

# '86 N.A.'s — KINGSTON



Photo: Jake Jacobson

# WINNING THE WRONG SERIES ( '86 Qualifiers)

by Stu Nickerson

We arrived in Kingston for the 1986 North Americans prepared. I had spent the previous two weeks re-fairing the hull of 11136 and making the centerboard perfect. Hale Walcoff was making sure our sails were in order and Kip Hamblet was busy finding out what the competition was up to. Our team spent the weekend prior to the N.A.'s sail testing, rigging a new mast, practicing 720's, 360's, coming from behind, checking all fittings etc. We knew we were ready.

We were pleased to see 116 boats participating at Kingston. Boats were parked all over the place.

Saturday's practice race was your typical practice race with 80% of the Fleet over the line sailing full speed with 15 seconds to go. On the first weather leg, a large dark cloud appeared on the right side of the course, with an increase in wind from the right. Everyone put up their chutes at the weather mark and just as quickly took them down as a mini squall passed through. Most boats returned to shore. We elected to stay out and do some speed testing with Larry MacDonald, Ched Proctor and Peter Hall. We were pleased with our speed.

Sunday's first qualifier was sailed in a 10 mph southerly. We started near the leeward end and held on starboard into the left corner. Phil Lotz followed close astern and the race for us turned into a two boat race with us comfortably ahead of Phil.

The second qualifier was sailed in 10 to 12 mph winds from the south with higher gusts. Ched Procter led this race most of the way with Larry MacDonald, Don Brush, Kirk Reynolds, Eric Larson and us in pursuit. On the last leg, we were forced to the right more than we wanted to go, but we found a small header, went back with the pack in more air and slowly ground down all of our competition. Near the finish, we were covering the Fleet as best we could, when out of the left corner came Kirk Reynolds. We were just able to get up in front of him to take the gun.

Monday morning brought a day of heavy air out of the west. With a crew weight of 490 pounds, we were grinning. The third qualifier was sailed in 15 increasing to 25 mph winds. Off the line, it was quickly Larry MacDonald, Mark Bryant, and us, with Larry leading at the first mark. We got by Larry on the first reach and from there, it was a simple matter of covering him. After this race, everyone headed for the beach as the winds and seas were still building.

Monday afternoon was spent visiting with other crews as we waited for things to calm down. Finally at 4 pm, the one hour gun was fired. The fourth qualifier was sailed in a strong veering westerly. This race turned into a three boat race between Bill Shore, Larry MacDonald and us. Bill led all the way with us passing Larry down wind. Bill made it very clear that he was very ready to defend his title.

Looking back on the qualifiers, it was different for us not to have to do well in the fourth race to qualify, however the series that we wanted to win was the second half of the week and we were not successful. The wind patterns that would

eventually show some consistency in the finals did not play a role in the qualifiers. Our game plan which worked well in the qualifiers netted two poor finishes in the finals. That's sailboat racing and it's why we will be back next year to try again.

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# LIGHTNING NORTH AMERICANS

by Betsy Alison

When we rolled into the parking lot of the Olympic Sailing Center at Kingston, there was definitely a feeling of excitement in the air. (Maybe it was just me, but somehow I don't think so.) There were a lot of people getting boats weighed, measured, and registration organized. It was great to see everyone in the Lightning crowd again. But now it was time to get on with what we had all come for.

We had quite a mixture of breezes for the Qualifying Series. Stu Nickerson dominated them with a final tally of finishes that included three firsts and a second! Boy, were the boys on that boat HOT. The first two races of the qualifiers were sailed in light to moderate breezes. That was nice for all of us who needed a few races to get those legs back into the hiking spirit. The third and fourth qualifiers were blessed with the onslaught of a cold front; that gave us all some long and painful beats, with some wild and woolly reaches to contend with. Hot showers sure felt good that night.

When the points were combined and the splits made to divide the fleets, the blue fleet had 40 boats. Needless to say there were a lot of very talented people to contend with. Our early favorites to look for were Stu Nickerson, Mark Bryant, and the Brazilians, to name a few. It was time to go sailing.

Race 1 — The breeze was light and patchy. Interesting

racing to say the least. We went left after the start (Bill always wanted to go left for some reason) along with Jody Lutz, Jack Elfman, Stu Nickerson and a few others. To make a long story short, it was not the place to be. We rounded 32nd at the first mark. Jim Crane rounded first after sailing a super beat by playing the shifts on the middle right. We picked up a few at the jibe mark and tried to close the gap. Second beat we went left, and picked up a large number of boats, rounding in the top 10. On the reaches we went low with the chute, passing people to leeward. The final beat was an interesting one. As the blue fleet approached the finish line, the yellow fleet was reaching down the first reach, and the top 10 mixed it up with the other fleet (especially Don Brush, Carson, Biekarck, and Lotz). We were very happy to take a fifth.

