

# MARK BRYANT ON THE 1984 N.A.'s

*Note: Mark dictated this article to Judy Walker's tape recorder over a cold glass of beer and lot's of good laughs being provided by Patty and Judy as they recalled the excitement of the 1984 N.A.'s.*

I was well organized this year. My van, which never breaks down was ready to go but the boat needed work. As it turned out, the repairs didn't get made on the boat and the van died a few days before I was supposed to leave for Seattle. Ken Reid came through and volunteered to double deck my boat to the NA's. Still I didn't have the repairs done on the boat. Luckily I got a call from Dave Nickels in Michigan offering me a brand new boat for the NA's. Even better, the boat would be in Seattle waiting for me. Matt and Corrie didn't have any objections to sailing a brand new boat so we decided to go with the Nickels charter. I still had to have Ken Reid stop by Buffalo for the masts and other equipment which he did at 2:30 in the morning. The masts drove out but I flew. When I arrived at the NA's I was well rested. It was really neat for a change. I kept remembering my trip to Dallas in 1983 with two Lightnings, a Laser and many masts. With all the breakdowns and 40 hours in a van, it was not an enjoyable trip. The same was true when I went to San Diego.

I had confidence in the sails I was going to use and I knew that the boat had a good performance record but I had to insure that everything was set up correctly for the way I sail and class requirements. This took quite a while as I measured other Nickels Lightnings to make sure mast-step was correct. When everyone went out for the practice race, we also went out but did not enter the race. After about 20 minutes of tacking and gybing, I was happy with the boat and went in to relax, had a good nights sleep and was ready to go Sunday morning.

The most important thing we did Sunday morning was to check the flight listings. In Dallas, we sailed in the wrong fleet for one of the races and got a DSQ. This year, we wrote down the flight on both sides of the boat and made sure we were always in the correct flight every time.

We launched the boat and sailed out and did the usual things in preparation before the race. We sailed upwind, determined the mean wind, tried to get an idea of which way the wind was phasing and what the current was doing. The first race we sailed against stiff competition; Bill Shore and Jim Crane. Several minutes before the start I asked my crew if they wanted to win this race. They said sure so I suggested we try to win all the races. They still agreed so now I knew my crew had good confidence. This helped to booster my confidence even more. I was comfortable.

The first thing we did in the first qualifer was to hit the leeward mark. We didn't just brush it, we bounced it off the bow. We rerounded and sailed the race to finish fourth. For the second race the leeward end was slightly favored so started there again and behold, we hit the mark again. I was not very happy as we rerounded but we worked our way up to finish 5th.

For the third qualifier, the wind blew out of the north. We had to wait a long time for the wind to come in. We did win the race but I don't remember much about it. We could see

by now that Ken Reid was going to be tough with three 1sts. The fourth race started with the Race Committee pushing real hard to get the race off. There was little or no wind but there was also little current. Ken Reid was in this flight and we felt we had to beat him to let him know he wasn't unbeatable and to booster our confidence. Jim Dressel went on to win this race but we were second and ahead of Ken.

In general the qualifying series were easy. We did have some boat problems but we squared them away and felt that the boat was going very fast.

The first day of the NA's we just sat around waiting for wind. We were ready to go; we were the first ones at the Club that morning. We wanted to sail and not sit around. I stayed away from the people I felt I had to beat. I borrowed Betsy Gelenitis' camera and went around taking pictures of everybody. It was nice not to have to work on my boat for a change. There was nothing I could do to make the boat any faster so we just sat around. We knew we would have three races the following day so we went home early and got another good night's sleep.

The first race of the NA Championships is to me the **MOST IMPORTANT**. You must show your best performance in this race. We had a great start but there was a question as to whether we were over or not. Luckily, we were clear and the race was shortened at the leeward mark. At this point, we were first with Tom Allen and Ken Reid just behind us. The right hand side of the course was showing a big lift whereas the left hand side was not good even though it was favored 90 percent of the time during the qualifiers. We did go right a little but stayed to the left of all our immediate competitors. We were all hiking a bit so the winds were probably 7-13 mph. Ken went a little left of us and was able to cross in front of us. We went even further left to the lay line to pick up more breeze and were able to wind the race. This win helped to take some of the pressure off me and I am feeling more confident than at the start of the Championships. We had a good feeling on the boat but we weren't sailing relaxed because we never sail relaxed.

For the second race it was a little more windy; 12-14 mph. Unfortunately we got a poor start but were able to get clear air. We sailed up the weather leg with Bill Shore. We could see there were going to be problems ahead of us at the weather mark so we went high of the lay line and were able to power around the mark without losing any speed rounding 10th instead of eighteenth. Our goal was to pick off one boat in each of the remaining six legs to finish at least sixth. We were able to finish fifth.

The third race followed immediately and again, we had a poor start. We went up the weather leg and were probably 25th at the weather mark. The current had started to change between the two races and Matt knew it. He knew the first place boat was at least 400 yards above the lay line so he told me to go low. We dove low and I stood up and talked to the four boats behind me. I told them we had to go really low

and luckily they followed my advice. We were able to round the gybe mark fourth, so staying low really paid off. What impressed me most about the last beat was the amount of covering that was going on early in the leg. The boats from 10th back were not covered and went to the right hand corner whereas the lead boats went to center left. We were also sailing through the Governor's Cup fleet so we lost track of the boats behind us. With the close tacking going on in our immediate vicinity, I thought we would be about third in the race but then the boats, particularly Tom Allen, Jr. and Bob Wardwell came in from the right along with Shore and Almond. Instead of being third we ended up sixth. We now had 13 points. I felt we needed more communication in the boat between Matt, Corrie and myself. I think we were still leading the Regatta at this time and I wanted to keep it that way.

I can remember sailing in so many championships with Bill Shore in which we always did bad in the fourth race so naturally going into the fourth race I was very nervous. Luckily the first fourth race was cancelled when the time limit expired. We weren't doing well; probably 23rd. The actual fourth race was sailed with wind out of the north to start and blowing 12-14 mph. The current was pushing us away from the starting line. We were hit from behind by Danny Dressel and the tiller fell out of the rudder. Danny did his circles but then we hit Ralph Messersmith when he tried to clear the mark. We filed a protest on that one. We continued to sail up the weather leg but the tiller kept coming out of the rudder. All this while we were hiking but we still get to the weather mark fifth. At the gybe mark I had taken the new sheet and as I leaned forward, the tiller fell out of the rudder again and we hit the mark and then Elfman. We rerounded, the mark, did a 360 and reset the chute but now we are about 25th. We were still having trouble with the tiller so we repaired the tiller by taking a screw out of the rub rail but had to luff the chute to do this. With all that going on, we finished 21st, but felt that we were entitled to redress because if the tiller had not been damaged during the start, we would not have had all the problems. Now we have a 1,5,6,21 but the 21st will count as the throwout if we can't get redress. At the same time, we knew we had to win the next race so we started, next to Shore and tacked immediately to the right side of the course. We were second at the weather mark behind Jon Schwartz. We both put up chutes and we went over Jon. Now we had a boat between Bill Shore and myself which was just great. Bill did a 720 but still held onto third. We put a loose cover on Bill to try to get another boat between us. We won the fifth race but still had two protests pending on the fourth race.

The Messersmith protest took almost two hours but we won. On the hearing for the redress, I had good vibes from the committee but they decided to hear it after the sixth race. So instead of going into the last race knowing exactly what my score was I had to sail throwing out by 21. I felt that I had to beat both Shore and Fisher to win the NA's. I went over to tease Bill a little bit and to wish Fisher the best of luck.

