

TUNING-UP FOR THE NORTH AMERICANS

(via the Masters, Juniors, and Womens Championships)

By Lal Burridge

You know, any one who is good enough can qualify for the North Americans, and all the pros and hot shots are usually there. But the real heart of the Class is found in the weekend sailors, the fleet sailors, the Juniors, Women and Masters.

Not only is attending one of these regattas a practical aid to you if you are sailing the following week in the North Americans (you get your boat pre measured and have an opportunity to tune-up in the local waters) but it is also fun, and it is good competition among your peers, and it does a tremendous service to the Class by stirring up interest.

To me, it was sad to see only eleven Junior teams this year, and four Womens teams. There are a lot of ladies who follow the regattas and sit around the yacht clubs all day waiting for everybody else to come in. But others wind up crewing, and some even skippering. Why not come to these Championships the week before the NA's?

The Juniors are the future of our Class. If you have Junior crew and you plan to come to the North Americans, why not send them on early to sail your boat and get it measured in? You will be giving a very worthwhile experience to a Junior sailor. As I said in my report on the Masters Championship,

I have seen every Junior Championship since the class offered the event in 1974. I have seen Juniors grow up to win the North Americans and become North American Champions. I have seen Juniors become Vice Presidents of our Class. I have seen Junior NA sailors become their District Commodore. I have watched as Juniors have gone on to buy their own boats once they are out and working, and these people are presently competing in our Class.

The Juniors, it is true, are the future of this Class, and if we do not support them and if we do not urge this participation, we are not doing right by the Class.

Oh, very well, you may say.....What about the Masters? What future is that? I will just ask you this...What greater future can you see than a Class in which you can race competitively for years, years, and years in good competition, good fellowship and good fun?

I urge every one of you, talk to your fleet members and start lining up your teams to compete next year in the Juniors, the Womens and the Masters Championships. YOU will not regret it and THOSE TEAMS will not regret it. Just come on out and DO IT!

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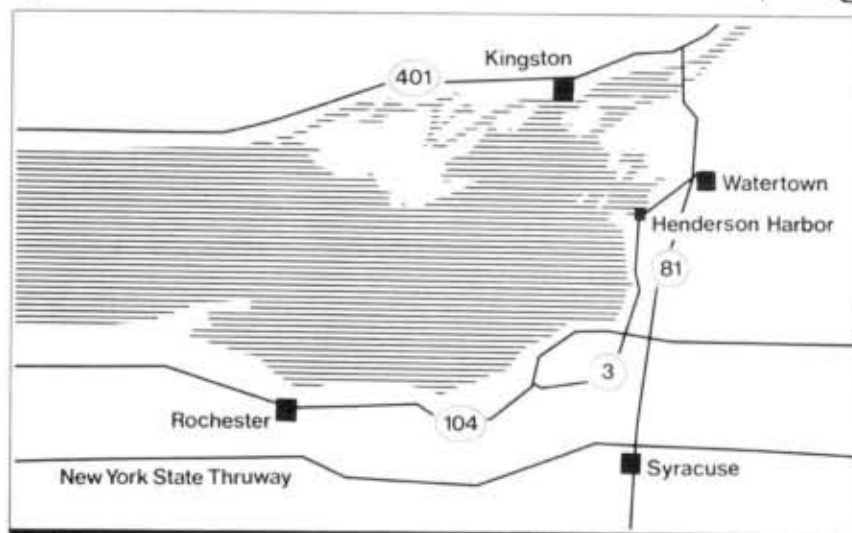
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1985 MASTERS CHAMPIONSHIP

