

1991 Qualification Series Or Memories Of Bob

By Tom Allen, Jr.

This is a short article about our "winning" the North American Qualifying Series and some snapshot memories of Hurricane BOB. First the dry part about the series, then the wet part about BOB.

The first qualifier was sailed in about 15 to 18 mph with close to a 2½' chop. My crew (Bill Pictor, David Adams) felt that the line was even, but that the first shift would favor the left side. We managed a good start off the pin end and were able to tack across the fleet with the expected shift. About half way up the beat we looked very good. On the other side of the course we saw Brad Read leading the right so we worked that direction when we could. At the first mark we led and Brad was second. After two fast reaches there was not much position change. We started to the right side the second beat thinking that Brad might know something about the area. Turns out Brad did know the area and we still led at the top mark. Some of the distances changed on the run but not much in the way of positions. We basically covered up the last leg to hang on to win our first qualifier.

The second race had more wind around 18-25 mph. This time we started at the boat and worked right. After getting a lucky shift on the right side we rounded first. Close behind was Jody Lutz and Lenny Krawcheck. The reaches were total planing and fun. Unfortunately the two behind us had a lot of fun too and were still right behind us at the bottom mark. The rest of the race was more survival than racing but we were able to keep ahead of the rest to win our second qualifier.

After some delays and a lot of discussion the rest of the series was canceled due to BOB and his aftermath; thus the crew of Bill, Dave and Tom backed in to the position of first qualifier.

If you are reading this for the sailing you can stop because the rest of this story is a few recollections of BOB that I have gathered from my crew and others.

Do you remember?
Hearing about BOB's coming from the news on the radio and TV.
Going to the store to stock up on the essentials; BEER, etc.
Taking apart your boat to put it into the fort.
The fort filled with Lightnings everywhere.
The poison ivy in the fort and the people who romped in it.
Was that the Fastiggi crew?
The 12 Meter gunning its engine in reverse to set its anchor in preparation to weather BOB.
Phil Lotz running boats into the fort at the last minute.
People packing the big tent up.
Taping the windows in the dorm room to stop them from shattering.
Listening to the wind build before and during the storm.
Watching the trees shake, then start to come apart.
Going out to the cliff walk with the boys and my mother.
The sense of adventure that all the sailors shared that were out in the full force of BOB.
The rain and salt water mixing and blowing up the cliff and



My Mother and crew (Dave & Bill) out in Bob.

Photo by Tom, Jr.

then sideways. Its sting on your skin when you tried to look into the wind.

The grins on the faces of the friends out in the wind.

The people leaning into the wind to see how far they could before they fell.

The streets turning into a jungle, green with leaves and full of branches.

Leaves and branches flying out of sight when they were let go over the cliff wall.

After the eye passed do you remember?

The rain stopping and the sun breaking out on the waves.

The wind stopping and then turning back on itself.

The spindrift flying off the waves because the wind blowing out and the sea rolling in.

Walking along the cliff and seeing the ocean crash on the land.

The homes that had areas of roof ripped off and siding stripped off.

Driving to the fort thru and around all the branches in the street.

Seeing the yachts ashore and wind torn sails of boats in the harbor.

The J-24's that had blown off their trailers.

The cruiser that sank at the launch site.

The crusted salt on the windows the next day.

Being without hot water or electric power for days.

The experience of hurricane BOB was an adventure that caused some fear and a lot of financial hardship to Newport and numerous individuals, but to us in the Lightning Class who shared the experience we will have memories to share and bring us closer together.

Just a short footnote. I would like to thank all who helped to run this North Americans. They took care of things before and after BOB. A special thanks to Phil and Wendy Lotz for all their work running the show and for letting us use their brand new boat for the regatta.