At the start, Fisher was not pressing me but forced me into a fatal mistake. I ended up gybing away from the line at 40 seconds to go. We slowed down a lot and couldn't even get to the line at the start. Matt had a good start but I felt he was going the wrong way. Bill had a poor start but was going to the right way. We cleared our air and went with Bill. I knew I had to finish in the top seven and keep Fisher behind me to



*Jubliant Champion & Crew*

Photo Credit Morrie Craig

win the NA's. We got to the weather mark ninth with Fisher behind us. Shore was leading the race but was being pressured by Ken Reid. We gained good distance on the boats in front of us and caught one boat on the gybe. We could see that the lead boats had dropped their spinnaker when Matt did and stayed directly in front of him until Corrie said there was more air on the left side. We tacked over to the left and got a little more wind. The northerly did not fill in so we sailed down the reach to the wind line and took it all the way to the corner. This was a chance, but the guys going dead downwind seemed to be going backwards. Crane and Fisher went with me and when we gybed and came back, I was ahead of everybody except Crane. We got to the leeward mark second and rounded to a tight reach. Now the wind died even more and we went to the extreme left. There was no wind by now and if the current hadn't been pushing us to the finish line, we would still be out there sitting. Shore tacked to the right and we later tacked to lay the committee boat. We are about 15 feet short of clearing the committee boat. We roll tacked and it seemed forever to get up so we could tack and cross the finish. Meanwhile Tom Jr. who had gone another hundred yards to the left took the current and crossed the finish line. We were just sitting there on starboard tack and Fisher was coming on port tack with the current. Luckily we just made it across the finish in time. As soon as we cleared we got out the paddle and headed home.

The highlight of my NA's was that Matt was crewing for me. I feel that he is the most underrated crew in the Lightning class. He had never gotten the recognition of being as good as he is even though he won the Miami Midwinters several years ago. It was also nice that my wife Patty was there to encourage me.

There were many contestants at Seattle who could have won the NA's. You don't win it unless everything is just right; the boat, the sail, the crew and most importantly as Jay Lutz once said "the guy steering the boat has to have his head on at the right time and place."

All things considered, it was tough racing at Seattle but the hospitality of the Seattle Corinthian Yacht Club made up for all the disadvantages. The weather was great with no rain. Going to the west coast was a great adventure and I will always go back.

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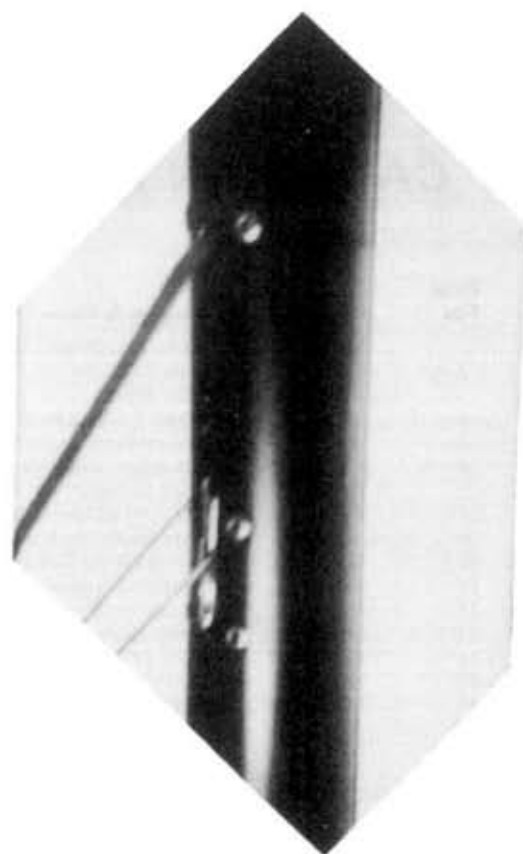
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# NORTH AMERICAN CHAMPIONSHIP 1984

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	10565	Mark Bryant, Cory Fischer, Matthew Bryant	1	5	(6)	6	1	3	16
2	10956	Matt Fisher, Lisa Fisher, John Irvine	(17)	2	7	1	5	4	19
3	13857	Bill Shore, Betsy Gelenitis, Giselle Wagner	5	(9)	3	7	3	7	25
4	13953	Tom Allen, Jr., Jane Allen, David Adams	10	(14)	1	2	11	2	26
5	13926	Kenny Read, Chris Hufstader, Mark Washeim	3	(10)	9	3	9	10	34
6	13811	Tom Allen, Linda Quigley, Jim Allen	6	4	(29)	16	7	5	38
7	13172	Donald Brush, Ann Brush, George Schiavone	16	1	10	5	(39)	8	40
8	11136	Stu Nickerson, Kip Hamblet, Barbara Merker	2	(38)	5	10	4	28	49
9	13782	Jack Huntsman, Randy Dickerson, Henry O'Hern	13	7	11	8	(15)	11	50
10	13285	Bob Wardwell, Christy Wardwell, Ted Ganley	(33)	3	2	20	18	13	56
11	13250	Jim Dressel, Will Petersilge, Holly Hannebaum	8	12	22	14	6	(38)	62
12	13675	Jon Schwartz, Will Jeffers, Eric Maurer	21	6	(26)	13	2	22	64
13	12065	James Alman, Pam Tuttle, Leslie Tuttle	22	24	4	4	13	(38)	67
14	10860	George Fisher, Brad Warne, Lisa Niece	9	20	18	(26)	8	14	69
15	13902	James Crane, Brenda Allen, Doug Barlow	20	(30)	19	15	14	1	69
16	11379	Fisk Hayden, Steve Hayden, David Hallagan	12	18	12	(30)	26	6	74
17	13898	Clarence Holman, Bert Okma, Amy Hodgeson	15	19	16	12	(28)	17	79
18	13922	James Neville, Candy Neville, Cherie Neville	4	13	14	(36)	34	16	81
19	12355	R. W. Hallagan, Jean Hallagan, Clay Murphy	25	(38)	21	11	17	15	89
20	11502	Dan Dressel, Amy Dressel, Tom Fink	(31)	8	27	27	10	20	92
21	13927	Philip Lotz, Wendy Lotz, Peter Becker	24	22	8	(25)	20	18	92
22	12069	Donald Barrett, Donna Barrett, Jeff Shay	(29)	11	15	23	27	19	95
23	13710	Jim Carson, Leonard Dooren, Brian Toboada	23	(28)	23	18	25	9	98
24	13886	Georges Peter, Allison Peter, C. H. Ritt, III	(36)	16	25	17	19	24	101
25	13680	Martin Seelig, Howard Seelig, Jamie Stewart	7	27	(35)	34	22	12	102
26	12209	Jack Elfman, Holly Elfman, Debbie Freeth	19	(33)	28	9	16	30	102
27	13873	Rob Held, Kevin Corr, Mike Mergenthaler	11	(29)	17	28	29	23	108
28	13935	Bob Penticoff, Jack Moore, Vickie Matthews	35	21	24	21	12	(38)	113
29	13821	Keith Taboada, Carl Rodenburg, Russ Schon	26	15	20	22	32	(38)	115
30	13882	Ralph Messersmith, Jim Schwartz, Don Schon	27	23	13	(39)	31	26	120
31	13862	Eric Larsen, Steve Pratt, Mike Peterson	37	17	31	19	21	(38)	125
32	13934	Frank Atkinson, Philip Sweeney, Jonathan Koller	14	32	(33)	29	24	29	128
33	13329	Warren Lewis, Brian Lewis, Kurt Schuler	30	26	(34)	24	30	21	131
34	10165	Hank Hodgson, Karen Hodgson, Lisa Hodgson	28	31	(32)	32	23	27	141
35	13681	John Oldham, George Manthous, Scott Shea	18	34	30	35	(38)	25	142
36	13478	Scott Finkboner, Jon Finkboner, Tim Barnes	34	25	(38)	33	35	38	165
37	12050	Fay Regan, Fred Hutchinson, John Schoendorf	32	35	36	31	33	(38)	167