By Lal Burridge

For a number of years now I have enjoyed attending North American Championships either as skipper or as crew. When my son, Matthew, began racing the Juniors, which was at the first one in 1974, we began trying to spend that earlier week as well and always found that it was enjoyable. It gave us a chance to check out the water even though we were not out there skippering and racing. In 1985, however, everything came together beautifully for us. I was 55, certainly above the 50 year age limit for the Masters. Matthew was able to get the extra week off and at 25 years of age could crew for me. I have the distinct feeling and disbelief that with Matthew in the front of the boat calling the tactics and shots, I can do anything. All we needed was to find a 40 year old crew for us and make up the total age of 120 years. Rob Zerban, Scott Zerban's younger brother, was going up to race the Juniors. Scotty was going along because he was going to be racing the North Americans. We talked to their father, Don Zerban, an old Lightning sailor who has since gone on to other boats. He was 45, so we had the total age. The only problem was an impending trip to Saudi Arabia that Don, who is known to his friends as Dez, was able to reschedule for a week. It all looked wonderful. We had heard from various sources that the whole Michigan area was a virtual hotbed of "Old Saltism" and we could expect quite a few local boats for the Masters. We knew for sure that Crit Currie would be there. We expected some others that did not show up and that was unfortunate. In talking to old friend, Jim Carson, we suggested that he ought to race it too. He was not able to find any crew, but we were able to locate him some crew to make the age limit, including Dan Moriarty, who was going to be crewing for Scott Zerban in the North Americans and the father of my North Americans crew, Ron Frecker. Their combined ages exceeded 120, so Jim decided to do it.

The next problem was housing, and we found that everything had pretty well been sewn up for the week of the North Americans. There were several places available for the week of the Masters, but nothing the following week until we found Danny's Resort, which had a cottage for both weeks. We wound up with eleven people using one bathroom, two vans and the two bedroom cottage, but we did survive it.

The trip up to Tawas Bay, Michigan, was dreary and cold and wet. We arrived with it blowing thirty to thirty-five and raining, late at night. We dropped the doubledecker off at the harbor along with the other single boat and found Danny's Resort.

The next day we got into the measurement, registration and setting up the boats. This is, of course, one of the very practical advantages to racing the Masters (and the Juniors and the Womens). You get an opportunity to get your boat measured the week before. Most measurement committees are delighted to do this, because if they can measure a lot of boats the week before, that takes a great deal of crush off for that weekend before the North Americans.

It was with great disappointment we found that there were only six boats registered for the Masters. It was with joy that we saw Roger Grohne roll into the parking lot towing his Lightning all the way from Decatur, Illinois. Roger had with him Henry Paul, who has not been in Lightnings crewing for

some years, but is back and it was good to see him, too. We were able to give Scotty Zerban a ride that week with Roger Grohne to fill out their crew.

The cast of characters there for the 1985 Masters Championship was myself with crew as previously described, Jim Carson, Herm Nichols, Crit Currie, Paul Militzer, Roger Grohne and Doc Gilbert.

Racing started on Wednesday, the 7th of August. The Juniors were to have the first start, the Masters the second and the Women the third. There were only eleven Junior boats, there were only four Women's boats. That meant that there were only twenty-two Lightnings churning up a small piece of Tawas Bay and the water was not very crowded. Charlie Schreck was the Race Committee Chairman working from Woodpecker, a bright finished sloop.

The format was that the Masters would race only the first race of the day, whereas the Juniors and Women would go on and race two races for the first two days and the Women would only race one race the third day, but the Juniors would go onto a six race format with one throw out, the Women to a five race format, no throw out, and the Masters to a three race format, no throw out.

The first day the wind was generally southerly at ten to twelve. It was a nice sunny day with a few clouds and a rather sparkling day. We watched the Juniors go off and to us it looked as if the left side might be somewhat favorable and we expected that the sea breeze, if it came in, would come in and cause things to go left. We went for the pin end of the line and got off about a third of the way up from the pin in clean air. For a while it looked as if we might get sailed over, but then we were left to our own devices on the left side, as everybody tacked off to the right. We found a nice little header and went on it and found ourselves over the whole fleet as we came across. We went up the middle left playing the shifts as we went, working our way back towards the pin and rounded first very shortly ahead of Carson, Herm Nichols and Crit Currie. Things stretched a little bit on the first reach, but the positions did not change much. Through the jibe and down the next reach not much changed. Up the second beat we again played the left center, but were now more interested in staying between the competition and the mark and held a very loose cover. The second weather mark



it was Burrige, Carson and Herm Nichols. Those positions did not change through the next two reaches nor did they change up the last beat and that is the way it wound up.

