13617	David Nickels, Kevin Nickels, Hank Callahan	19	14	8	15	8	(20)	64
15	9517	Rob Ruhlman, Abby Ruhlman, Greg Maras	4	11	24	19	(27)	8	66
16	10638	Michael Hein, II, Mike Cummins, Bill Moulton	2	18	22	(28)	10	19	71
17	13656	Lenny Krawcheck, Townee Krawcheck, Lyn Loring	5	13	19	(26)	25	12	74
18	13190	John McIntosh, David Peters, Carol Peters	20	(29)	12	21	11	13	77
19	13251	Ric Klug, Mark Sturges, Doug Sturges	26	2	14	17	(28)	18	77
20	10811	George Hatfield, Greg Hatfield, Craig Ross	(21)	12	13	20	20	14	79
21	13380	John Parker, Brownie Baer, Leslie Carrol	(24)	19	15	18	12	16	80
22	13329	Warren Lewis, Brian Lewis, Larry Stephens	7	(28)	21	14	16	22	80
23	11530	Tom Green, Mark Huza, Nina Huza	(29)	22	20	23	24	11	100
24	10387	Hank Hodgson, Karen Hodgson, Brian Husey	30	27	16	(33)	6	25	104
25	13011	Tadd Helmer, Janet Sinn, Richard Sinn	(28)	15	25	16	21	27	104
26	13208	Donald Sherburne, Nancy Sherburne, Bob Hochstetler	(27)	26	23	11	22	24	106
27	13240	Terry Ottenweller, Patricia Ottenweller, Randy Knilians	17	23	26	27	19	(28)	112
28	13494	Rowan Chaplin, Alan Chaplin, Lesley Chaplin	22	25	(27)	25	23	26	121
29	12069	Donald Barrett, Donna Barrett, Richard Barrett	23	8	(33)	33	33	33	130
30	13060	E. Russell March, Jr., M.D., Katherine March, Barney March, III	25	24	28	34	(33)	33	134
31	12659	Jaime Fernandez, Juan Antonio Merino, Jeff Norris	(33)	33	33	33	33	33	165
32	13677	Jed Dodge Charlie Catchpole, John Pope	(33)	33	33	33	33	33	165

32 Boats, DNF/DNS-33 Points, DSQ-34, () Throw-out Race, [] Approved Alternate Crew

GOVERNORS' CUP

by Dick & Kathy Thackberry

"We were busy and we were lousy. Then we got it altogether and we won."

When asked to write up the Governor's Cup, our crew Chuck summed up the week with the above paragraph. It pretty much tells our story.

For us, the 1981 NAs began last fall. Being a member of Cedar Point, we were busy all winter planning for this noteworthy event. In July we managed a third at a very close Districts and earned the right to sail in our very first North Americans.

After a few hectic pre North American days, the qualifying races were upon us. The winds were generally heavy and the seas bumpy. We were an eager crew but somehow major mistakes kept us in the back of the fleet. We celebrated Dick's 40th birthday by qualifying for the yellow fleet.

Race 1

Wednesday morning we were determined to get out here and do our best. We were met by S.W. winds 4-6 knots. Not our favorite breeze. We like a little more air. We went up the middle and found a "Long Island Sound hole." We sat and watched the fleet round the weather mark. On the final beat to the finish the wind shifted to the South, and we came in from left field to finish 11th. John Esser was first, Tom Ingram second, Jim McCoy was third.

Race 2

The wind was up to 16-18 knots for the second race of the day. We were not encouraged by our performance in Race One and were not ready for heavy air. Result — another 11th. We did not see the leaders much in this race. Michael Geraghty won, Tom Hopkins second, Thomas Allen was third.

Race 3

We gave ourselves another pep talk Wednesday night and were ready Thursday morning. The wind was just to our liking, S-West 12-16 knots with choppy seas. We tacked to the right immediately after the start and got into some nice clean air. We rounded the weather mark behind Thomas Allen. Mo Jones was close behind. We caught Allen on the 2nd reach, and started back to weather in the first place. Our trusty boat hung in there to win this race, and suddenly our fatigue was gone. Things were looking up. Mo Jones was second. (He was to become our chief rival and good friend before the series was over.). Thomas Allen was third.