N.A. QUALIFYING SERIES — 1991

				Races							Races		
Pos.	Sail #	Skipper & Crew		1	2	Pts.	Pos.	Sail #	Skipper & Crew		1	2	Pts.
1	14479	Thomas Allen, III, Bill Pictor, David Adams		1	1	2	52	14180	Greg Kinzel, Gerard Kinzel, Jack Whitman		17	21	38
2	14296	Bradford Read, Moose McClintock, Chris Hufstader		2	1	3	52	14194	Ronald Barr, Alison Jones, Dan McCoy		19	19	38
3	11011	Tito Gonzalez, German Schecht, Betsy Alison		3	1	4	52	14327	Don Brush, Ann Brush, Andrew Horton		12	26	38
3	14220	Mark Whatley, Leslie Fink, John Morely		2	2	4	52	14454	Jim Allen, David Fretz, Greg Millar		30	8	38
3	14341	Tim Healy, Mike Vann, Bob Almeida		1	3	4	56	14378	Hugo Carey Long, Doug Steffenson, Mara Doughty		22	17	39
6	14350	Bill Healy, Mike Breault, Hall/Andrews		2	3	5	56	14396	Bob Harkrider, Beau Samuelson, Tom Schroder		19	20	39
7	14289	David Peck, Giselle Wagner, Dave Dyson		4	2	6	56	14419	Franz Edson, Gary Davis, Ted Linn		25	14	39
8	14482	Jack Huntsman, Kevin Corr, Brad Thompson		4	3	7	56	14478	Paul Wurtzebach, Karen Johnson, Steve Diaz		14	25	39
9	14441	Jody Lutz, Ched Proctor, Hale Walcott		6	2	8	60	14119	Thomas Niles, Jill Myerson, Joe DeCarli		21	20	41
10	11136	Stu Nickerson, Sean Campbell, Lisa Brauer		5	5	10	60	14229	R. G. (Lal) Burridge, Kathy Knipmann, Mark Knipmann		24	17	41
11	14507	Jim Cameron, Janice Cameron, Charles Spence		5	6	11	62	12275	Mark Schillenhaus, John Ruykhaver, Phil Russell		26	16	42
11	14519	Lenny Krawcheck, David Archer, Chris Abbott		7	4	11	63	14344	Jim Harris, Connie Harris, Jim McCoy		19	24	43
13	14345	George Fisher, Barry Vanderhorst, Joyce Ferguson		8	4	12	63	14473	Carl Eichenlaub, Peter Wood, Jean Eichenlaub		25	18	43
13	14486	Bill Fastiggi, Rick Fastiggi, Liz Merrifield		3	9	12	65	13856	John Pelosi, Dick Waters, Jeff Brault		30	14	44
15	14165	Matthew Burridge, Dan Moriarity, Rick Bernstein		9	4	13	66	13886	Georges Peter, Allison Peter, Charles H. Ritt		10	dnf	45
15	14499	John Swanson, Jill Swanson, Mike McGarry		6	7	13	66	14084	Bob McCann, Michael Carroll, Clark Higgs		23	22	45
17	13970	Steve Hayden, Mark Taylor, Barr Batzer		7	7	14	66	14338	Frank Kelly, Jr., Eileen Kelly, Mark Stanley		26	19	45
17	14275	John Hughes, Shelley Hughes, Brian Hughes		4	10	14	69	14450	Jon Schwartz, Holly Faus, David Faus		dnf	12	47
19	11740	Larry Colantuono, Don Vought, Brian Taboada		10	5	15	69	14511	Adrian Irving, Hans Graf, Kristine Simonson		13	pm	47
19	14176	David Starck, Tom Starck, Ned Roseberry		8	7	15	71	14138	Richard Warren, Nancy Warren, Nick Leonard		23	25	48
19	14285	Robert Ruhlman, Abby Ruhlman, Matt Frymier		6	9	15	71	14490	Bob Mathers, Rick Crane, Joyce Von Drehe		26	22	48
19	14360	Tim Naeser, Rose Naeser, Brian Hayes		9	6	15	73	13708	Jim DeCesare, Stephen Nosal, Verdelley Dunn		29	20	49
23	13973	Ward Wilday, Eric Knight, Doug Matteson		13	5	18	74	12050	Fay Regan, Cameron Carlin, April Richrds		15	dnf	50
24	11510	Tom Ingram, Jody Lee, Jim Nolan		10	10	20	74	14190	Charles B. Currier, Lisa Currier, Bill Paine		21	29	50
24	14189	Ward Woodruff, Louise Woodruff, George Wiedermann		11	9	20	76	14055	Chris Vann, Barbara Vann, Theresa Parker		16	dns	51