The Masters then went back to the harbor and there was a certain amount of comradery and lie-telling in the parking lot. As I recall, our bunch then went back to Danny's Resort on the shores of Lake Huron and took a dip off the beach. We went back to the club that night and there was an impromptu party that was in progress, which we joined.

For the second race on Thursday, the 8th of August, the air was in the same general direction, but up maybe a knot from the day before. The shifts seemed a bit more and there were a few holes. In fact, the air was a little bit ratty. The chop was about the same, one to two feet. We again liked the left side and went down towards the pin, but we had Carson under us this time and had some difficulties getting loose. We tacked off for clean air and when we came back, Carson was over us. We chased him the whole way, but were never able to catch him. We ultimately worked out a second and Herm Nichols third.

At the end of two races, with one race to go, the situation was Burrige and Carson tied, with three points each and Herm Nichols third place with six points. It looked like a two boat race.

On Friday, August 9, we sort of thought that Jim Carson expected us to be match racing him. We watched the Junior fleet go off and watched their angles and became convinced that the left side was favored. We decided not to match race, but to go for it. We started in clean air by ourselves at the pin and noted that Jim Carson was involved with a gaggle of boats up near the boat end. We went out to the left and found a very nice header, tacked on it and came across over the whole fleet. Carson was still involved with bad air and trying

to break loose. We moved out and held a very long loose cover and went for the weather mark. We rounded first. It seemed that the next three boats rounded altogether, being Nichols, Currie and Carson. The race continued on that way. Throughout the series this far, Paul Militzer had shown surprising upwind speed in the last beat in both of the earlier races. In the third race, he showed the same speed up the second beat and the fight for second place in the race became a four boat race between Nichols, Carson, Currie and Militzer. Nichols and Currie were moving up and decreasing our lead up that second beat and trading positions with each other as they would cross tacks. Militzer was chasing Carson and Carson was trying to get by Nichols and Currie. A few of those positions traded back and forth on the reaches as well, but going up the third beat that was the situation. We held on to first place in the race and the Regatta, finishing only a few boat lengths in front of Herm Nichols, who finished shortly before Crit Currie. Paul Militzer came on to nip Carson at the end, finishing fourth, and Carson finished fifth. The standings in the Regatta, thus, were Burrige, first with four points; Carson and Nichols tied with eight points, but Carson winning it on the tie breaker being second; and Nichols third. Out of trophies, but fourth in the standings were Crit Currie, fifth was Paul Militzer, Sixth was Roger Grohne and seventh was Doc Gilbert.

The Awards Banquet that night was a terrific party. Needless to say we were happy, but so was everybody else. It had been a great three days of good racing, enjoyed by everybody.

Editors Note: Please see Lal's article elsewhere in this issue regarding the NA's "Tune-Up Week" — The Masters, Juniors, and Womens regattas.

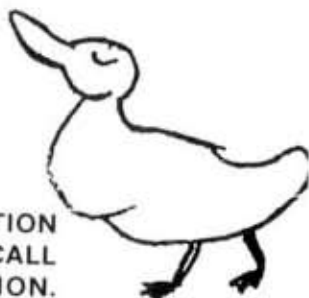
MASTERS CHAMPIONSHIP 1985

Fin. Pos.	Sail #	Skipper & Crew	Races			Pts.
			1	2	3	
1	11800	R. G. "Lal" Burrige, Matt Burrige, Don Zerban	1	2	1	4
2	13710	Jim Carson, Dan Moriarty, Ron Frerker	2	1	5	8
3	13751	Herman Nickels, Louis Nickels, Hank Callahan	3	3	2	8
4	13999	Crit Currie, Eleanor Currie, Audrey Matteson	4	5	3	12
5	13905	Paul Militzer, Jim Bowers, Spencer Allen	5	4	4	13
6	13078	Roger Grohne, Henry Pauls, Scott Zerban	6	6	6	18
7	13917	James Gilbert, Dave Hart, Clark Howell	7	7	7	21

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1985 JUNIOR NORTH AMERICANS

John Swanson

After a fun summer of sailing, practicing and regattas at the Buffalo Canoe Club, my crew — Joe Donovan, Scott Kinerk and myself were psyched. We packed the boat, sails and gear and drove west to Tawas, Michigan for the Junior North American Championships. A regatta that was the highlight of our summer and the thrill of our lives!!