Race 4

After a lunch break, we sailed Race four. The wind was still from the S.W. but getting steadily lighter. We were buried at the start and finally managed to get to the weather mark fifth behind Mo Jones, Tom Ingram, Dick Hole and

GOVERNORS' CUP 1981

Final Pos.	Boat #	Skipper & Crew	1	2	3	4	5	6	Pts.
1	12367	Richard Thackberry, Kathleen Thackberry, Chuck Whittelsey	(11)	11	1	4	3	1	20
2	13652	Meredith Jones, Edson White [Maria White], Charlie White	4	(9)	2	2	8	4	20
3	12453	Tom Hopkins, Douglas Hopkins, Jim Ganley, Jr.	7	2	5	(15)	1	8	23
4	13613	Tom Ingram, David Ingram, Nancy Bargar	2	(26)	6	1	5	14	28
5	13228	Lance Drewes, Charles Gittings, John Skiles	8	5	4	(10)	6	5	28
6	13606	Jim McCoy, Bob Mathers, Rick Mullen	3	10	(20)	7	13	7	40
7	13198	Geoffrey Skinner, James Morgan, Christopher Joy	9	(15)	14	6	4	9	42
8	12704	Gordon Kellogg, Dottie Kellogg, Craig Thayer	12	4	(17)	9	2	16	43
9	11886	Richard Hale, Ann Jamison, Tom McCarthy	(27)	14	8	3	15	3	43
10	12240	W. Todd Jones, Peter Jones, Kevin Jones	5	8	10	12	12	(31)	47
11	11420	Bob Graham, Pat Graham, Jim Nolan	(19)	19	9	5	9	10	52
12	10350	John Esser, M.D., Dennis Bersch, Tryg Jacobsen	1	(18)	16	16	17	2	52
13	13185	George Sereno, Donna Sereno, Clay Murphy	(23)	7	15	18	10	11	61
14	13170	Thomas Allen, Jean Paul Lanaux, Billy Van Denburgh	16	3	3	13	(31)	31	66
15	13341	Richard Guinan, Jr., Robert Thomas, Tori Thomas	14	(17)	13	17	16	6	66
16	13116	Mike Brewer, Richard Brewer, Mark Thompson	10	(24)	24	8	18	12	72
17	11775	Michael Geraghty, Paul Harding, Rich Brous	13	1	19	22	(31)	31	86
18	13206	Gianni Cuccio, Lisa Brauer, Randy Read	6	12	7	(31)	31	31	87
19	13088	Robert Knop, Therese Hussey, Nancy Knop	13	13	22	(32)	7	31	91
20	11603	John Vann, Leonard Vann, Joel Vann	20	(21)	21	19	14	17	91
21	11768	J. Jeffrey Borland, Victor Maras, Jonette Maras	26	16	12	14	25	(31)	93
22	13211	Richard Miner, Gail Miner, Carol Brown	25	23	23	(26)	11	18	100
23	13626	Sam Anderson, Johnny Greene, Randy Read	22	22	18	24	(29)	15	101
24	13655	R. James Millard, Helen Burrows, Dale Brown	15	(28)	26	21	27	13	102
25	13594	Robert Sturgill, Joan Sturgill, Suzanne Von Ende	24	20	(27)	25	21	20	110
26	11650	Dick Tuttle, Pam Tuttle, Leslie Tuttle	17	27	28	11	28	(31)	111
27	13246	W. L. "Bill" Hole, W.D. "Billy" Hole, John Hoffman	21	(29)	29	23	19	19	111
28	12926	Skip Wilday, David Matteson, Douglas Matteson	28	25	11	20	(31)	31	115
29	13621	Tully Colcord Patrowicz, Scott Ian Patrowicz, Robin Gayl Patrowicz	29	6	25	27	(31)	31	118
30	13572	Paul A. Huntsman, Laura Colantuono, Tony Fink	(31)	31	31	31	31	31	155

30 Boats, DNF/DNS-31 Points, DSQ-32 Points, () Throw-out Race, [] Approved Alternate Crew



Dick Thackaberry, Kathy Thackaberry and Chuck Whittelsey

Photo Credits — Mary Huntsman and Mitch Carucci



Bob Graham. We picked up Graham on the 2nd beat, only to loose him on the reach. The final beat was light and getting worse. We hoped we could get to the finish before the wind died. It was a long, slow leg, but we crossed the finish in fourth place. Ahead were Tom Ingram, Mo Jones, and Dick Hale.