Race 2 — This race did not exist for us as we had a breakdown right after the start. This gave us a nice chance to see Kingston and do some shopping. However, Lynn Jewell told us later that the clouds moved the wind way to the right. Most of the fleet went left, and a few went right. Middle was not the place to be. The boats on the right did the best. Ed Martin from Canada won the race, with Jody Lutz second. Some of the favorites had some problems, the Brazilians broke down, and Nickerson broke his pole. We considered the race a GIFT to us from somewhere.



Race 3 — Light and shifty up the first beat. Mark Bryant rounded first, hit the mark, and rerounded allowing Jim Crane to take the lead; we rounded right behind. The middle left seemed the place to go, with the breeze continually shifting left as the day went on.

Race 4 — This time the course was a little different. The weather mark was set just to the right of the island. Typically the mark had been set inside the point of the island. We wondered if this would change the way the race should be sailed. Our game plan was to protect the left as usual, but keep an eye on the right for anything that might be there. Well, the middle right seemed to have some advantage. With one minute to go before the start, the wind went 20 degrees to the left so as to cause a big, and I mean Big, jam up at the pin end. We tacked and reached behind a bunch of starboard tackers, and were still in phase, even though we were reaching. Most of the fleet went left off the line and died out about 150 yards from the line. We went slightly to the right, tacked on a shift and played the shifts and fleet from there. The object, to stay between the fleet and the mark and protect the left.

Race 5 — Prior to this race, Kathryn Richie, crewing for Ched Proctor, asked me what she should do. They had already sacrificed several pairs of gloves and other gear to the sea gods. What could be done to make the gods favorable to them? I suggested a blood sacrifice. Well, they asked for mine. Before the start, the spinnaker pole got me and the

blood sacrifice was made. Bill asked where we should go, I hesitated for a moment (thinking some not so nice thoughts) and said "Go Left Young Man", and so we did. We looked for left handers while playing the shifts middle left. Kirk Reynolds, Gary Demarest, and Robert Wardwell all stayed a bit more to the right and made out like bandits. Good job guys. Left does not always pay off the best.

Race 6 — We decided it was time to hit a side hard. Which would it be? The breeze had gone pretty far around to the right. The points were such that we needed a very good race, as we had sailed our throwout in Race 2, but everyone in the top ten was so close in points that no one could really go after anyone in particular. Our game plan, Go LEFT. It looked okay at the start but two thirds of the way up the beat, it didn't look like it was going to pay off. The right hand side started to come in big, but we hung in there and hooked into a lefthander near the port tack layline. We rounded third or fourth together with Nickerson, Lisocki, and Sertl. We ground it out to be second behind Andreas Lisocki on the final beat, and were able to out boatspeed him in the final couple hundred yards.

We had a great time, especially so since it was such a close series in points the whole way through. The race committee and organizers did a super job, and it was definitely sad to see it all end (though in truth no tears were shed). Thanks to all, and see you next year.

P.S. The party at the banquet was excellent!

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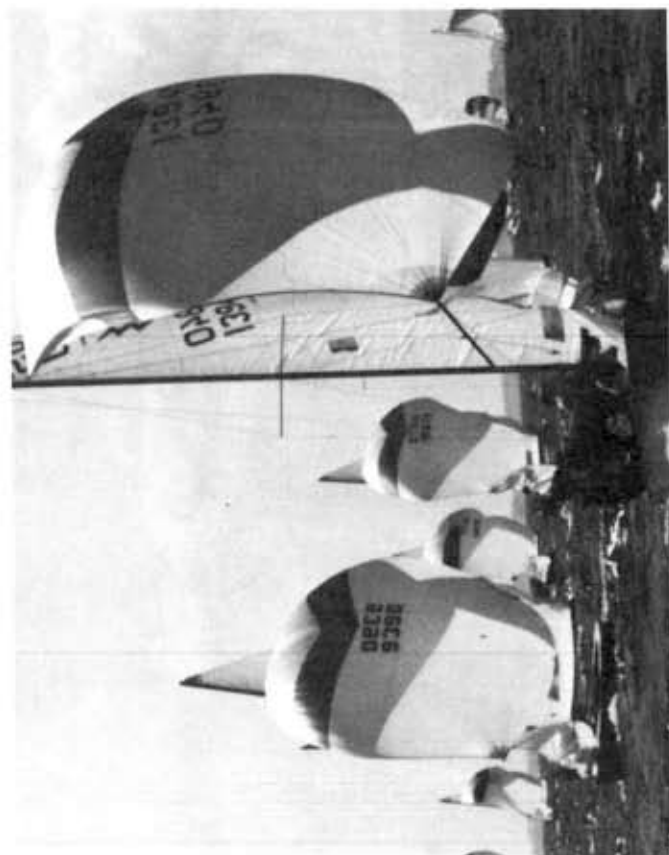