We arrived at the Tawas Bay Yacht Club at 3 p.m. and were greeted by very friendly and helpful club members. Our sails and boat measured in and that was the easier part of our day. We then began the complicated part, the process of trying to get Larry MacDonald's boat rigged and ready to sail. (If you have ever seen his boat I'm sure you understand.) It is a good fast boat and we wanted to make sure everything was ready to sail fast.

The next morning we were all geared up and ready to go to the club at 8 a.m. That is to say that I was. My crew thought 8 o'clock was a little early and they still needed more beauty sleep. Finally we arrived at the club for the skippers meeting, rigged and launched the boat and were sailing out for the race course. Once out in the bay we found a moderate breeze with 10 degree oscillations.

At the start of the first race I was quite timid which caused us to have the worst start of the whole fleet — 12 Lightnings. The first windward leg we played the shifts on the right side of the course and by the second upwind leg we had worked ourselves through the fleet and into fourth place, a minute and 30 seconds behind the leader, Jim Allen. By then the wind had increased to 10-15 and had shifted left making the reach very tight. Most of the boats went high to pop their chutes, but since we had a crew weight of 470, Joe and I decided we could handle the wind. We popped our chute immediately and sailed for the jibe mark. By doing this, we caught one boat and at the jibe mark we were on the transom of the second place boat, Larry Colantuono. The next leg we managed to hold our own with the rest of the fleet, but lost a

little to Larry. Just after rounding the leeward mark, Larry tacked and Jim Allen tacked to cover him. We cleared both boats, then tacked with them. As Dave Starck rounded that mark his jib halyard broke. By the time he was able to make the repair he was forced to sail the right corner of the course. (Dave had just arrived that morning after finishing second in the Sears Cup semi-finals in Detroit.) Halfway up this last windward leg the wind died, then came up out of the north. This was a break for us as we were able to lift up inside of Jim and Larry and lay the finish line. We crossed first and Dave who came reaching out of the right corner was second and Robert Zerban was third.

Just before the start of the second race our jib halyard broke. With a quick jury rig we were able to start the race, but again a terrible start! We did sail our way up to third by the weather leg and positions did not change throughout the race. Steve Hayden, from Florida, got the first place gun at the finish line. David Starck was second and we crossed third.

The conditions on Wednesday for the third race were a nice southwest breeze with a slight chop. At the starting gun and red shape Dave, Steve Hayden and myself were over the line early. (I finally was aggressive.) Dave and I restarted, but Steve did not, so of course he was heartsick when he heard no gun as he sailed over the finish line. Jim Allen won the race, followed by Jim Nicolini, Dave was third and I was fifth.

At the start of the fourth race the pin was slightly favored which is where Larry and I started. Right off the line we rolled Larry and proceeded to tack up the middle of the course. At the weather mark, Jim Allen was first and we were second. By the jibe mark we were right on Jim's transom, and we managed to pass him by the time we reached the leeward mark. We were able to hold Jim, finished first, Jim was second and Dave third.



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Thursday — Day 3 — Races 5 and 6 with one throw out for the series! Another perfect sailing day, the third in a row. The T.B.Y.C. really knows how to order perfect racing conditions. Competition is getting tighter and tighter! This day will determine the champion. The first race of the day or Race 5 was just one of those races where every way we went was the wrong way. We all have them and this was ours. So we quickly wanted to forget this race. Jim had another first place gun, Steve Hayden, second and Dave Starck a third. We were fifth. Dave was by far the most consistent skipper — after 5 races he had 2 seconds and 3 thirds.