Race 5

Friday morning saw a lovely Long Island Sound Easterly — 10-14 knots, a favorite thack breeze. We got a good start near the Committee Boat and went left. **Note:** We should have gone right. Hopkins was first at the weather mark, followed by Gordon Kelly, Lance Drewes, Geoffrey Skinner and George Sereno. We were sixth. Mo and Tom Ingram were, for the moment at least, back in the pack.

Some fast crew work at the jibe and we were ahead of G. Skinner. Upwind, we picked up Lance Drewes, and we were now 4th. On the last beat, young Geoffrey Skinner gave us a fast and furious tacking duel. Only the appearance of Tom Ingram enabled us to get away. Tom and Geoffrey worried each other and we got off to the left. When we met at the finish line, we had them by a nose. A great race. Final results: Hopkins, Kellog, Thackaberry, Skinner and Ingram. Mo Jones had come from nowhere to finish 8th.

The wind was dying, and with great foresight, our excellent race committee chairman, Ted Fontileau sent us home. One race to go.

Our superb house guests "Fast" Fred and Sophie Hamblet took us out for a nice relaxing dinner. We were ready for the final race.

Race 6

We were in fourth place with 19 points. Mo Jones had 16 points with no really bad race to throw out. Tom Ingram had 40 points, but only 14 with his throw out. Tom Hopkins had 30 points but could throw out a 15. The numbers were

took hard to figure. We planned to go out and give it all we had and hope for the best.

Again the breeze was kind to us. It was an easterly 12-16 knots. We got a clean start and went left. Most of the fleet went right including Tom Ingram, but our pal Mo Jones stuck with us. The wind shifted 20° left, we tacked, and there was the mark — right on. We rounded 1st followed by Jim McCoy and John Esser. Mo Jones had overstood a good deal and was back in the pack. Tom Ingram, caught on the wrong side of the shift was also back.

We had a good lead by the time we got to the weather mark on the 2nd leg. But behind us Mo Jones, with the stalwart singing White brothers as crew, was moving up fast. They had sailed into third place and were looking strong. As we watched Mo round the bottom mark, a strange thing happened. He seemed to be caught in a whirlpool as he rounded and rerounded the mark. What was going on?

We sailed on the finish and were given the gun amidst great cheering from our Cedar Point friends.

Mo had lost 5 or 6 boats while rerounding the mark, but we knew he was fast upwind, and we hung around to see how he would finish. He went to the left. No one covered him, to our great chagrin, and he finished fourth.

Not being up on the point spread, we thought he had us by one point and congratulated him on winning the series. On the way in, Lance Drewes of Texas (who had the scores on his boat) congratulated us, and we began to recount. It seemed that Mo was tied with us and in that case we would win on a tie breaker. That was how it turned out, and we were happy to bring home some hardware for all the folks at Cedar Point who worked so hard to make this regatta a great one.

To our competitors in the yellow fleet — we enjoyed sailing with you and hope to see you all again soon.

THOUGHTS ON RUNNING THE N.A.'S

by Ted Fontelieu

I had the privilege of serving as the Race Committee Chairman for the 1981 Lightning North American Championship Regatta. Fortunately, the assignment was made a year in advance and we had lots of time to line up notch **sailors** to help. Cedar Point had a lot of meat on their racing table in '81 (N.A.'s Atlantic Nationals, POW North America finals, Thistle Districts, invitationals for Thistles, Fireballs, two for Lightnings, in addition to our scheduled 33 One Design day races and 18 Cruising Class day races) thus there was lots of time pressure on the really talented help.

I knew in advance that I would not be able to run the Women's and Junior events preceeding the N.A.'s (conflict with the Thistle Nationals) so my team got our necessary practice by running the Lightning Early Bird in May on the same basis as the N.A.'s. Unfortunately, this didn't give us insight into the complications of three flights on one course.