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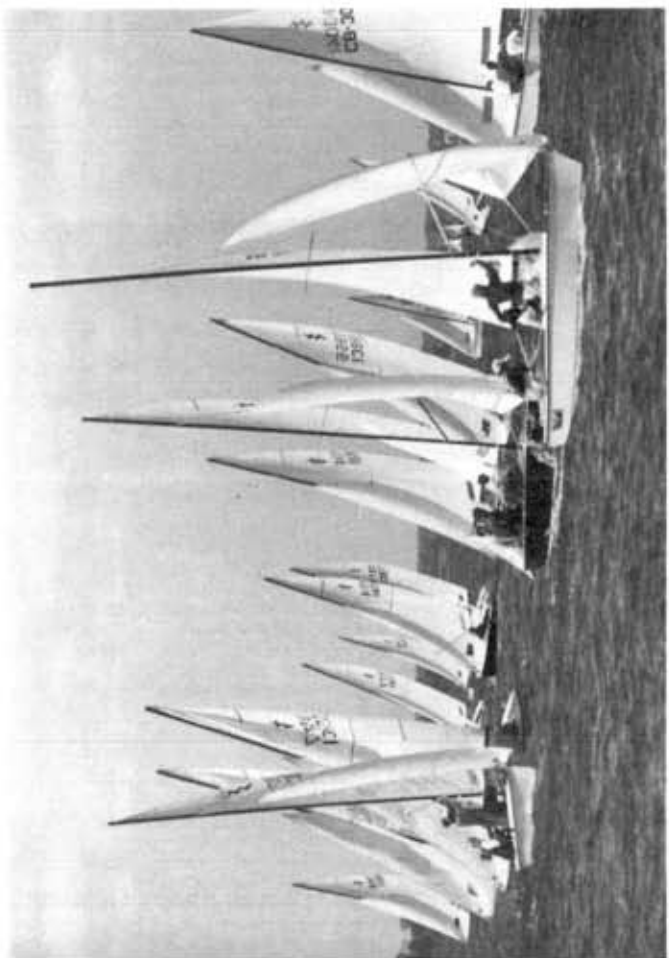


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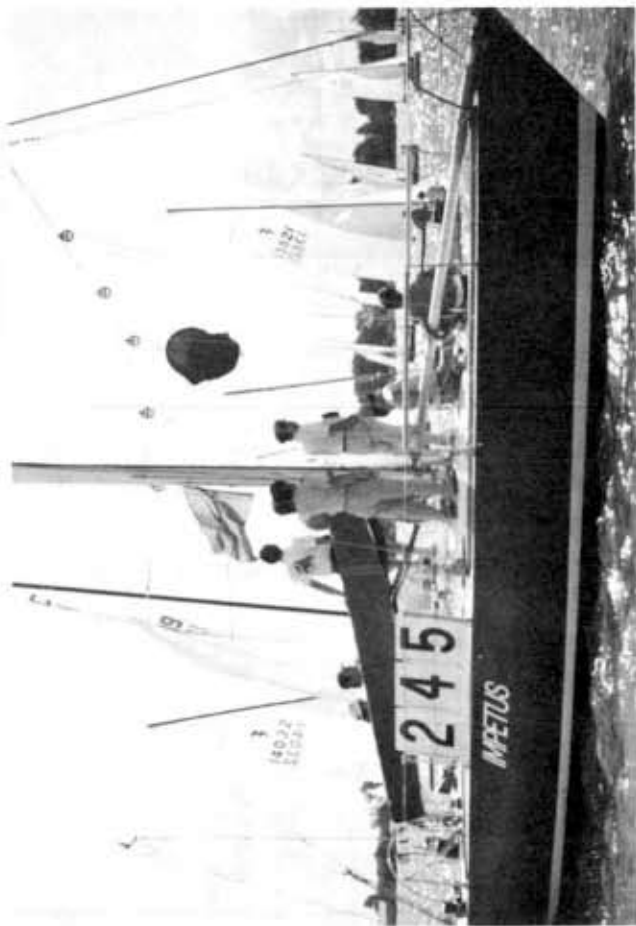


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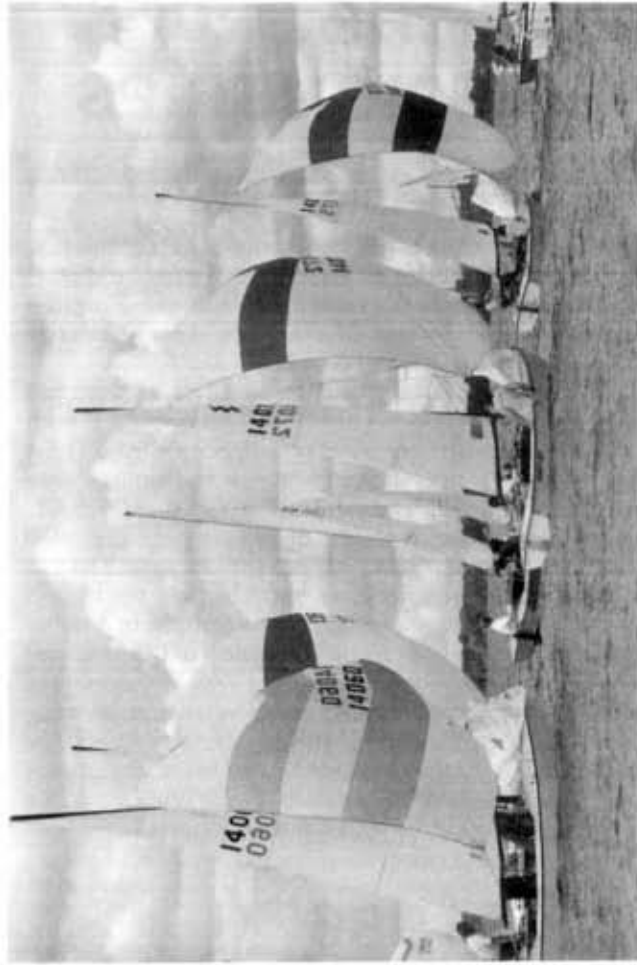