37 Boats, DNF/DNS — 38 Points, DSQ — 39 Points, ( ) Throw-out

## CANADIAN OPEN LIGHTNING CHAMPIONSHIP 1984

### HURREL SHAKER

Final Pos.	Boat #	Skipper & Crew	Race Finishes					Pts.
			1	2	3	4	5	
1	11814	Larry MacDonald, Jr., P. Phillips, R. Haddon	(4)	1	3	1	1	6
2	13953	Tom Allen, Jr., D. Adams, Anne Allen	2	(3)	1	3	3	9
3	13515	Ross Bailey	(8)	2	5	2	2	11
4	10356	David Fretz, Ron Hughes, David Starck	(10)	5	4	5	5	19
5	10671	Trevor Born, Dave Sawyer, Sean Torsney	3	(12)	6	7	7	23
6	13811	Jim Allen, Tom Allen, Linda Quigley	1	(DQ)	10	6	8	25
7	13659	Dave Sprague, Ted Shore, Lori Graham	(9)	7	7	9	4	27
8	13671	Susan MacDonald, Larry MacDonald, E. MacDonald	11	9	(12)	4	6	30
9	6345	Jody Swanson, Mike Montani, Jill Swanson	5	(DQ)	2	11	12	30
10	11177	Peté Sulman, Ken Inglis, Doreen Hilliard	6	8	(11)	8	11	33
11	13048	Norman Clegg, Geoff Jarvis, Paul Martin	(13)	4	9	12	9	34
12	13610	Russel Scrim, Mike Jurgenliemk, Peter Wood	7	10	(14)	10	10	37
13	13609	Doug Hunter, B. Hunter, A. Hunter	12	6	8	13	(14)	39
14	13750	Dave Duchscherer, Rodger Steck, Mike McGarry	(14)	11	13	14	13	51
15	11884	Kathy Taylor, Chris Taylor, Carol Kreger	15	13	(DF)	DF	DF	62
16	11778	Judy Walker, Phil Kibler, Gordon Wright	(DF)	DF	DF	15	DF	66

( ) Throw-Out Race



Tom Allen



George Fisher



**N.A.'S**  
**Seattle**  
**'84**



# SEATTLE '84

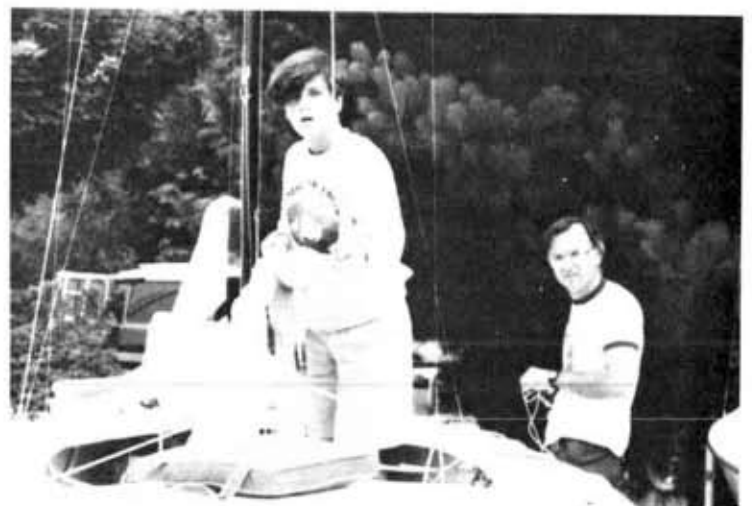


Photo Credit — Hank Hodgson

# 1984 NORTH AMERICAN CHAMPIONSHIPS QUALIFYING SERIES

by Georges Peter, M.D.

One of the most important series for Lightning sailors is the qualifying series at the North American Championships. First instituted in 1960 (prior to which sailors qualified for either the Championship or the President's Cup from their respective Districts), this series consists of four races and determines who will sail in the Championship (Blue Fleet) flight, Presidents' Cup and Governors' Cup. The format allows all sailors to sail against each other at least once, keeps the fleets manageable in both the initial and final series, and, with a throw-out race, maximizes the opportunities for the top sailors to be in the Championship division. The top 33 boats plus the defending champion, if he elects to take his bye rather than sail in this series, plus ties, make the Blue Fleet. This year, defending champion Bill Shore, elected to sail and forfeit his bye. His reasoning was that he had far more to gain by taking his chances in qualifying from learning about the conditions on Puget Sound than he had to lose by the unlikely possibility that he would not qualify.

For some, such as Shore, Bryant, Allen, Crane and the select few others who are not only outstanding but also consistent sailors, the series is only a preliminary tune-up for the Championship. For others, however, the series presents a major challenge and can be fraught with obstacles which occasionally humble even the most perennial qualifiers for the Blue Fleet. A former President of the Class and an outstanding sailor in his own right commented at the Worlds in Dallas: "Thank goodness I don't have to qualify — those 'qualifiers' drive me crazy."

This year's series in Seattle had additional significance, since the North Americans were the qualifying event for the World Championship which will be sailed in Little Egg Harbor, New Jersey, a location which will afford most (if not all) who qualify from this country the opportunity to go. Going into the fourth and last race, at least 22 boats by my count undoubtedly had qualified, and another 20 had a legitimate shot at making the top group. This assessment assumed that four races would be sailed, and provide a throw-out. However, the weather conditions on the last day jeopardized this assumption and heightened the tension. Throughout the morning, only patches of a faint southerly breeze worked their way up Puget Sound. The Race Committee Chairman repeatedly placed the sailors on alert, but the best hope appeared to be the late afternoon northerly that usually develops in Seattle. Finally, however, in the early afternoon, a light southerly was spotted and 85 somewhat skeptical skippers and crews answered the one hour gun. A strong, incoming tide further complicated matters. The breeze held just long enough to allow the minimum of four legs and a completed fourth race. Clutch performances in this final race were recorded by Phil Lotz, Tom Allen, Jr., Clarence Holman, Scott Finkboner, Warren Lewis and Frank Atkinson, all of whom turned in excellent finishes to ensure their position in the Blue Fleet.

Overall, the top qualifier was Ken Read of Seekonk, Maine, 1982 College Sailor of the Year, and his crew of Mark Washeim and Chris Hufstader. They won three races

and tossed out a 4th place in the finale, making the whole business look easy. Other race winners were Jim Crane, The Neville Factory Team, Matt Fisher, Jack Elfman, Mark Bryant, Jim Carson, Dick Hallagan, Mark Bryant, Matt Fisher and Bob Wardwell. Three of these subsequently also were in the top five in the final results of the Blue Fleet.

At the other end of the list of qualifiers, a four-way tie between Don Barrett, Bob Penticoff, Scott Finkboner and Rob Held for the final position occurred. The Fallon Trophy, which is given to the last qualifier, was given to Rob Held. This prize is named after an esteemed and beloved Lightning sailor, Tom Fallon, who had the uncanny knack of predicting the number of points necessary to qualify, and, as a result, while awaiting the final results, reassured many a crew. His counsel, given with wit and a cheery disposition, was an integral part of checking the scoreboard during the Qualifiers, and led to this award following his untimely death in 1976. Tom's spirit and love of the Lightning Class helped to mold the Class in its formative years. He was the ILCA President in 1961, and was a fine sailor who was usually in the Blue Fleet and won the 1960 Mid-Winter Championship. The Fallon Trophy symbolizes the fine sailing, competitiveness and importance of the Qualifiers and recognizes the fine qualities of Tom Fallon both on and off the water.