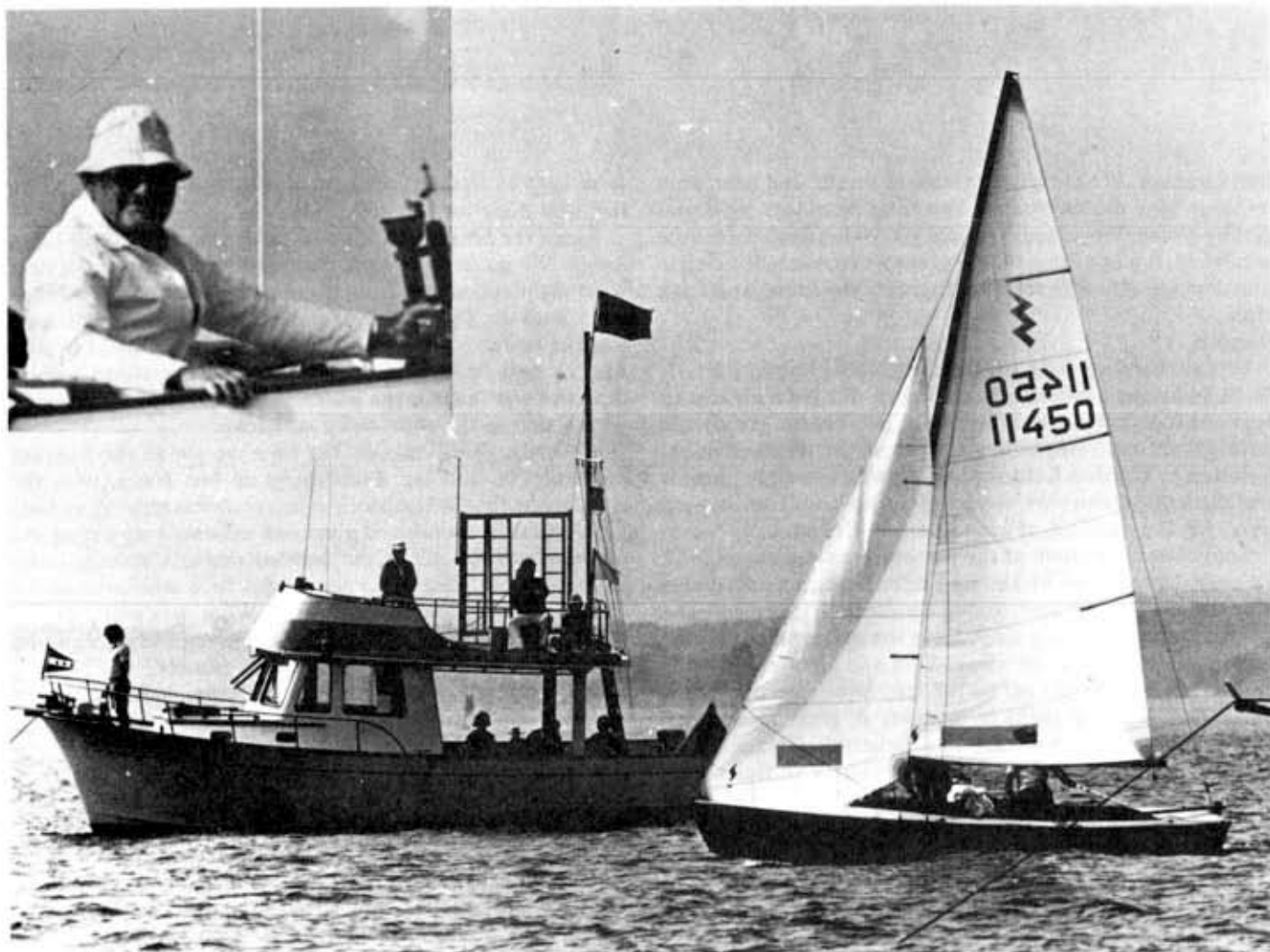
The bottom line on the regatta certainly must be that it

came off well. We had unusually good winds in the 8-20 range that generally stayed in place. We never came off the water behind schedule and the postponements we did have were morning waits for wind; these were done ashore — we never towed out or in — no fried brains!

Let me discuss the complications mentioned above. They were all in the Qualifying series and simply put, were overlapped fleets, and the delaying of yellow fleet starts for blue and/or green to sail through. To understand this you have to look at a few facts:

1) After the cut to N.A., Presidents, and Governors groups — we found the lead boat of the N.A.'s sailed the course an average 3 minutes faster than the Presidents and 7 minutes faster than the Governors.

2) We were directed by the ILCA to revert to the normal starting sequence without benefit of the "One Minute Rule" on the first start.



Race Committee Chairman Ted Fontelieu, inset and under the signal flags.