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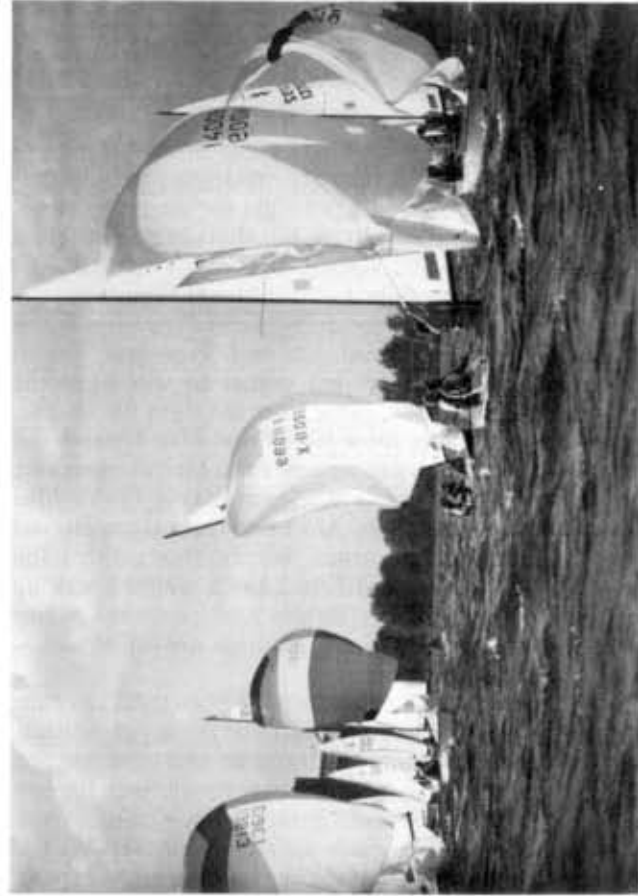


Photo: Sherry Goldsmith



Photo: Judy Walker



# REFLECTIONS ON THE NORTH AMERICAN CHAMPIONSHIPS

by Steve Bachman

Wanda Delorme said it would take 11 hours to get there. We got there in 9½ hours! No speeding either. My van must have been excited.

We found our campsite next to our Connecticut friends, the Barretts, and survived a rainstorm in the van. What we thought were giant raindrops turned out to be acorns the squirrels were dropping on the roof of the van (Carol told me not to park under the trees). Barretts had a cooler full of beer, so we were off and running.

Measurement next day went pretty smoothly and we started with 70 others in the tune-up race. We went right and made out when a minor squall came through, but retired so as not to strain our new rags. Somehow, we bent a spreader tube, and so spent the next hours replacing it.

After breakfast at Larry's (Gordie Howe's picture was on the wall), we got into the qualifiers. These races were a challenge since they were mostly 1-1/3 times around. The start was everything, and we got clobbered at (hard-to-fetch) pin end in race #1 and staggered to a 24th. Breeze was better for the remaining races, so we qualified blue with a 5-3-11.

The North American Championship flight was loaded with talent — I've never seen a "deeper" blue fleet. Where

ever we were all week long, we could take consolation because there were heavies all around us. We did our "best" (18 & 13) when the breeze eased up, but the Kingston southerlies toward the end of the week were absolutely unpredictable, except for Bill Shore.

All week, the promised "back-to-back" races were not that at all. In fact, we had 3+ hours to kill between races each day. One of these waits provided certain people from Dixie (not me, of course) the chance to launch "incomings" into the snackbar via the FUNNELATOR — was that GREAT!

The weather was sunny for the most part, typically 75-80 high, with mid-50's at night — great for sleeping. The 116 boats made it old homework for me. This was my twelfth North American Championship. On to Buffalo in 1987!!

*Editor's note: Steve was the first recipient of the "Thomas J. McDermott Memorial Improvement Trophy," presented in memory of Thomas McDermott: veteran Lightning Skipper, I.L.C.A. Officer, and author. The trophy is to be awarded annually to the skipper who improves his position the most from one year to the next during the Qualifying Series for the North American Championships.*

## PRESIDENTS' CUP 1986

by 13613 Rangy Lil

Everyone wants to be Blue Flight at the North American's but we were really not even close to making it this time. Our weight, and boat set-up were not right for the heavy wind. After the qualifiers, talking to the hot shots helped us set up better once the President started. (Funny how helpful the bigs are when you are sailing in a different flight!)