24	14255	Dick Hallagan, Bob Bush, Lori Foster		5	15	20	76	14459	Eduardo Whitting, Leonardo Whitting, Kathy Toecke		28	23	51
27	14442	Bill Berry, Elizabeth Wohler-Berry, Walt Colantuono		16	6	22	78	13945	Ed Roseberry, Steve Roseberry, Jim McCormick		dnf	17	52
28	13888	Curt Felix, Flip Felix, Goldman/Hopkin		12	11	23	79	14417	Don Barrett, Linda Dowd, David Frazier		18	ret	53
29	14374	Mike Huffman, Meg Huffman, Jim Blair		11	14	25	79	14475	Craig Cobbum, Steve Miller, Ryan Miller		30	23	53
29	14481	David Nickels, Kevin Nickels, Clay Rumble		12	13	25	81	13576	Alan Lavender, Nancy Peale, Nadine Lavender		31	23	54
31	6983	Bill Neal, David Copestick, Larry MacDonald, Sr.		15	11	26	81	14148	Steve Thomas, Bill Thomas, Mike Thomas		20	ret	54
31	14438	Tony McBride, Kim Browne, Glenn Taylor		11	15	26	83	10679	Dick Tuttle, Sharye Skinner, Sterling Brown		20	dnf	55
33	14310	Eric Cutting, Robert Cutting, Christy Jones		15	12	27	83	13478	Bob Stoller, Carol McLaren, Jon Saken		33	22	55
33	14453	Mark Sullivan, Jim Starck, Joe Donovan		3	24	27	85	11416	Pat McCormack, Branda Heneghan, Laura Milne		32	24	56
35	14291	Judith Walker, Amy Beisel, Jim Berry		7	21	28	86	12489	Judah Rubin, Joseph Rubin, Carr Boyd		24	dnf	59
35	14411	Thomas Allen, Johannes Aubrecht, John Francisco		1	27	28	86	14204	Robert Franke, Amy Simonsen, Mike Broderick		24	dns	59
35	14424	James Carson, Billy Bogardus, Joe Buczkowski		20	8	28	88	14342	Tim Millhiser, Betsy Abbott, Peter Austin		25	dnf	60
38	13084	Paul Gelenitis, Nancy Schon, Chris Arner		14	16	30	89	11737	Chandler Owen, Steve Hinshaw, Bill Killebrew		27	dnf	61
38	14126	Bennie Moultrie, Bill Kerley, Walton Usher		14	16	30	90	11583	Gary Hurban, Joan Hurban, Judy Hanlon		27	dnf	62
38	14398	Mark Osterman, Jane Lalonde, Mike Cimonetti		18	12	30	90	12045	Bob Sengstacken, Andrea Sengstacken, Lois Rudden		28	ret	62
41	14013	Gerry Paoli, Toby Heisler, Arthur Merdian		16	15	31	90	14187	Edward Wagnon, Bill Allen, Greg McMullen		27	dnf	62
41	14485	Bob Wardwell, Bobby Wardwell, Charles Wardwell		21	10	31	93	11550	Dave Kunz, Steve Kunz, Alex Cano		28	dnf	63
43	14	Craig Dooren, Phil Kinzel, Merideth Scheyer		23	10	33	94	13944	Cal Schmiede, Larissa Higgins, Steve Cox		29	ret	64
43	11346	Kip Hamblet, Maria White, Tim Harris		8	25	33	94	13957	Robert Cotton, Cecile Baxter, Danielle Stalter		29	dnf	64
45	14101	Mario Backup, Tolma Backup, Manfred Schaffhausen		13	21	34	96	14004	Don Sherburne, Bob Hochstetler, Tim Green		dnf	30	65
46	11486	David Wood, Graham Jones, Jeff Melvor		17	18	35	96	14488	Crt Currie, Audrey Matteson, William Baxter		31	pm	65
46	14050	Nell Mackintosh, William Mackintosh, David Sears		17	18	35	98	13882	David Drosdick, Robert Watters, TBD		32	dnf	67
46	14238	Kjell Heitmann, Bonnie Foley, Neil Hayes		22	13	35	99	14421	Nabil Tabet, Deborah Rourke, Pascal Buckley		pm	dnf	69
46	14474	David Decker, Faye Decker, Jerry Decker		22	13	35	100	13857	Martin Mulhern, Brian Reisenauer, Dick Leonardo		dnf	ret	70
50	13911	John McIntosh, Brady King, John McIntosh, Jr.		9	28	37	100	13977	James Gilbert, Bettina Sloman, Christie Aljets		dnf	dns	70
50	14415	Joel Humphrey, Rick Humphrey, Diana Fernando		18	19	37							