Photo Credits — Mary Huntsman and Mitch Carucci

Fact #1 tells us that there is a fairly wide spread in speed over the course and it also tells us that the ILCA qualifying procedure is fair and equitable. The outcome of Fact #2 was 50% General Recalls in the Qualifying series (6 of 12). The overall effect of the two was overlapped and out of order fleets in the Qualifiers, which was a scorers nightmare (try finding the color flag on a port tack finishers when it's attached to the backstay having slid down to the deck). The scoring issue is minor, the delays that come from a fleet or fleets "playing through" is moderate, the inability to change course with intermingled fleets is a major problem.

After the Qualifiers, the very cooperative ILCA executive committee agreed to sailing the rest of the regatta under the "One Minute Rule" for all races. This reduced the General Recalls to 16% (3 of 18) with two of the three due to too short a line. After those two races we stretched the line out from 18 to 25 feet per boat and all problems dissolved (we were hailing yachts over with a very powerful — 40 watt —

permanent hailer at minus 59 seconds and thereafter).

I can't come off a happy chore like this without making a few recommendations for the conduct of the N.A.'s consider:

- 1) Sailing **all** races under the "One Minute Rule".
- 2) Directing the R.C. to hail boats immediately after the horn to push the bulge back.
- 3) Sticking to a "five minute roll" after a recall with the clear understanding with R.C. that the start will be postponed if the competitors will have trouble getting back **or** if the recall resulted from a bad line.
- 4) Increase the line length to 25/30 feet per boat.
- 5) Put the color flag on the starboard lower shroud with a clip that holds it above deck.

We enjoyed the week immensely — your skippers and crews are a great bunch. They are good sailors, aggressive starters, and the few bitches we got were well intentioned and often well taken. Invite me back!

WELCOMING THE NEW SAILOR TO THE CLUB

by Joe Mark (Fleet 16 - Paupack, Pa.)

Every season some new sailor shows up at the club eager to get into Lightning racing. He is usually a complete novice when it comes to racing. Let's call him Fenimore Cooper. He appears after some preliminaries with his new (or used) Lightning along with his wife Edna and his daughter, Merry.

He receives an enthusiastic reception from the fleet members. Heinz offers them some of his liverwurst sandwiches. Harry, our physician, gives them a free box of band-aids; Alfred our dentist, not to be outdone by Harry, pulls out three free toothbrushes; our fleet champion, Franz, gives them technical advice as he peers into the newcomer's boat; Hank, our bully, gives them as friendly a smirk as he can manage. In other words, the gang goes all out in every way possible to make the newcomers feel at home. Fenimore is delighted and tells his wife so.

Pretty soon it's time to get out on the race course. And the fellows continue their amiable ways by helping Fenimore get his boat into the water, explaining the course to him, and so on.

Now we're on the starting line. The ten minute gun goes off. Friendly waves at Fenimore and his crew, wishes of good luck, and such. Five minute gun. No more greetings. The flag is down. One minute to go. Smiles are gone, and faces look grim. Suddenly all Hell breaks loose for poor Fenimore. He hears various unkind epithets hurled at him: "Get up you turkey," "Blast it, you're barging," "That's a clear foul, you idiot." Fenimore is bewildered by the sudden hostility he meets from this nice bunch of guys, but manages to start — last.

But good fortune smiles at Fenimore, and due to a 90° wind shift he arrives third at the windward mark. Again he is greeted by angry shots of "No room," "You're on port tack you jerk," "Get out of the way," etc. Fenimore is surprised and dismayed. Why does he rate such shabby treatment?

Well, Fenimore finishes the race, a very lonely last. He arrives at the dock thoroughly chastised, head down, as disconsolate a sailor as you'll ever see. He finally picks his head up as he, surprisingly, hears friendly greetings: "Nice going, Fenimore"; "That was real good for the first time out"; "Keep trying, and you'll get the hang of it." They help him tie up his boat. Heinz offers him liverwurst sandwiches, the doctor says he looks healthy and so on. — All very nice again.

Now Fenimore is completely bewildered. Those sweet fellows before the race who turned into an angry mob out on the water are now a gentlemanly lot again. As he is driving home with his wife and daughter he turns to his wife and with a quizzical expression asks, "What do you make of it all?" She throws up her hands and exclaims, "The are a real nice bunch of crazy sailors!"