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# PRESIDENTS' CUP

by Paul Gelenitis

It's a LONG road from New Jersey to Seattle, but I was fortunate to hook up with Jim Carson who brought my boat and crew, Garold Thompson and Chris Krautheim to the Great Northwest. Garold and Chris sailed the Junior N.A.'s so I counted heavily on them for their knowledge of the area. The information they absorbed proved invaluable in the regatta.

The qualifying series proved to be a very difficult experience for us, but the disappointment of not sailing in the Blue Fleet was overcome by my crew's determination to prove they were true winners. They were right!

**Race 1** — The first race started in light, oscillating winds. We started near the pin end with Greg Zettler and continued toward the left side of the course because of a 15 degree windshift. Approximately three-quarters of the way to the layline, the wind phased back to the left and Zettler tacked to consolidate. We went 50 yards further and tacked. The wind continued to the left and we crossed the entire fleet by a wide margin. We rounded first, followed closely by Nickels and Huggins. The fleet closed with the wind getting lighter near the jibe mark. We rounded the jibe mark wide and went straight for the leeward mark. Huggins passed Nickels on the second reach and both took advantage of the current to pass me just before the leeward mark. We had the better takedown and quickly tacked after the mark in order to play the left side. Huggins continued right but fell victim to light air and a news helicopter who was filming the event. Nickels came back to the left and went all the way to the lay line. The race committee shortened the course to four legs and it became a drag race between Nickels and us, with Nickels to weather and slightly behind. As we approached the finish line, it became apparent that the committee boat was not anchored and was drifting downwind slightly. The boat drifted just enough for us to inch out Nickels. Jody Swanson, staging one of her great comebacks, took third.

**Race 2** — Race two saw the wind increase somewhat and the racing was very close to the top mark. Helmer took advantage of a left side lift to round first. We were able to pinch off Dave Sprague to round second, Jody Lutz fourth. Helmer increased his lead throughout the race. The jibe mark again was our downfall as we lost Jody Lutz, Grogono and Sprague. At the same time, we had a disagreement with Sprague which gave us our throwout race. Up the last leg, the fleet was close again, with positions changing constantly. In the end, Helmer sprinted away from everyone, leaving Lutz second, Swanson third and Sandy Huntsman a strong fourth.

**Race 3** — The third race was started with good wind and there was close racing to the first mark. Lyons rounded first but was soon overtaken by the superior spinnaker work of Matt Burrige. With the wind slowly dying throughout the rest of the race, Burrige and Lyons pulled away from the fleet. Swanson passed Lutz on the second beat and passed us down wind to take third place. We followed Lutz in the parade to the finish. Burrige first, Lyons second, Swanson third, Lutz fourth.

**Race 4** — In the fourth race, the fleet got two races for their money. The race committee started the races in a light southerly breeze against a strong current. Stu Anderson played the right side of the course to lead the President's fleet in extremely slow conditions. However, the time limit ran out before four legs were completed. Where were we? We were the last boat to round the first mark, approximately one and one-half hours after Anderson did. Thank God for time limits!

In the fourth race that counted, we were determined not to fall behind again. In a relatively strong nor'westerly, we sailed hard to the port tack layline where we found better velocity and we led from start to finish. Hammer followed us to the left side to round the first triangle in second place. Swanson picked her way through the fleet and finally caught Hammer on the second weather leg. On the second set of reaches, Swanson and her lightweight crew used their knowledge of kinetics to pull away from the fleet and challenged us for the lead. We were able to maintain our lead on the last beat, but not before Jody had scared us to death with an awesome display of speed. Swanson took second, and Hammer easily outdistanced the rest of the fleet.

**Race 5** — The heaviest air of the regatta came in the fifth race in which all crews were hiking hard. We wanted to start at the pin and go towards the left side of the course. Through some miscommunication, we hit the pin and got tangled up with another boat. Gunshy from our experience with the protest committee, we quickly did our turns. (When we analyzed it later, we had actually been fouled!) The majority of the fleet headed to the right for an expected windshift. A small group that included Hammer, Nickels, and Helmer went left. We followed the smaller group remembering the increased velocity from the previous race. As it turned out, the small group guessed right and we were able to make up a lot of distance with the velocity and good boat speed. The only boat to come back from the right side of the course was Jody Lutz who bailed out early. At the first mark, Hammer pinched off Nickels to lead. Lutz rounded right behind and was closely followed by Helmer, then us. We had a good set and were able to pass Helmer to leeward before he got his chute full. The positions remained the same at the drop mark. The lead boats all tacked onto starboard almost immediately after rounding the last mark and went far to the left. Lutz tacked 50 yards short of the port tack lay line, while Helmer, Nickels and I paraded to the lay line. The three boats on the lay line made out better and Jody dropped to fourth. Places remained the same on the reaches although we closed the gap on the leaders. After rounding the last mark, the three lead boats went left again while Lutz tried the right corner. Half way up the last leg, we were able to pinch off Nickels and made up a lot of ground on Helmer. As we neared the port lay line, we tacked and Helmer tacked directly ahead. We were able to work higher and go a little faster than Helmer on port tack so it appeared we could get him before the finish. The wind didn't cooperate, however, and shifted 10 degrees to the right. All of a sudden Lutz came



flying in from the right and the race was up for grabs. As the three boats neared the finish line, Helmer barely crossed Lutz and tacked onto starboard to shoot the line. We lee bowed Lutz, but when all three boats crossed the line, Helmer inched out Lutz who then inched out our boat.

**Race 6** — Going into the last race, the scores were extremely close. With a throwout, we led with 10, Swanson 11, Lutz 13, and the rest of the fleet well within striking distance. Without a throwout, Swanson easily outdistanced the rest of the fleet. We knew we needed the last race to be sailed, but we were very uncertain whether the wind would cooperate.

The last race was started in a light southerly wind which we knew from past experience could be extremely fickle. Once again, we started near the pin and were able to take best advantage of an eddy which helped set us up in front of the fleet. Lutz was our nearest competition and Swanson was struggling in the middle of the fleet. As we went further left, a new wind line came in with a 15 degree port tack lift. We couldn't have asked for anything better. When we reached the top mark, we were in about 20th place in the *Blue Fleet*. Lutz rounded the mark with a comfortable lead in second, but still trailed us by half a leg. We felt rather confident at that point, but the wind changed 180 degrees on the second reach and became very light. We managed to round the former leeward mark ahead of Lutz by a mere 50 feet and Swanson was only 200 feet behind. The fourth leg was dead downwind against a strong current. We decided to

sail low and straight for the mark. A majority of the fleet sailed on a broad reach to keep up their speed and take advantage of small zephyrs coming off that side. For about half the leg, the Jody's appeared to have guessed correctly. However, when they tried to come back on a port jibe, they were battling a stronger current while we were able to maintain our speed. We rounded the fourth mark and stretched out our lead on a tight reach and a favorable current. After we rounded the fifth mark, the Race Committee shortened the course and it appeared that we would be able to finish in a steady wind. Once again we were mistaken. Halfway up the last leg, the wind died to virtually nothing, but the current pushed us toward the finish. The fleets were all mixed together and we couldn't tell where our competition was. At the same time, the time limit was approaching. With less than ten minutes left to finish, a couple of small wisps of air took us across the finish line, barely ahead of our President Hoekstra, and in 11th position in the *Blue Fleet*.