Hurricane "Bob" and the 1991 Lightning North Americans

By Judith Walker

What is a hurricane and what does one do to survive? What are the do's and don'ts? How did the 1991 North American Lightning sailors survive at Newport, RI when Hurricane Bob came ashore?

Tropical cyclones are the most violent storms experienced by the mariner. In West Indian waters, these storms are called "hurricanes"; in East Indian and Japanese waters they are called "typhoons"; in the Indian Ocean they are called cyclones; off Australia, "willy-willies; and off the Philippines, "baguios".

Technically, hurricanes are tropical cyclones in which

winds reach constant speeds of 74 MPH (64 knots) or more and blow in a large spiral around a relatively calm center, "the eye". They are giant whirlwinds in which air moves in a large tightening spiral around a center of extremely low pressure. The extremely high winds of the hurricane, which are directly related to the steep pressure gradient, reach their maximum intensity near the center. On the opposite sides of the eye, the winds blow in opposite directions. The circulation is counterclockwise in the Northern Hemisphere.

The eye, which is unique to hurricanes, has only light winds and the skies are clear or partly cloudy. This calm is

deceptive, bordered by torrential rains and maximum force winds. As the eye is approached, the wind builds to maximum violence. As the eye passes, the change is from a dead calm or light winds to maximum velocity. The destructive effects of a sudden high wind is greater than that of a slow build-up to the same velocity.

The most dangerous part of a hurricane in coastal regions is the storm surge causing nine out of ten hurricane fatalities. Many factors are involved in the formation of the storm surge such as strength of the storm, bottom conditions and the position of the storm center in relation to the shore. The greatest threat to a hurricane's winds is their cargo of debris — a deadly barrage of flying missiles such as lawn furniture, signs, and roofing.

A few facts about Bob. It was the first hurricane to strike the Northeast US since 1985 and the only hurricane to make landfall in the US during 1991. Bob reached maximum intensity with top sustained winds near 115 MPH when located East-Southeast of Norfolk, VA. This made Bob a Major Hurricane. Thereafter, the Hurricane accelerated North-Northeastward toward New England making landfall at Newport, RI on August 19th with winds of 90 MPH. Bob then weakened into a tropical storm as it crossed the Maine Coast and headed into Canada. The total number of deaths associated with Bob is set at 18 and the preliminary estimate of damage for the US is 1.5 billion dollars. The storm surge was estimated to be only 5-7' as the maximum hurricane winds occurred during low tide.

So much for what is a hurricane and the history of Bob. The most important question is "How to survive a hurricane."

Now for a few definitions. Hurricane Watch: Hurricane may threaten within 36 hours. Be prepared to take action if watch changes to a warning. Hurricane Warning: Hurricane expected to strike within 24 hours. Leave beachfront, low-lying areas and mobile homes for better shelter. Stay "IN" your home if sturdy, on high ground and not near the beach.

Guidelines issued by the US Weather Service include the following recommendations in their action checklists for things to consider before, during and after a hurricane. If you were there, what was your scenario?

When a Hurricane Watch is issued for your area:

1. Check official bulletins on radio, TV or NOAA.
2. Fuel Car
3. Moor small craft or move to safe shelter.
4. Stock up on canned provisions
5. Check medical/drug supplies
6. Secure lawn furniture and other loose material outdoors
7. Tape, board or shutter windows to prevent shattering

When a Hurricane Warning is issued for your area:

1. Stay tuned to radio/TV/NOAA for official bulletins
2. Stay home if sturdy and on high ground and prepare for the worst. Board up garages and porch doors, move valuables to upper floors, bring in pets, fill containers with several days supply of drinking water, turn refrigerator to max cold, use phone only for emergencies, stay indoors on the downwind side of house, away from windows, beware the "eye" of the hurricane
3. Leave mobile homes
4. Leave areas which might be affected by storm tide or flooding. Leave early, shut off water and electricity,

take small valuables, leave food and water for pets as shelters will not take them, lock up house.