That's it. Edna figured it out right away, and its taken me years. And if Fenimore hangs on through his initiation, he'll be greeting the next new sailor in the same way in a couple of years, because you'll never meet a nicer bunch of crazy guys than Lightning sailors.

I.L.C.A. JUNIOR CHAMPIONSHIP

by Kevin Corr

The Cedar Point Yacht Club was host this year to the eighth I.L.C.A. Junior North American Championship Regatta, held August 18-21, 1981. The regatta was organized by Chairman John Cuccio and the Race Committee headed by Wally Lineburgh. All of Fleet 126 is to be commended for the fine job they performed during the entire week of measuring and racing.

Electra Thomas and I arrived at Westport, after a short delay at the airport, on Friday the 14th to sail with John Schneider in the weekend club races. Our third crew for the Juniors, Michael Mergenthaler, arrived in Westport on Monday the 17th, so we had three days to practice and get the boat one hundred per cent ready before racing started. Most of the boats for the Juniors and Women's Championships had arrived by Tuesday night, and the competition seemed as tough as ever. Jody Lutz was back to try for two in a row, along with several other familiar faces who we knew would be hard to beat.

The practice race was held Wednesday afternoon, in a light to moderate southeasterly breeze and, was won by Lutz, with Peter Hallagan and Michael Hein second and third.

The first race was started Thursday morning in a 15-20 MPH easterly wind which was accompanied by a 3-6 foot sea. We had overestimated the wind strength and started near the pin and with the board raised a few inches, which wasn't necessary at all and we lost 50 yards on the boats below us in the first 10 minutes of the race. After getting reset, we sailed to the left-hand side behind Lutz and Bill Fastiggi, and ended up at the first mark in the same order. Jody used some great chute work to open up an unbeatable lead, and won the race going away, with Bill finishing second. We crossed third followed by Tim Robinson in fourth and Kevin Robinson in fifth.

Unfortunately, the people on the Race Committee had forgotten what it is like to sail back and forth in those conditions waiting for the next race to start and delayed for an hour and a half before deciding to cancel the rest of the races for that day.

After several postponements waiting for the wind to settle in, the second race was started Friday morning in a light southerly wind. We fouled a boat just after the start and had to do a 720°. We then started off on starboard track toward what looked like a stronger breeze on the left-hand side of the course. Unfortunately, the wind veered and we were lucky to be ninth at the weather mark, with Halligan leading. We managed to work up to fourth at the last crop mark, with Peter Hallagan, Jody and Sue MacDonald ahead of us. We caught Sue on the last tack to the finish and collected our second third.

So after the first two races, Lutz was leading with 3 points, we were second with 6, and Tim Robinson was next with 13.

The third race began in the same southerly wind, which had now built to 8-12 MPH. We started near the boat and tacked over to port and the right side of the course. Most of the fleet went a little further before tacking and we soon found ourselves at the wrong end of a 15° backing shift. Halligan rounded first followed by Keith Taboada, Tim Robinson and Dave Brown. We hung on and got to the weather mark in fifth with Lutz, who had also been on the right-hand side four behind us. We caught Brown on the first reach to move up to fourth and went around the drop mark in that position, while Lutz had passed several boats to move into fifth. We each caught Robinson on the next boat and finished third and fourth. Peter Hallagan, after convincing both his crew and staying inside the boat was easier and faster than swimming after it, won his second race, with