Our boat speed in the Presidents' seemed the same as the guys around us — not good, not bad. First race, Edson White came out of the far left corner to win while the Ecuadorian, Juan Santos, came from the right for second. We went up the middle for a 6th behind Dan Dressel and others. The second race was won by Fred Mertes who came out of the left corner while we again played the middle, shading left for another 6th. After two races, Dan Dressel and Santos looked like favorites. We also thought that Jim Dressel, Ed Roseberry, and Eric Larson would speak up some time soon. By the way, Santos and crew, the Lacaros of Ecuador, are three reasons Lightnings are fun to sail — they were great guys to sail with.

On the course, winds came from 185° to 270° over the week, pretty steady with oscillations that always came back. Boats could come from anywhere and do well once, but you had to just sail your own boat and play the shifts to the left. The next day, we got a seventh in race three, which was won by John Lyon, and I then made my biggest mistake. We had been starting in the middle of the line for clear air and speed.

I thought that I had a pin end start and went for it. The wind shifted farther left, and I could not lay the pin, causing a jibe and scenic ramble across the transoms of the fleet to finish 17th while Dan Dressel won. So much for greed.

After that, we went back to the middle of the line for clear air and speed. It worked for race five where we led for three legs just ahead of the Fretz/Hughes/Cuccio conglomerate, then were passed by two boats coming from way back, got one back for a second, right behind John Lyon. Roseberry was coming on strong, Dressel and Santos fell back and White was hanging tough. Going into the final race we were tied with Santos and at last eleven boats ahead of White, Roseberry (sailing with son, Ned), Larson, and a couple of others. We banged the start, rounded in second or third ahead of White with Santos far back. White rolled us on a reach to finish in front and Santos was closing as the final gun went off. We still haven't seen the results of the final race, but we won our flight, which was nice. Eric Larson took a bullet in the final race to move up to the standings.

The Canadian Lightning sailors, including Sprague, Scrim, the MacDonalds and the Marshalls, were great hosts, as we knew they would be — they are old friends. Most importantly, sailing with me was Andrew Wetzler, who sailed hard the whole week, and Rob Schoelkopf, without who *Rangy Lil* would not have been nailed to the outhouse door.