5. Drive carefully to nearest designated shelter.

After the All-Clear is Given

1. Drive carefully; watch for dangling electrical lines, undermined roads, flooded low spots
2. Don't sight-see
3. Use caution when re-entering homes by checking for gas leaks, food and water spoilage

Now...the scenario as we know it.

On Sunday, August 18th, the Lightning Fleet sailed the second of the NA Qualifiers during a hurricane watch in winds that stressed even the strongest boats and crews. Many Lightnings were over with extensive damage reported from the individual skippers. Masts, booms, rudders and spinnaker poles were snapped and sails destroyed. The third Qualifier was postponed as conditions continued to deteriorate. The sail back to Sail Newport (a beat all the way) was difficult to survive for the already tired sailors and Lightnings.

When we arrived back at Admiral's Walk Dock, we were all advised to drop masts and tie down equipment, just in case. By Sunday evening, a Hurricane Warning was issued by the National Weather Service and the Lightning Sailors moved their boats into the protection of the Fort Adams bunkers with its 30' high walls on each side of a 50' moat.

Now to the personal safety of the Lightning Sailors. Everybody went home to secure their own and let the night pass. Locals were already taping windows and boarding up doors. This was not their first hurricane.

Monday morning at 7:00 was when our action began with the local police waking us up by pounding on the door of our RV in the Middletown RV Park. We were told to leave the RV and proceed to the local High School for shelter. Since we also had my Cairn Terriers, Sunshine and Rain with us (real names), we decided to check into a local motel on high ground. We took a few snacks and goodies to sustain us for the day, although we sent Jim Berry out for lunch and additional snacks, just in case. Much to our surprise, all the McDonalds were closed. We had a few snacks and sat down to watch the progress of Bob on TV. At 1:00 the TV and all power went out. So much for that, so we slept the day away. By evening the weather was again nice so we went out to dinner. Where? There was no place open except the "package stores" and they were the first to open, even without electricity. No electricity was clearly evident although it was apparent that a few places had generators. Back to the motel for a dinner of chex-snack mix washed down with coke/beer.

The next morning we could not drive back in to the RV Park as trees were down everywhere. We walked to the RV, found it undamaged and left the dogs. By numerous detours to avoid fallen power lines and trees we and the rest of the Fleet were down at Fort Adams to get the Lightnings out and rigged, ready to sail. Paul Gelenitis had put his Lightning away with the mast up so he didn't have much to rig. The gasoline fumes from the powerboat sunk just off the dock were very strong.

Sail Newport was a wreck. The bathrooms were closed and boats were everywhere, on and off trailers, on the roads and under the water. At least the Lightning Fleet was safe.

We were ready to sail however...there was no power to get the boats in the water. Of course there was no power-

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light wind, chop...medium wind, chop...medium-heavy wind, chop...medium wind,
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.....what were we thinking. So....we all sat around exchanging stories of what we did during the hurricane until a decision could be made.

John McIntosh and crew, Bill Neal and family, with Dave Copestick were sheltered in a rented house along one of the main drags. They had no electricity, but gas for cooking and fireplaces and candles for warmth and light. John had cooked his now famous "Hurricane Spaghetti" Dinner Sunday evening. John's five necessities for riding out a hurricane are: #1 CASH, #2 BOOZE, #3 WATER, #4 GAS, #5 MORE CASH. Smart man, that John.

Jim Carson and crew, staying at the Middletown Quality Inn had no power either but Jim's "Retirement" battery powered florescent lantern provided light for card games so the time passed quickly until the sewers backed and flooded their rooms. All ended well as the Inn gave them two dry rooms for the price of one so Jim was quite happy.

Some of the other sailors staying at the same Inn were not so pleased as the ceiling in their room came down. Luckily they were not in it at the time.

Cal Schmiede and crew, also staying in an RV Park was forced to leave so Cal just moved in alongside McDonalds. When the wind changed, they turned the nose into the wind. A trick all good sailors know. Carl and Jean Eichenlaub of California first checked out the local school for shelter but decided since their dog wasn't welcome, neither were they. The school had no power, no food, no heat and lots of noisy people. They returned to their RV, drove to Sail Newport, parked, took showers and had a hot nourishing dinner while watching the fury of the hurricane on Newport Harbor.