At the finish, the Race Committee forgot to give us the gun because they never expected the *Green Fleet* anywhere near that position. When we reminded them, they happily complied. When all was said and done, it was a rather happy tow home.

Again, I would like to thank my crew, Chris and Garold, for a job well done; and the Seattle Lightning Fleet for their hospitality. Most of all, I'd like to thank ALL of the Lightning sailors who participate in these regattas and make the Lightning Fleet the best in the world.

## PRESIDENTS' CUP 1984

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13084	Paul Gelenitis, Chris Krauthelm, Garold Thompson	1	(24)	5	1	3	1	11
2	6345	Jody Swanson, Joe Donovan, Joe Folds	3	3	3	2	(9)	4	15
3	11739	Jody Lutz, Kevin Fayad, Mark Forhecz	(13)	2	4	5	2	7	20
4	13933	Tadd Helmer, Richard Sinn, Janet Sinn	7	1	(8)	8	5	3	24
5	11505	Matt Burridge, Catherine Burridge, John Morley	11	6	1	(15)	6	9	33
6	13896	David Nickels, Kevin Nickels, Phyllis Callahan	2	15	13	4	4	(23)	38
7	13783	John Lyon, Chris Gotschalk, Doug Campbell	14	8	2	7	11	(23)	42
8	11457	Gregory Zettler, Cheryl Zettler, Kurt Seiffert	6	13	6	9	(23)	8	42
9	10699	David Hammer, Dave Creeden, Paul Bogati	15	11	(21)	3	1	13	43
10	13659	David Sprague, Ted Shore, Geoff Jarvis	10	7	12	10	10	(23)	49
11	13011	David Grogono, Ted Morgan, Liz Bull	17	9	7	11	(18)	5	49
12	12990	Philip Parshley, Lisa Parshley, Philip Parshley	9	(20)	9	20	8	6	52
13	13477	Robert Bazett, Debbie Bazett, Mike Gillett	4	12	16	(21)	17	10	59
14	13869	Ken Huggins, Sere Grinnan, Dick Sadler	5	10	(24)	12	13	23	63
15	11702	Stuart Anderson, Debbie Ozner, Ethan Salking	12	5	14	13	(23)	23	67
16	13230	Djoerd Hoekstra, Caroline Schneider, Frances Hoekstra	(22)	19	18	17	15	2	71
17	13943	Mark Patty, Cheri Shaw, Stan Starkey	16	(21)	15	18	12	11	72
18	13792	Sandy Huntsman, Tony Fink, Larry Colantuono	21	4	17	16	14	(23)	72
19	13722	Don Johnson, Brad Johnson, Blair Johnson	20	17	10	19	7	(23)	73
20	11873	Missy Taylor, Billy Taylor, John Sparkman	18	16	(20)	14	16	12	76
21	11981	Jon Ewing, Denny Funnemark, Karen Johnson	8	18	11	22	19	(23)	78
22	13242	Eric Lindahl, George Naden, Marilyn Lindahl, Ellen Naden	19	14	19	6	23	(23)	81

22 Boats, DNF/DNS — 23 Points, DSQ — 24 Points, ( ) Throw-out



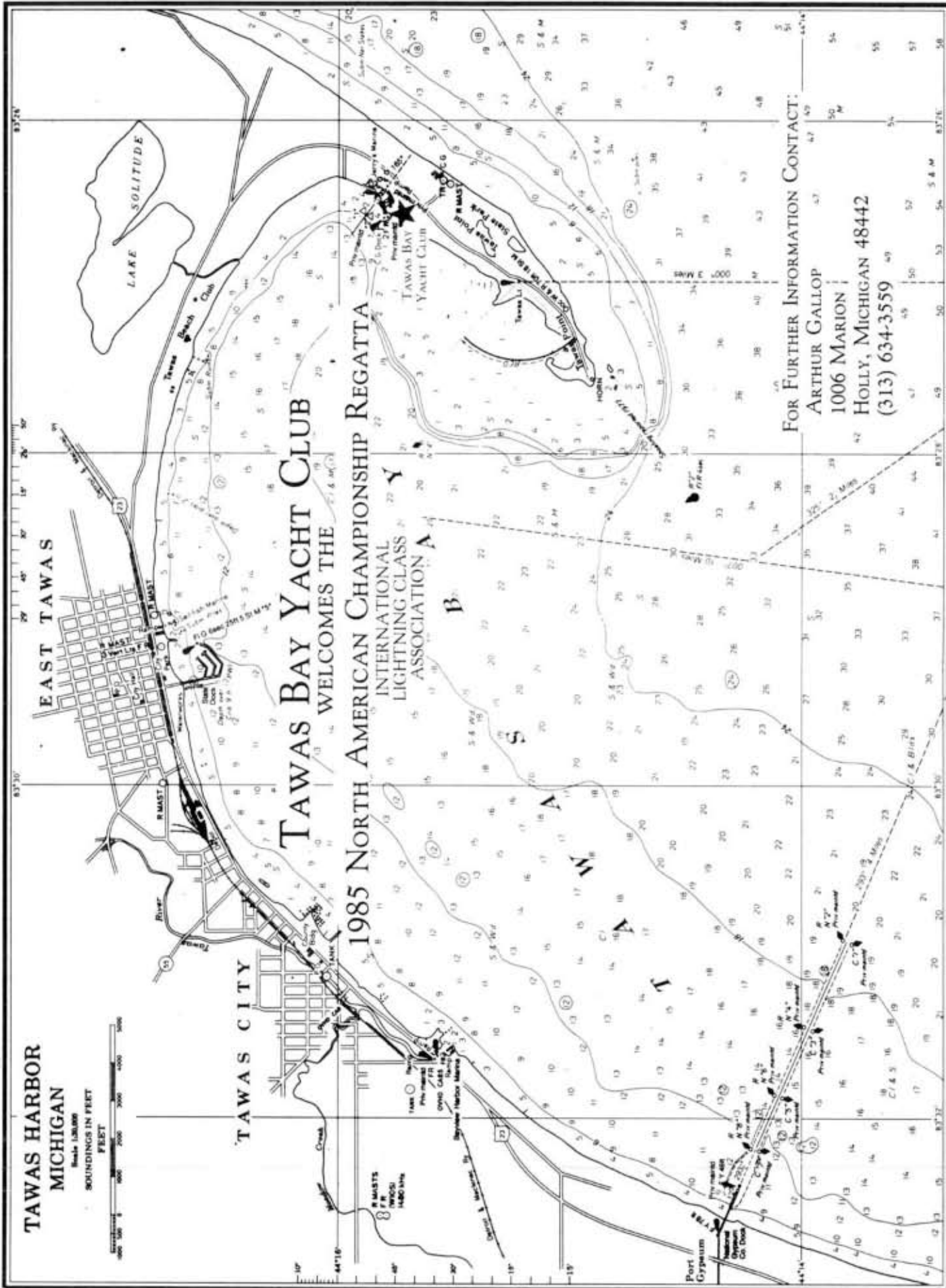
## FACES AT THE NA'S '84



Photo Credit — Hank Hodgson

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1985 NORTH AMERICAN CHAMPIONSHIP REGATTA  
INTERNATIONAL  
LIGHTNING CLASS  
ASSOCIATION A

# GOVERNORS' CUP

by Scott Zerban

This year's North Americans was not short on competition as my crew, Dan Moriarty, my brother Rob and I discovered in the qualifiers. After the qualifying series we decided that the boat wasn't set up for the wave conditions in Puget Sound. We returned and hoped that we would do better in the Governors' Cup with no idea that I would be writing this article now.