# PRESIDENTS' CUP 1986

Fin. Pos.	Sail #	Skipper & Crew Skipper's Hometown & Fleet	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13613	Tom Ingram, Andrew Wetzler, Robert Schoelkopf White Plains, NY / Cedar Point	6	6	7	(18)	2	10	31
2	13652	Edson White, Lisa Braver, Meredith Jones Westport, CT / Cedar Point	1	10	12	(DQ)	9	3	35
3	11929	Juan Santos, Carlos Lecaro, Rafael Lecaro Guayaquil, Ecuador / Salinas Yacht Club	2	(DF)	2	5	12	14	35
4	13945	Edwin Roseberry, Ned Roseberry, W. Todd Jones Buffalo, NY / Buffalo Canoe Club	(18)	15	3	2	5	16	41
5	13862	Eric Larson, Mike Peterson, Mike Kuechle Sheboygan, WI / Sheboygan Yacht Club	9	4	9	19	(24)	1	42
6	11502	Dan Dressel, Bill Kumler, Carolyn Evans Columbus, OH / Buckeye Lake	4	8	10	1	20	(27)	43
7	13953	Warren Lewis, Brian Lewis, Kurt Schuler Dallas, TX / Rush Creek Yacht Club	5	17	(22)	9	10	5	46
8	13983	John Lyon, Mike Belanich, Lynette Northrop San Diego, CA / Mission Bay	12	(28)	1	16	1	19	49
9	14100	Jim Dressel, Kathy Dressel, Karl Erikson Columbus, OH / Buckeye Lake	7	5	16	12	(18)	13	53
10	12140	Mark Schneider, Lucinda Schneider, Scot Brown Norristown, PA / Paupack	11	22	(23)	11	7	6	57
11	12405	Alan Ruiter, Candy Ruiter, Jeffrey Lutz Matawan, NJ / Metedeconk River	10	11	(26)	23	4	11	59
12	14076	Clarence Holman, III, Amy Hodgson, Bert Okma Fenton, MI / Pontiac Yacht Club	21	14	4	6	19	(29)	64
13	14095	Scott Finkboner, Jon Finkboner, Perry Grueber San Diego, CA / Mission Bay	15	9	6	10	(31)	25	65
14	13889	Bob Harkrider, Andrew Addie, John Occhipinti Augusta, GA / Clark's Hill	(35)	11	30	3	23	2	69
15	14033	Tim Rumph, Ray Rumph, Paul Krzenski Hampton Bays, NY / Southampton Yacht Club	8	30	5	21	11	(DQ)	75
16	13874	Thomas Hering, Lowell Copeland, Michael Donohue Huntington Station, NY / Hewlett Bay	(33)	27	17	7	17	8	76
17	14004	Don Sherburne, Lynne Sherburne, Sterling Worrell Nashville, TN / Harbor Island Yacht Club	27	(29)	11	8	3	28	77
18	13509	William Layton, Paul White, Mark Stapleton Hawkesbury, Ontario / Royal St. Lawrence	17	3	15	26	(36)	22	83
19	11249	David Jones, Christy Jones, Peter Coan West Newton, MA / Chequesset	29	12	32	(33)	6	4	83
20	10024	Rob Ruhlman, Abby Ruhlman, Gordon Pugh Cleveland, OH / Pymatuning	19	2	18	15	32	(DF)	86
21	14009	Mike Dow, Rick Northrup, Erik Peterson Traverse City, MI / Higgins Lake Boat Club	(32)	20	21	14	16	18	89
22	12081	Philip Grotheer, Ron Buchanan, Jon Lynch Annapolis, MD / Washington Sailing Club	3	(33)	8	30	25	23	89
23	10482	Raymond Harrington, Toni Harrington, Raymond Harrington Bomoseen, VT / Bomoseen Yacht Club	31	21	19	4	(34)	17	92
24	13886	Georges Peter, Allison Peter, Maria White Barrington, RI / Annisquam Yacht Club	16	(35)	27	13	29	7	92
25	10356	David Fretz, Ronald Hughes, Nina Cuccio Snyder, NY / Buffalo Canoe Club	22	26	13	24	8	(30)	93
26	14043	Fred Mertes, Carol Mertes, Joe Reed Indian Beach, DE / Rehoboth Bay Sailing Assoc.	24	1	24	(31)	30	21	100
27	13831	Richard Guinan, Brigid Guinan, Rick Guinan Rockwall, TX / Rush Creek Yacht Club	20	23	25	22	(27)	15	105
28	11728	Tom Doran, Dave Lacey, Ed Hawkins Oswego, NY / Port of Oswego	23	(DF)	14	27	37	9	110
29	10413	Gerry Paoli, Steve Hern, David Sears Belleville, IL / Carlyle Sailing Club	25	25	(36)	29	22	12	113
30	6345	John Swanson, Rob Zerban Buffalo, NY / Niagara Sailing Club	(38)	18	20	17	28	32	115
31	12881	Sandy MacDonald, Paul Belluz, Sean Torsney Hamilton, Ontario / Hamilton Boating Club	13	24	38	34	14	(DF)	123
32	11505	Matt Burrridge, Cathy Burrridge, Mark Polzin University City, MO / Carlyle Sailing Club	14	(DF)	DS	DS	13	20	127
33	13659	David Sprague, Stewart Sprague, Alison Mahoney Toronto, Ontario / Toronto Bay	(34)	31	29	20	26	24	130
34	13260	Tony McBride, James Parkyn, Peter McBride Beaconsfield, Quebec / Pointe Claire Yacht Club	(DF)	16	31	28	35	26	136
35	14049	Bob Fidler, Sean Fidler, Andy Greenstreet Troy, MI / Pontiac Yacht Club	28	19	37	25	(38)	31	140
36	11650	David Grogono, Leslie Tuttle, Pam Tuttle Cazenovia, NY / Willow Bank Yacht Club	30	32	28	32	21	(35)	143
37	14017	Russel Scrim, Harald Mueller, Kai Bjorn Dorval, Quebec / Royal St. Lawrence	(36)	7	34	36	33	33	143
38	14096	Ronald Blair, David Blair, Jeff Fishman Chicago, IL / Corinthian Yacht Club	26	13	33	37	39	(DF)	148
39	10493	Christopher Raubacher, Mike Beaver, Will Thomas Dover, DE / Rehoboth Bay Sailing Assoc.	(37)	34	35	35	15	34	153

DNS/DNF=40

DSQ=41

# GOVERNORS' CUP

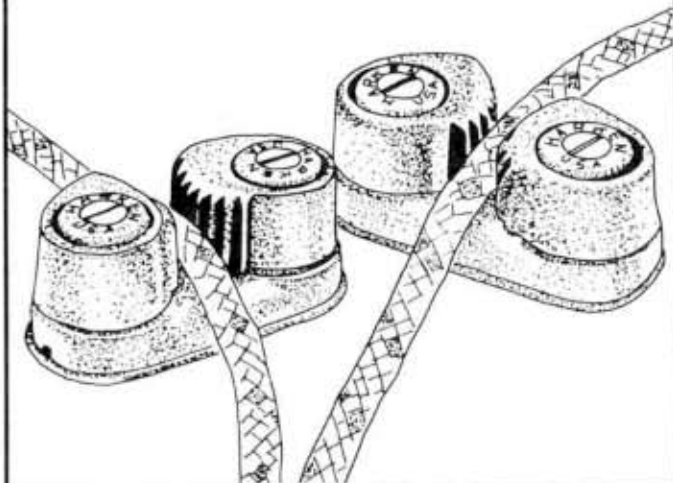
by James W. Ward, Jr.