A "Bunch of Weenies" of Hamilton, Ontario fame, staying at the Salve Regina University Dormitories, found that by placing candles at intervals around the pool table, play could continue uninterrupted.

Also staying at the Salve Regina, Dave Adams and Jim Allen put on wet suits and tempted their fate by body surfing off the stair platform leading down the cliff to the sea. Rumor around is that Jimmy was almost washed off the platform.

Lal Burrige of St. Louis, MO, renting a home on the Atlantic side had sea water coming over the sides of the cliff. Power was not restored for the remainder of their stay.

Nabil Tabet and crew from Quebec thought the hurricane lots of fun and went beach walking until the police told them to go home. Nabil still did not recognize the danger until the shingles from a near by roof started flying through the air. After all, Quebec doesn't have hurricanes.

Mark Whatley and Leslie of Michigan, discovered extensive damage while dropping their mast Sunday evening. Mark claims he spent most of Monday at Sail Newport and about town looking for a replacement.

During the storm, with nothing better to do, some sailors from Vermont and New Jersey, toured the Fort and leaned into the wind. They became the "Ivy Guys" as the Fort has a secret defense — Poison Ivy. Some fun racing with the itch! Do you think the Poison Ivy plants were there when the Fort was built and did the Brits get it? Mary Huntsman can't recall reading this kind of thing in the history books.

By early afternoon it was evident that power would not be restored and we were told to launch our boats via the ramps. About half the boats were in the water when the Governor of Rhode Island flew over the state park in a helicopter to assess damages for Federal Disaster Aid. All races were postponed for the remainder of the day and we all scattered

to do our own things.

We decided on a day of shopping in those fancy little boutiques and ran into many fellow sailors. Shops were open, even without power. However, shopping was a problem unless you had "hard cold cash". Plastic doesn't work when telephone lines are down and card approvals couldn't be processed. Adrian Irving made a statement that this years NA's were costing a lot of cash with his wife's shopping. Gasoline pumps also work on electricity. Even if you had the cash, you couldn't get the gas for several days.

Wednesday, we didn't sail either. The Harbormaster closed the harbor as there were too many wrecked boats, submerged debris and "pea-soup fog". We still went on the Harbor Cruise Wednesday evening for a hot meal but all we saw were ghost-like images. It was still a good party and as mariners ourselves, we appreciated the ability and knowledge of the Captain.

After the cruise, a group of us, including ILCA President Mike Huffman, wife and crew were invited aboard the J Boat "Shamrock" for a private tour and party. Our appreciation of just how little a Lightning is was dramatized when viewing the huge cleats, blocks and fittings necessary to sail "Shamrock". The mainsheet alone was 400' long. Shamrock had ridden out the hurricane at their mooring and spent the day fending off boats that had broken loose from moorings. We were all tired and expecting a heavy sail day on Thursday, retired early.

Many parts of the Island still did not have power by Thursday morning, but Sail Newport did and the Championships started after only 2 qualifiers. Hurricane Bob was over but the effects were still evident. We all had experiences and saw sights we will never forget, but was this the place for sight-seeing? Hurricanes are dangerous and I wonder if the Lightning sailors gave it the respect due. None of us were injured but?????. Hopefully, we all learned a few good lessons. Would we do anything different? I would, how about you?

Fog in Rochester, hurricane in Newport, what in Buffalo? Whatever, we will still be there.



ILCA Official Pocket Patch

Red Lightning Flash on white circle embossed on navy wool background. I.L.C.A. and laurel leaves hand embroidered in bullion. Size approximately 4" x 4 1/4". Cost \$13.50. Send check with order to I.L.C.A. Office, 808 High Street, Worthington, Ohio 43085.



Hurricane "Bob" wrecks havoc on Newport, RI.

Some boat owners disregarded the do's for a Hurricane Watch—Warning.





The Lightning Fleet was safe.



Jim Allen ponders the question — "What's Next?"