JUNIOR CHAMPIONSHIP 1981

Race Finishes

Final Pos.	Boat #	Skipper & Crew	1	2	3	4	Pts.
1	11138	Kevin Corr, Electra Thomas, Michael Mergenthaler	3	3	3	1	10
2	12355	Peter R. Hallagan, David S. Hallagan, Jim Allen	13	1	1	4	19
3	13650	Keith Taboada, Russell Schon, John Schon	6	8	2	3	19
4	11077	Jody Lutz, Kevin Fayad, Jeff Maritz	1	2	4	18	25
5	10771	Tim Robinson, Paul Martin, Craig Cox	4	9	5	15	33
6	13489	David Brown, Polly Purcell, Anne Hannan	17	7	10	6	35
7	12068	Peter Renehan, Renee Johnson, Alec Cutler	8	5	16	13	42
8	11379	Bill Fastiggi, Tom Fitch, Holly Elfman	2	DSQ	12	8	45
9	13671	Sue MacDonald, Sean Torsney, Treanor Born	11	4	13	17	45
10	12729	Kevin J. Robinson, Joseph Starek, William Donovan	5	14	19	7	45
11	10638	Michael Hein II, Mike Cummins, Bill Moulton	9	17	14	5	45
12	13366	Jody Swanson, John Swanson, Jr., Robert O'Hearn	16	11	9	10	46
13	10480	David Pinard, Brian Pinard, Michael Gemnell	DSQ	10	6	9	48
14	10242	Tom Mergenthaler, Brad Thompson, David Watts	7	15	7	19	48
15	13493	Mike Dow, Tim Russel, Rick Northrup	12	6	15	16	49
16	12926	David Matteson, Doug Matteson, Dan Matteson	15	12	11	11	49
17	13652	Meredith Jones, Ned Roykhaver, Mark Schiffenhaus	18	16	17	2	53
18	13494	R.M. Chaplin, Adrian Chaplin, Jennifer Price	10	DSQ	8	20	61
19	13206	Bruce Thompson, Missy Cannistraro, Kirsten Bere	14	18	18	12	62
20	10690	Cristian McNeil, Jon Woods, Lloyd Briggs	DNS	13	20	14	69
21	11373	Max Rosenberg, Danny Martin, Steve Grillon	DNS	DNS	DNS	DNS	88

Keith Taboada, who was warming up for the Sears finals, finishing second.

After three races Lutz was still leading with 7 points, we had 9 and Hallagan, who had trouble in the windy first race, was third with 15.

The final race began in a lighter breeze than the previous race, but still from the South. We started halfway down the line, right below Jody, who we were able to work out on, and when he tacked, we went with him. The boats to the left seemed to gain about halfway up the leg, and we managed to work that way while keeping Lutz to our right. We got to the weather mark fourth, behind Peter Hallagan, Bill Fastiggi and Meredith (Moe) Jones. Jody was tenth or eleventh. We remained in the same position up to the crop mark, however right before the end of the second reach the wind began to die and by the mark had dropped off to 0-1 in the stronger gusts. To be certain of staying up-tide from the finish line, we kept going on port tack, while Hallagan and most of the boats behind us took a short tack toward the left side and then came back to port in a small breeze. We decided to stay on port and play the current and finally crossed the line to win the races never having gone over to starboard and only 20 minutes ahead of the time limit. The next boat to finish was Moe Jones, who had sailed a terrific race using a golf cart technique to keep the boat moving in the really light going. Keith Taboada crossed third and Hallagan was fourth.

The final standings were: Corr, 10 points; Hallagan, 19 points; Taboada, 19 points; Lutz, 25 points and T. Robinson 33 points.

There are a few people who deserve a very special "Thank You." First, my super crew, Electra Thomas of Dallas, Texas and Mike Mergenthaler of Middletown, New Jersey, who both did a great job in the boat, and were also terrific people to be with at a regatta. I would also like to thank John Schneider, who through his support and use of his boat made winning the Juniors possible.



Kevin Corr — Champion.

Photo Credit — Mary Huntsman

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

by Mary Bailey

Nine Lightnings and 27 women competed in the 1981 Women's North Americans held at Cedar Point Yacht Club in Westport, Connecticut. The regatta began Thursday morning Aug. 13 with 25 knot winds and ended late Friday afternoon when all nine boats were becalmed on the Long Island Sound.

On Thursday morning Cheryl Osgood (13552) and her crew Carol Bachman and Claire Osgood sailed consistently in the heavy breeze to take first place. Eileen Ewing (10378) took second place and Nancy Young (11113) finished third. Due to excessive winds, only one race out of the scheduled three was sailed on Thursday.