The North Americans is not a Sunday race! Richard Guinan, in his July *Flashes* column, stated "You can learn more about sailboat racing in five days at the North Americans than you can learn in a year of club racing. You will have the opportunity to race against some of the best sailors in North America, without regard to class of boat. You will learn very quickly how really incredibly good the best sailors are and will vastly improve your sailing trying to reach the level of competition."

In my opinion, our past President's above statement sums up the experience for many of us who are accustomed to racing on relatively small lakes in relatively light air. To look out over the sailing facility and watch 116 LIGHTNINGS being rigged in the flag-surrounded yacht basin of Kingston, Ontario was, in itself, worth the drive. Sailors of Kingston, over the last several years, have put forth great effort in order to make their area a truly world-class sailing center, and, from our standpoint, they have certainly succeeded. Their efforts were continued as they measured boats and sails with accuracy as well as with compassion, often providing helpful advice as problems presented themselves. The measurer's job is never easy at a race such as this, and Peter Sulman and his assistants made it as pleasant and efficient as possible.

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The Race Committee itself seemed to me to do a terrific job with facilities and equipment that allowed the setting of a course very quickly once the dominant wind had settled. They also seemed to do an excellent job with the starts of the various fleets which, at times, required several practice runs. (Aggressive sailors!)

The racing conditions at Kingston were probably about right for a North American Championship Race. During the practice race and early qualifying series, the winds were as high as to require postponement of races and abated just long enough to fire the gun, only to return with renewed strength. This allowed many of us small-lake sailors an opportunity to find out how to sail a Lightning in an upright position and still drive through the chop. (Quite a boat). It also afforded the opportunity for a few of us to 'go swimming' and to replace some gear which had seemed adequate at home but did not measure up to the conditions encountered at Kingston.

Once the Qualifying Series was completed, the winds seemed to settle a bit, but ranged from 8 to 10 in the morning, up to 10 to 15 in the afternoon. Races were sailed back-to-back but, as a rule, there was enough time to touch base on shore between races if desired. In planning the strategy of the races, it seemed to me that the proper thing to do was consider the geography, warming conditions, wave condition, storm systems, and then to follow the best sailor you could find on the course. Unfortunately, this strategy failed to produce good results during the Qualifying Series, and therefore a new strategy was devised. In the actual races themselves, it was extremely helpful and instructive to be able to watch both the blue and the green fleets as they tacked out in the lake after their respective starts. This not only helped us plan our own approach, but reemphasized the learning experience of the North Americans with the better, more experienced sailors sharing their knowledge with everyone as they raced against their peers.

As the racing progressed, it became evident that the winds on the left side of the course were 25 to 30 per cent stronger than on the righthand side of the course and that the shifts which occurred at the beginning of the weather leg were more sustained, and should be tacked upon, while those toward the weather mark were short-lived and, in most cases, should not dictate tacking. The reaches seemed to us to be relatively tight (largely because of competition) and we learned the importance of lowering the board further than usual, as Lal Burrige drove over the top of us, to our dismay.

During the final race of the series, we had the memorable experience of battling George Deyett in 9390 up the entire weather leg, with each of us gaining inches on the other when he tacked out into the lake and either lee-bowing or starboard tacking the other as we approached the weather mark (which subsequently became the finish line). In the end, he won out, but we each felt we'd had a great experience.

The final banquet, after a full day of racing, was somewhat of a spectacle in itself (even without the antics of Mark Bryant). It emphasized the international scope, interest, and enthusiasm of the Lightning Class. The acceptance speech of the blue fleet leader — Bill Shore reflected the planning,

experience, and knowhow that must be put together to win in competition such as our class is able to muster.

As we left Kingston, we felt that we were truly fortunate to have a boat so versatile, and to be involved with a class so

capable not only to race but to run a class and put on a major regatta in such style. To those people, including Donna Foote, who help make all these things happen, we thank you.