With a 12 to 14 foot flood tide, the currents were a big factor in light air. In the heavier breezes, the waves became quite an obstacle for Dan, Rob and I because most of our experience is limited to small inland lakes with small chop. We did our best to adapt to these different conditions.

The first two races scheduled were delayed by no wind. On the second day we sailed three races in light air, which was out of the south. At the end of this day we were tied for first place with Browning.

On the morning of the next day the conditions were about the same with the winds out of the south and light. The Blue and Green fleets had already started when the wind shifted to the left and the race committee postponed our start. Twenty minutes later we were on our way to the first mark. We rounded first in a dying breeze. Half way down the second leg the wind shifted 180 degrees. The Blue and Green

fleets ran out of time and the committee shortened the course to four legs for the Yellow fleet. We held our position until we were twenty seconds away from the finish, when we also ran out of time.

The wind continued to build out of the North and all three fleets finished two races in the same day. In the heavier winds, and lumpy seas, my crew and I sailed our best and worst races. We were 6th in the 4th race, and 2nd in the 5th race. In the 4th race we started at the committee boat, which was not the place to be, and played catch-up for the remainder of the race. The heavier wind was favorable to Hickman, who was 1st in the 4th race and 4th in the 5th race. In the 5th race Michael Hein came from behind and won his 2nd race of the series. The finish of this race was close with Hein first, us second, Browning third and Hickman fourth.

With one race to go, we were on the water early Saturday morning with a light southerly breeze. The Blue and Green fleets finished their races but the race was cancelled for the yellow fleet. This concluded the series without a throwout.

With the boat all packed up and the series won it was time to leave Seattle and all of our old and new friends. We hope to see everyone next year in Michigan.



Seattle '84

Photo Credit: Morrie Craig

## GOVERNORS' CUP 1984

Final Pos.	Boat #	Skipper & Crew	Race Finishes					Pts.
			1	2	3	4	5	
1	13273	Scott Zerban, Dan Moriarty, Rob Zerban	3	3	3	6	2	17
2	13467	Warren Gross, Al Poindexter, John Green	6	4	4	2	5	21
3	10638	Michael Hein, Scott Lindley, Randy Reid	7	12	1	4	1	25
4	13949	Stuart Browning, Peter Browning, Andrew Ruff	1	6	2	15	3	27
5	13707	Bruce Deitz, George Deitz, Mark Logan	9	1	13	3	6	32
6	13831	Richard Guinan, Rick Guinan, Brigid Guinan	2	10	6	5	10	33
7	13188	Kirk Johnson, Edna Johnson, Wanda Poindexter	5	9	5	7	7	33
8	12879	David Hickman, Jan Hickman-Moran, Paul Moran	13	8	15	1	4	41
9	11800	R. G. Burrige, Terry Burke, Pam Clarkson	10	2	10	8	14	44
10	13476	John DeBenedetti, Susi DeBenedetti, Joey DeBenedetti	4	5	9	13	13	44
11	13806	George Hatfield, Steve Tennyson, Laura Guinan	8	17	7	9	15	56
12	13737	Crit Currie, Gretchen Hanover, Andy Wedamon	12	11	14	10	11	58
13	11636	Allan Hunt, Phil Wong, Kurt Hagerman	14	7	8	19	12	60
14	11666	John Teigland, Patrick Corr, Lola Teigland	16	14	17	12	9	68
15	11031	Arthur Green, Dave Anderson, Geoff English	11	15	11	17	18	72
16	13704	Ken Dunkelberg, John Loendorf, Margo Johnson Dunkelberg	15	13	23	14	8	73
17	13828	Bill Hole, Mike Frerker, Robert Baker	18	16	12	16	16	78
18	10384	Martin Mulhern, Stuart Galt, Peter Collieran	19	20	18	11	17	85
19	10731	J. Russell Downing, Joanne Larsel, John Sanford	21	19	20	18	19	97
20	13054	Dan Callahan, John Courter, Betty Maye	17	18	23	23	23	104
21	8497	Douglas Hickman, Audrey Matteson, Bob Schnelle	20	24	16	23	23	106
22	9298	Jerry Neuburger, Sandy Neuburger, Mary Neuburger	24	21	19	20	23	107

22 Boats, DNF/DNS — 23 Points, DSQ — 24 Points



# 1984 WOMEN'S NORTH AMERICAN LIGHTNING CHAMPIONSHIP

by Betsy Gelenitis

The 1984 Women's North American Championship was held at Shilshole Bay on Puget Sound. Shilshole where? It sounded foreign, but we were off. A doubled-decked rig, a Bronco, Patti and I began winding our way over several thousands of miles of asphalt, traversing majestic mountains and viewing beautiful countryside. Three days later, we arrived at our destination, to find that Shilshole Bay was, in fact, part of the continental United States and English was the official language of the regatta.

All joking aside, we found ourselves at a busy marina in a northwestern suburb of Seattle with a splendid view of the snowcapped Olympic mountain range and Puget Sound sparkling in the sun. Although the women's fleet was small, it sported nationwide representation; the Northeast, South, Midwest and West all participated. As we rushed around trying to measure in and socialize at the same time, some of the ladies braved the frigid 47 degree water and stiff breezes for the practice race. Several hours later, they arrived ashore with smiling faces and chattering teeth, commenting on the "light breezes" that had been predicted for Seattle in August.

Wednesday and Thursday provided great breeze (6-12 knots) from the Northwest with the tide flooding in. These two days enabled us to get in our first four races and some excellent sailing. Since we started behind the Juniors and Masters, we were able to organize a game plan based on our wind and current readings, as well as observations of the other two fleets.

Day one found the left side of the course favored with well defined breeze lines filtering from the northwest. The fleet stayed fairly close together, and the end of the day found us with two firsts, and a tie for second place with Fay Regan (2-3) and Missy Taylor (3-2) trading off positions.

Day two provided a bit less velocity but similar wind and tide patterns. After the third race, we led in points as the battle for second raged on, Missy ahead by a point going into the fourth race. Race four was lighter in velocity, the middle left slightly favored. Positions changed many times, no one knowing what the final outcome would be until the last weather leg. Coming across the line, we were first, Fay was 2nd, Lisa Parshley 3rd, and Missy 4th. The fifth race would determine the final outcome (or so we thought).

Friday dawned with a very light northerly. After arriving at the starting line, the breeze faded away and we rafted with the committee boat. We baked for hours in the sun, watching the youth of America romp and frolic. The sun passed over the yard-arm with the northerly fighting the southerly, breeze lines filtering in and out. In the late afternoon, Patti,

Vickie and I decided that we needed to make a move. Armed with a marker and a paper bag, we designed a logo and hoisted our cocktail flag up the backstay. Ah yes, what a wonderful idea! But to our dismay, the committee had other plans.

They towed us to the southerly, set up a course, and started a sequence. (As we practiced a bit upwind to get some wind readings, Vickie pointed out "some strange clouds" over the east shore. The "clouds" were "Mt. Rainier.")

Right before the Master's start, the breeze went north, the "old salts" prepared to set spinnakers and with three guns at the stroke of 5 p.m., the starts of the Master's and Women's Fleets were abandoned. Our mascot, Harvey, (a stuffed blue parrot) had warned us of this very thing, but alas, no one look him seriously.

Puget Sound was truly an interesting place to sail. The mountains and scenery were beautiful. The baby killer whales playfully romping around Judy Walker's boat were entertaining as was the "seal" that Jim Carson pointed out until we realized the "seal" was a mere stump of wood.