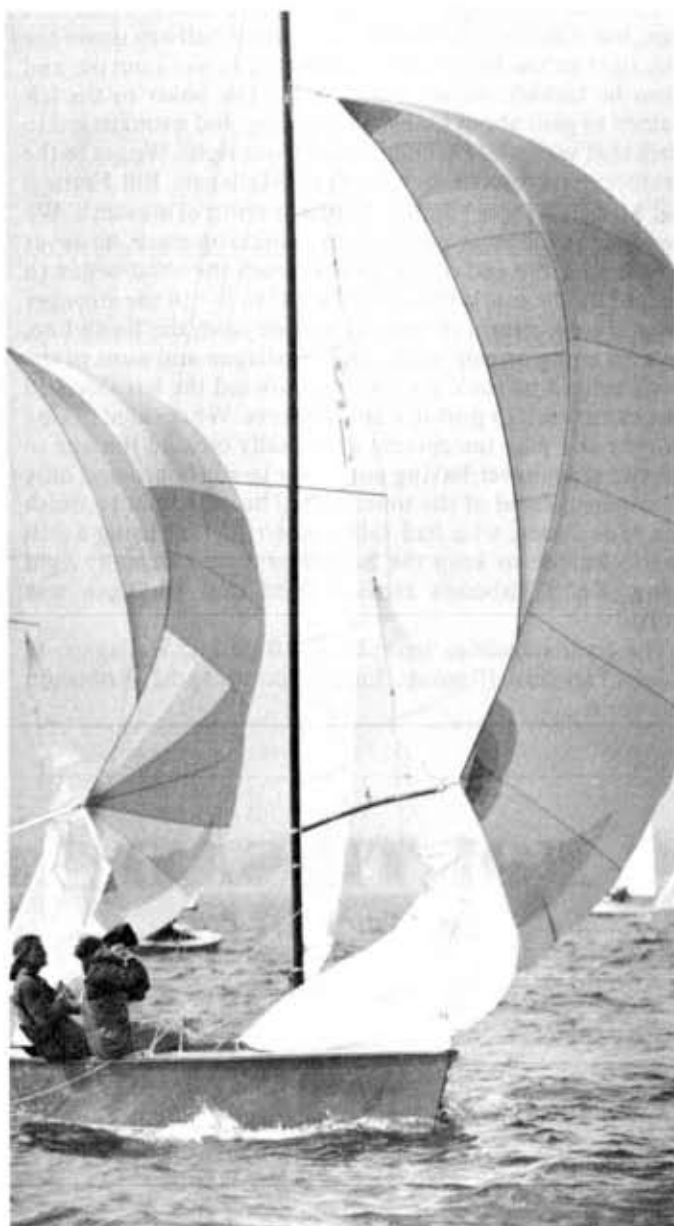
On Friday morning the boats ventured out into a gentler breeze. Cherie Neville, with crew Barb Turney and Mary Bailey, took the lead early in the first race of the day. She crossed the finish line first after establishing a commanding lead in the seven-leg race. Eileen Ewing finished second and Jil Swanson (6345) was third.

As the day progressed the wind shifted ambiguously but remained throughout the second race. Once again Neville pushed ahead at the beginning of the race with a good start at the port end of the line. The beat became a parade as the wind shifted to port. Neville held onto her lead finishing first with Cheryl Osgood taking second, and E. Locke-Sorenson finishing third.

The final race of the day was cancelled when the ebbing current became more forceful than the dying wind. Cherie Neville clinched the title of champion in the Lightning Women's North Americans. In 1979, Neville also won the Women's N.A.'s held in Cleveland, Ohio which is close to Chautauqua, New York, Cherie's home port. Cheryl Osgood finished a close second with Eileen Ewing and her crew, Joan Ellis and Vicky Lindville taking third.

Following her super performance in the Women's Cherie went on to crew with her sister Candy for brother Jim in the N.A.'s.

Photo Credit — Wendy Morgan



WOMEN'S CHAMPIONSHIP 1981

Final Pos.	Boat #	Skipper & Crew	Race Finishes			Pts.
			1	2	3	
1	13222	Cherie Neville, Barb Turney, Mary Bailey	5	1	1	7
2	13552	Cheryl Osgood, Carol Bachman, Claire Osgood	1	4	2	7
3	10378	Eileen Ewing, Joan Ellis, Vicky Linville	2	2	6	10
4	11113	Nancy Young, Linda Zanes, Mary Pullan	3	6	4	13
5	6345	Jill Swanson, Molly Donovan, Chris Clair	4	3	7	14
6	1361	Brenda Allen, Anne Allen, Jean Hallagan	6	5	5	16
7	11650	Pamela Tuttle, Leslie Tuttle, Sandy Myerson	DNF	7	8	26
8	13669	E. Locke Sorenson, Joanne Locke, Carol Nelson-Lee	DNF	DSQ	3	26
9	11788	Judy Walker, Pat Bahn, Jeanne Dweck	DNS	8	9	28
10	10260	Elizabeth Brewer, Nina Huza, Sandy Myhro	DNS	DNS	DNS	33