## GOVERNORS' CUP 1986

Fin. Pos.	Sail #	Skipper & Crew Skipper's Hometown & Fleet	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13966	James Ward, Jr., Joe Cunningham, Chris Cunningham Hendersonville, TN/Harbor Island	4	4	5	1	(9)	2	16
2	14070	Bob Mathers, John Mathers, Jim Duncan Livonia, MI/Pontiac Yacht Club	6	7	1	4	(21)	4	22
3	14056	David Nickels, Karen Miltzer, Craig Anderson Holly, MI/Lake Fenton Sailing Club	5	1	3	9	(19)	6	24
4	9390	George Deyett, Ken Deyett, Jason Gemmell Windham, NH/Massabesic Yacht Club	2	6	12	(DQ)	8	1	29
5	11666	John Teigland, Jr., Steve Warren, Lola Teigland Allentown, PA	3	(15)	6	2	3	15	29
6	13913	Jim Gocker, Kristin Gocker, Doug Fien Rochester, NY/Newport Yacht Club	1	8	10	7	4	(20)	30
7	13677	Arthur Levin, Rick Ten Eyck, Clay Rumble Beaufort, SC	15	(19)	13	10	2	3	43
8	13853	George Sereno, Donna Sereno, Tammy Jamison Rochester, NY/Newport Yacht Club	8	13	7	6	10	(27)	44
9	11800	R. G. Burridge, Ken Kniepmann, Stacy Heisler St. Louis, MO/Carlyle Sailing Assoc.	9	(12)	8	8	12	8	45
10	10679	Dick Tuttle, Sharye Skinner, Alister Thompson Syracuse, NY/Willow Bank	10	9	2	12	(14)	12	45
11	13940	David Dickerson, Susan Dickerson, James Gannon Waterford, CT/Niantic Bay	12	5	17	5	7	(19)	46
12	11134	Joseph McCloskey, Ron Castaldo, Frank Palmer Oswego, NY/Port of Oswego	(28)	14	4	11	15	5	49
13	11289	Keith MacDonald, Brian Milne, Cameron MacDonald Hamilton, Ontario/Hamilton Boating Club	14	2	15	3	(18)	17	51
14	11177	Peter Sulman, Kathy Sulman, Wayne Sulman Markham, Ontario/Toronto Bay	13	21	18	(22)	11	7	70
15	12621	Chris Vann, Barbara Vann, Mike Vann Unionville, CT/Niantic Bay	7	22	(DQ)	13	17	13	72
16	13932	John Van Dalson, Matt Schmidt, John Crow Traverse City, MI/Grand Traverse Yacht Club	18	11	(22)	21	16	9	75
17	14099	Crit Currie, Audrey Matteson, Greg Hatfield Memphis, TN/Memphis	19	3	16	(24)	23	16	77
18	14011	Jim Allen, Dave Stark, Mike McGarry Amherst, NY/Buffalo Canoe Club	11	(DF)	9	20	1	DF	79
19	13665	Phil Cornett, Jim Tunison, Brian Beauchamp Sidney, OH/St. Marys	16	16	(24)	16	22	14	84
20	8379	Franz Schneider, Sheila Schneider, Joe Freyder Moorestown, NJ/Paupack	17	(23)	14	17	13	23	84
21	10537	Cully Ward, Barbara Ward, Jan Thompson Nashville, TN/Harbor Island Yacht Club	21	(29)	20	27	6	10	84
22	11444	Tom Clark, John Valteris, Janet Pennewell Seaford, DE/Rehoboth Bay Sailing Assoc.	22	10	23	25	(32)	18	98
23	14007	Hans Graf, Janet Graf, Christopher Graf Sheboygan, WI/Sheboygan Yacht Club	23	20	19	14	(26)	24	100
24	14020	William Seaman, Linus Isabel, A. J. Winchester Flint, MI/Lake Fenton Sailing Club	29	18	(32)	26	20	11	104
25	13957	Robert Cotton, John Walker, Shirley Walker Nashville, TN/Harbor Island Yacht Club	20	DF	27	15	5	(DQ)	105
26	12990	Lisa Parshley, Liz Phillips, Suzy De Benedetti Portland, OR/Columbia	24	24	21	19	(25)	21	109
27	13828	William Hole, Karl Bausha, Julia Mann Sudbury, MA/Massabesic Yacht Club	27	27	11	23	28	(DQ)	116
28	11420	Mary Anna Portner, Tim Hansen, Ken Radley Washington, D.C./Severn Sailing Assoc.	26	(DF)	25	18	29	26	124
29	14015	Doug Steffenson, Ken Jensen, Mike Skaleski Davenport, IA/Lake Davenport	30	17	26	30	(31)	25	128
30	13643	Bennie Moultrie, William Kerley, Barbara Kerley North Augusta, SC/Clark's Hill	(33)	25	29	31	24	22	131
31	12545	Kenneth McGinity, Peter McGinity, Meghan McGinity Carmel, IN/Indianapolis Sailing Club	25	28	(31)	29	27	29	138
32	4865	Bob Stoller, Mary McKeever, Liz Kellog Boulder, CO/Rocky Mountain Fleet	(31)	30	28	28	30	28	144
33	14106	Aubrey Blanchard, Jr., Brian Grunert, Laura Grunert Burlington, NC/Wake Lightning Fleet	34	26	30	(DS)	DS	DS	166
34	9809	Larry Arbuthnot, Ann Crammond, Neal Smith Westminster, CO/Rocky Mountain Fleet	32	(DF)	DS	DS	DS	DS	184
35	11631	Brian Curtner, Cathy McNally, Glen Scheels Toronto, Ontario/Toronto Bay	35	(DF)	DS	DS	DS	DS	187
36	10113	Jesse Miller, Virginia Miller, Thomas Miller Trumansburg, NY/Ithaca Fleet	(DS)	DF	DS	DS	DS	DS	190
37	11387	William Baxter, Cecile Baxter, Peter McDonnell Memphis, TN/Memphis	(DS)	DF	DS	DS	DS	DS	190

DNS/ DNF=37

DSQ=38