All in all, we had a super time, enjoying the local hospitality. I'd like to thank my crew, Patti Jeske and Vickie Matthews, for their superb job in keeping me pointed in the right direction, in phase, and going fast. Without them, who knows what might have happened, and boy, would it have been lonely! Many thanks to the Corinthian Y.C. of Seattle, the race committee, and Jim Carson (Chairman of the R.C.) for a regatta well-run. If it were not for such a fine event, we would not have enjoyed such super racing nor had the opportunity to see so many old friends and make so many new ones. See you next time!



## WOMEN'S CHAMPIONSHIP

Fin. Pos.	Boat #	Skipper & Crew	Race Finishes				Pts.
			1	2	3	4	
1	13857	Betsy Gelenitis, Patti Jeske, Vickie Matthews	1	1	1	1	4
2	12050	Fay Regan, Sue Vrana-Brogan, Debbie Orner	2	3	3	2	10
3	11873	Missy Taylor, Lorna Graef, Pat Raymond	3	2	2	4	11
4	11788	Judy Walker, Audrey Matteson, Susie DeBenedetti	4	4	4	5	17
5	12990	Lisa Parshley, Jan Hickman-Moran, Leslie Johnstone	5	5	5	3	18
6	1873	Terry Gosse, Pam Hsu, Nancy Sweiven	6	6	6	6	24

# HISTORY OF THE OLD SALTS TROPHY

John Y. Sloan, known as Jack to his many sailing friends, started sailing Lightnings at the Buffalo Yacht Club in the early 1950's in Lightning #397. Later, he joined the Buffalo Canoe Club Fleet 12 and owned #9111 which he sold last year.

Jack founded the Old Salts Regatta at the BCC in 1974. He observed that sailors tend to be less competitive in small one design racing as they approach middle age, and they drift away to larger cruising yachts. Jack wanted to bring these older sailors back to Lightnings for a fun regatta of good sailing and stories of the sea. The Old Salts Regatta was born.

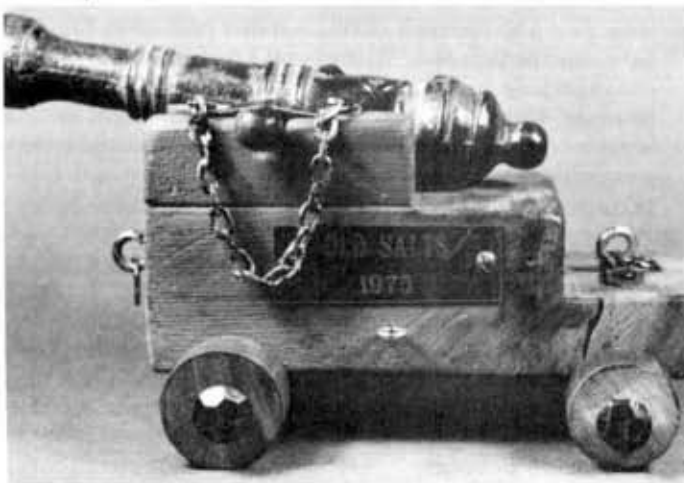
While sailing in the Carribean, Jack saw some antique cannons and thought they would be a great idea for a trophy. He had 50 cast in bronze, and with the help of Bill Hughes, a lifelong Lightning sailor at the BCC, they built the carriages to complete both the perpetual and keeper trophies which have been awarded each year at the annual BCC Old Salts Regatta. A keeper cannon trophy is a prized possession.

Jack then proposed that the Old Salts Regatta could be a part of the North American Lightning schedule. This would provide some interest for those older Lightning sailors who were no longer competitive in major regattas. Jack proposed the North American Regatta in the summer of 1982, and a committee consisting of Jack Sloan, Karl Smither, Crit Currie, and Jack Swanson proposed some guide lines and a

deed of gift for the North American Old Salts Trophy.

Jack then traveled to St. Petersburg for the winter meeting where the regatta was accepted as a part of the ILCA regatta schedule.

The cannon portion of the trophy was machined from solid bronze by Bill Hunter of Hamilton, Ontario, and Jack Sloan and Bill Hughes completed the woodwork on the carriage. It was a labor of love and we all owe Jack a big thank you for all his work on behalf of senior sailors.



*Replica of Old Salts Trophy*

## 1984 MASTERS CHAMPIONSHIP

By Stu Anderson

For sailors of fifty plus, the Masters is a great way to continue to be active and competitive in the ILCA which has been a way of life for so many of us.

This is the second year for his event and it is always fun to renew old friendships from past years. This year former N.A. champ John Teigland joined the group and it was good to hear about all our old racing buddies from years ago. Herm Nickels (1984 Masters Midwinter Champion and former N.A. Champ) stopped by to visit for a day on his way to Alaska.

Racing in Seattle was great. A new experience in the very cold water of Shilshole Bay, with tricky tidal currents.

We had good wind for two days and got in a couple of fine races. The lead changed frequently when someone would get in a spot with favorable current. The third race was washed out due to lack of wind and time constraints.

The water was very deep, I believe about 600 feet and it was a tribute to the race committee that they were able to set the good courses that they did.

With my friend Fisk Hayden and a local sailor Howard Seelig doing a super crewing job, we were able to successfully defend our "Old Salts" trophy for the Masters Championship.

"I'm sure there are a lot more Lightning veterans who would enjoy this event and I hope we can see a larger group

in '85 at Tawas, Michigan.

Plan on a winter vacation and attend the Midwinter Masters in St. Pete on March 15, 16, 17. Crit Currie has been working hard on this event and you should really make a special effort to get your name on this unbelievable beautiful trophy which was won last March by Herm Nickels.

See you in St. Pete!



*Stu Anderson (R) Masters Champion*

# 1984 JUNIOR CHAMPIONSHIP

As Reported by Champion Trevor Born

When Sean, David and I reflect back on Seattle we say simultaneously, "Wow! We won the Lightning Junior North American Championship. Unbelievable!" Looking back to 1981 at Cedar Point Yacht Club was the 1st Junior N.A.'s which Sean and I participated in as crew; progressing to N.A.'s in Buffalo where David and I crewed for Susan MacDonald; the hot and humid N.A.'s at Rush Creek, again with Susan to the start of this summer past when I took the helm for the first time. David and I had practiced together for the whole summer. Sean joined us late in the summer, bringing with him hangovers and light air. Light air! Just what a crew weight of 500 lbs. needs. We practiced until we couldn't practice anymore. In other words, we quit when it became light and didn't go out until it blew stink! When we thought that we were ready for the N.A.'s we prepared for our long and tiresome trip to the West. This began with a 45 minute car ride to the airport, followed by a 4 hour flight to Vancouver. We stopped at some friends in Vancouver where they forced us to have lunch. We began our gruelling 8 hour drive to Seattle in bright, blinding sunshine in the smallest rental car we could find. Arriving in Seattle, exhausted from our long trip we found our billet, the Lindahls, who gave us a very warm welcome.

The next day we arrived at the Corinthian Yacht Club seeing that the Allen bus had arrived. We were all ready to go. But of course not everything can go well. Mrs. Allen sadly informed us that the boat we were to lease had not arrived. I tried to be optimistic about the whole affair and thought to myself, "well, we've had it pretty good so far." After a few hours of agony and waiting, Tom Allen, Jr. walked up to me and said he had some more bad news. I would have to sail a brand new boat. Talk about going from bad to worse. We set the boat up with lightning speed while Sean checked out the girls and David contemplated which way it was to the beach.

Around 4 o'clock that day the wind came up to about 20 knots which allowed the RC to get a practice race off. Well prepared for the weather, we set out to Puget Sound in shorts and T-shirts. We found that during the practice race we had exceptional boat speed upwind and our shivering off the wind made the boat shake so bad that we thought that we were planing.