Race 6 — last and final race. Tension was building, emotions were high. Dave, Jim Allen and myself, all from the Buffalo Canoe Club and all good friends, were tied at 10 points with a drop race. At the start we all crossed the line with clean air. Dave and Jim sailed to the right side of the course. I sailed hard left (Daring!) As we converged at the weather mark, Dave and Jim, with Jim maybe a half a boat length ahead of Dave were coming in on the starboard tack, I was approaching on the port tack. It was going to be very close and exciting. Steve Hayden had a nice lead and already had rounded the mark. What to do??? Can we clear Jim? Should we duck in behind them both? This could be the deciding tack of the whole regatta. My crew Joe Donovan said, "Duck, play it safe!" But Scott said, "GO FOR IT!!" By the time I decided what to do it was too late to duck. There was about 3/4 of a boat length of room to round the mark. By some small miracle, no — a BIG miracle, we managed to

heel the boat, round the mark and cleared Jim and Dave by inches!! Now we really had to concentrate, sail our best and cover to keep Jim and Dave behind us. Steve sailed an excellent race, leading all the way to the finish. We were second, Dave passed Jim and finished third, Jim fourth. We had broken the tie and were now the new Junior North American Champs!!!! On the sail back to the club, all we could say was "WE WON! WE WON!" Much elation and still some disbelief!

The Awards Banquet followed that evening for the Masters, Womens and Juniors. A great thrill to be the recipient of the Class silver serving dish and the beautiful wooden book rack made by members of the club. This concluded the regatta with a great party at the club, complete with the singing of John Valby.

I would like to thank my 'ALL-STAR' crew. They were really great, told me what to do and where to go. Thanks to my sister, Jody, for all her help, Larry MacDonald for the use of his boat, and the Tawas Bay Yacht Club for hosting one terrific regatta. The Race Committee, Stake Boats, Protest Comm., the Scorers, the ditty bags, the food, trophies and the parties — so many members worked so hard to make it all happen. And of course my sincere thanks to all the Junior sailors who made the effort to sail in this regatta, and made for such keen competition. I am already looking forward to next summer and hoping all those Juniors who will still be eligible will be there sailing at the '86 Jr., N.A.s at Henderson Harbor.

JUNIOR CHAMPIONSHIP — 1985

Fin. Pos.	Sail #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	14001	John Swanson, Joe Donovan, Scott Kinerk	1	3	5	1	(5)	2	12
2	13987	David Starck, Mike McGarry, Paul Donovan	2	2	3	3	3	(3)	13
3	14011	Jim Allen, Eric Duchschere, Mark Richhart	6	(9)	1	2	1	5	15
4	11379	Steve Hayden, Christy Wardwell, Leonard Dooren	7	1	13	(13)	2	1	24
5	13989	Jim Nicolini, Nick Nicolini, Peter Coward	8	6	2	4	4	(8)	24
6	13273	Robert Zerbun, Mike Frerker, Stacy Heisler	3	7	4	6	(10)	6	26
7	13873	Larry Colantuono, Anthony Fink, Matt Smith	5	4	7	5	7	(7)	28
8	13895	Jeffrey Schmahl, Stephen Schmahl, Julia Schmahl	4	(10)	8	7	6	4	29
9	11449	George Sipel, Dan Norton, Greg Walz	10	5	6	(13)	8	9	38
10	13382	Kenneth Deyett, Kathleen Deyett, Jennifer Mann	9	8	9	8	9	(10)	43
11	13174	John Lighthammer, Andrew Tuthill, Michelle Secore	11	11	10	9	(11)	11	52

DSQ = 13

WOMENS' CHAMPIONSHIP 1985

Fin. Pos.	Sail #	Skipper & Crew	Race Finishes					Pts.
			1	2	3	4	5	
1	12470	Mary Anna Portner, Leslie Leonard, Nancy Fox	2	1	1	2	1	7
2	13855	Bonnie Nickels, Esther Callahan, Ruth Callahan	1	3	3	1	3	11
3	12050	Fay Regan, Alix Morgan, Leslie Tuttle	3	2	2	3	2	12
4	13236	Ruth Howell, Joyce Van Drehle, Sue Korn	4	5	4	4	4	21

DNS=5



TAWAS BAY

PHOTOS BY DAVID ADAMS







Jean proudly presents the Swanson Trophy to daughter, Jody.



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(Photos by Alix Morgan)

Ched Proctor accepts 1985 Thermis Trophy with crew Kathy Ritchie and Tom Keogh.



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