That night the wind had stayed up, keeping our hopes up that it would blow the next day. No such luck. The wind on the day of the first 2 races was typical of the area. It came up around noon to no more than 10 knots, out of the North. It was sunny but because of the water temp, it was cool (55°). The start was postponed until the wind had settled. Finally the start got underway. The wind was shifting very little. The Committee boat had set the pin end slightly favored. At the start Jim Allen and I were at the pin end alone. Everyone else was at the committee boat. There was a slight current of about 0.2-0.5 knots. We had a good start with excellent speed on starboard tack. This right of way gave us a 3 boat length lead. We waited for most of the fleet to tack onto port and then we tacked. Jim shot the left corner in a big way. We sailed up the middle, coming into the windward mark with a substantial lead, Jody Swanson in second and Tony Fink in third. About 1/3 of the way down the first reach, David

awoke from his deep sleep to notice a huge barge moving at 18 knots towards us! Well, we were clear but it was close for Jody and Tony. They both managed to squeak through but it was lights out for the rest of the fleet. The smart ones took down their spinnakers, but one boat tried to out run it and almost became caught in its wake. At this point Sean said he thought we were assured a 3rd in this race. The rest of the race did not have the same fun filled excitement provided by the barge. We finished 1st, Jody 2nd, and Tony 3rd.

The conditions of the start of the second race were quite different from those of the first race. The wind was originally about 10 knots in strength but at about 1 minute to go it dropped to 5 knots. Sensing this we set up for very light air. The difficulty was that the choppy waves remained from the previous wind. Again the pin end was favored. We started with tremendous speed off the line and managed to pull ahead early in the first part of the leg. We sailed just left of the middle of the course with Jim Allen, Geoff Jarvis, and John Oldham just to the left of us. As we approached the windward mark the wind lifted us 20° and Geoff, Jim, and John rounded inside of us. The positions remained the same on the reaching legs. On the second windward leg, we managed to pass John and Jim by playing velocities and shifts. Two down, one to go (the only other Canadian on the course). We rounded the leeward mark just behind Geoff. He had a poor take down. We managed to tack before him and get in a lead bow position. Once we tacked back for the finish we ground him down in the waves and finally passed him. Canada was 1 & 2! So ended the first day of racing.

On the morning of the second day, the fog had rolled in. It was so thick that we couldn't see the sound. The fog lifted late in the morning and the racing began. This day things did not go as well for us. The start of the first race was very messy. We cleared our air as fast as we could. Approaching the windward mark we were in second place behind Jody Swanson. We followed her on the reaching legs trying to close as much as possible, but stubborn as she is she wouldn't let us close. We had opened up a fair lead over the rest of the fleet. On the final windward leg, Jody made a mistake that was almost fatal. After rounding the leeward mark she let us tack onto starboard first and allowed us to proceed a few boat lengths before she tacked to cover. We sailed for a long time on port. We gained a little bit. At this point I was undecided as whether to tack and start a tacking duel or proceed and try to clear here. I chose the latter and fate had it. We overstood the finish. Steve Hayden passed us taking first, Jody second, and us third. At this point we were leading Jody by 3 points.

The fourth race was a total disaster. Once again we had a bad start. The wind on the windward leg was very consistent. We worked on our boat speed because it was almost one tack to the windward mark. Approaching the mark it looked like once again that we were second behind Jody. The wind was light and the current was pretty strong. Jody managed to squeeze in front of a parade of boats on port tack going at the mark. In order to avoid these boats I tacked a little bit just beyond the lay line. One boat managed to give us a lee bow and knocked us just below lay line. That boat hit the mark. I tried to squeeze around it but didn't quite make it so



I had to re-round. By this time Jody had opened up a substantial lead. Approaching the leeward mark in fourth we noticed that there was not much wind to the right of the course. We went left and promptly caught 2 boats. John Oldham in his slick manner sneaked over the the right shore and rode a lift and puff of air all the way upwind. Meanwhile we were trying to hold third place. As we approached the finish line (shortened course), Tony Fink tacked on us (as usual). Jim Allen came from left field to finish fourth. John Oldham was second and Tony Fink was third. And us, well, fifth would have to do. Jody now had a one point lead. Of course severe depression hit and I proceeded to beat up my crew who were just thrilled! We put up our chute and were the first ones in to make it look like we won the race.

At this point in the regatta it was clearly between Jody and myself for first place. Then came the third day of racing! The pressure was on. I don't think that Jody or I slept a wink all night. The wind was very light in the morning. We sailed out to the starting area only to end up tying on to the committee boat so that the current would not carry us away.

We waited in the hot sun for several hours while Russ Schon, Brian Taboada, and Carl Rodenberg provided us with entertainment. The mechanics of how to ride a mark. Down at the south end of the sound there was a steady wind of 10-12 knots but the RC (cruise director) was waiting for the prevailing wind to fill from the north. Finally at 4:00 PM the RC decided to race us in the south wind. We were very eager to race since we had a point deficit. At the start the

committee boat end was a little favored so I wanted to keep Jody between us and the committee boat so that I would have more of a chance of having clear air at the start. At about one minute to go, I was heading toward the RC from the pin end and Jody was heading toward the RC from outside of the line. She tacked around and was heading for a whole mess of boats. She was over the line early. We started at the pin with clear air and the wind had shifted to favor the pin end. We were first to the windward mark and Jody was about sixth. As we were sailing on the first reach the wind suddenly shifted out of the north. Sean and David dropped the spinnaker and raised the jib instantly and we opened our lead. The wind was very flukey. On the second to last leg (which was the first windward leg) the boats behind us were closing in fast. We rounded the new leeward mark first and just set the sails for upwind. We were home free and on our way to win the 1984 Lightning Junior North American Championship.

That night we had the biggest parking lot party the Port of Seattle has ever seen and of course we won't forget MATT.

I would at this point like to thank the many people who made this regatta possible; Jim Carson and his RC. I would also like to thank our billets, the Lindahls. But the most thanks belong to the MacDonald family who gave us an unbelievable amount of support this summer. Lastly, I would like to thank the Royal Hamilton Yacht Club who gave us funds so that we could attend this regatta.

## JUNIOR CHAMPIONSHIP 1984

Fin. Pos.	Boat #	Skipper & Crew
1	671	Trevor Born, David Sawyer, Sean Torsney
2	6345	Jody Swanson, Joe Donovan, Joe Folds
3	13792	Anthony Fink, Dave Kuhl, Donna Kuhl
4	11379	Steve Hayden, Christy Wardwell, Eric Torgeson
5	13681	John Oldham, III, George Manthous, Scott Shea
6	13811	Jim Allen, Maureen Connolly, John Loendorf
7	13011	David Grogono, Ted Morgan, Liz Bull
8	13273	Scott Zerban, Mike Frerker, Rob Zerban
9	13782	Larry Colantuono, Carl Rodenberg, Matt Smith
10	13821	Brian Taboada, David Watts, Russel Schon
11	13882	Elisa Smith, Karin Verkooyen, Johanna Verkooyen
12	11800	Geoff Jarvis, Joe DeBenedetti, Michael Kipper
13	13710	Leonard Dooren, Garold Thompson, Chris Krauthheim

Race Finishes						Pts.
1	2	3	4	5		
1	1	3	5	1	11	
2	4	2	1	6	15	
3	6	6	3	4	22	
5	7	1	9	2	24	
8	5	7	2	8	30	
9	3	12	4	5	33	
6	11	9	8	3	37	
11	8	4	6	11	40	
4	9	8	10	9	40	
12	10	5	7	12	46	
7	12	10	11	7	47	
13	2	41	13	10	49	
10	13	13	12	13	61	



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