*Lightning Sailors survive
Hurricane "Bob".*

*Some had gas, others had
generators.*

*Bottom: Who is first in line so we can
get out of here?*



1991 North Americans or The Year of the Hurricane!

By Jody Lutz

As I prepared for the 1991 North Americans in Newport, I was lucky enough to enlist the help of two great people, Ched Proctor and Hale Walcoff. Hale was fresh off winning the World Championship and Ched's success in the Lightning Class is legendary. Our biggest concern was whether all our heads would fit under the boom! Due to scheduling constraints, it was not possible for us to do any regattas together prior to the North Americans. Ched did sail with me in the Districts and Hale joined me for the Atlantic Coasts. After these two regattas I was able to get a feel for how the three of us would work together as a team. It was interesting sailing with Ched. Our sailing styles are totally different, but after hundreds of hours sail testing against him, we both seem to get the job done. Once this was settled, Ched assumed the role of "Dr. Boatspeed". He was in charge of making sure the boat was set up properly for the conditions, hiking hard, and watching the "BIG" picture as far as tactics went. Hale, on the other hand, was focused on tactics, compass, and crew weight and distribution. He also makes the best lunches! We were now ready for the qualifiers to start. Tom Allen Jr. was the star of the qualifying series winning both races. We did okay with a six and a two, but knew that we were going to get better the more we sailed together. Unfortunately the qualifying series was shortened because of the now famous hurricane "Bob". In fact, due to numerous problems stemming from the hurricane, racing was cancelled for three days. Lightning sailors always find something to keep them occupied. Whether sitting in a pile of poison ivy like Brian Taboada, or John McIntosh, organizing a Bocce Tournament things never got boring. Frankly, I got tired of listening to Dave Starck talk about all his girlfriends, so Ched and I headed back home to Connecticut for a change of scenery.

On Thursday we were finally on our way out to the first race. After having sat around for three days our anxiety level was quite high. As we sailed out to the race course, I called a team meeting. I like calling the team meetings. Especially considering the fact that my crew has no choice but to listen or jump overboard. Anyhow, Hale, Ched and I talked about the scenario and how the whole regatta was down to two days and therefore things were going to happen fast and furious. We felt it was extremely important to get off to a good start and try to keep things rolling with momentum.

With the race course being just north of the Newport bridge, we were confident that the right side of the course would be favored in the building seabreeze. At the start of race one, the leeward end was favored by 15 degrees. We had a great start just above the pile-up at the pin, and tacked onto port immediately. With the majority of the fleet to leeward and in our mainsail TV screen, I was confident we could get boat speed to the favored right side. As we got close to the starboard tack layline, we decided to lead the fleet back left. This worked out okay, except for the fact that Tim Healy hit the right hard and rounded on our tail in seconds. From then on, we were able to lead the parade to



Jody Lutz proudly displays the N.A. Trophy.

the right giving us a comfortable cushion. The last beat got interesting, as we started to sail through the yellow fleet. After an intense tacking duel with the leaders of the Governors' Cup, we managed to finish first with Tim Healy second and Jack Huntsman third. Obviously, this is how we wanted to start the regatta. Now we had to keep it up.

The second race on Thursday was started in a freshened seabreeze with the right side looking like the way to go. Our start was good, but we could not tack and get to the right like we wanted. By the time we could tack, we were lifted big time on starboard. We decided to wait and see if we got any lefty at all because if we had tacked now, we would have been close to last anyhow. Sure enough, the breeze came back left 15 degrees and along with Stu Nickerson, we tacked to port. Things look good; so good in fact nobody on our boat wanted to acknowledge this, like it would jinx us! As we converged with the leaders from the right, it was close but they had a small lead. A couple of quick tacks in phase got us around the windward mark in second behind Tim Healy (sounds familiar, doesn't it). Close behind were Stu and Brad Read. The reaches were uneventful, except for the leeward mark rounding. Somehow our spinnaker sheet went under the bow. This is a major accomplishment considering we had a 4" batten taped to the bow so as to prevent this situation. I am not one to lay blame on anybody for this — right Ched! Unfortunately we had to tack onto port and sail through the spinnakers while I hung off the transom trying to untangle the sheet from the rudder. This let about eight

boats get to our right, not quite the thing we wanted to happen. Tim Healy continued his hot sailing and lead from wire to wire to take the bullet. Stu Nickerson was second, Brad Read third. Bill Fastiggi fourth and Mark Whatley, who sailed a great race, was fifth. After two races Tim Healy led with three points, we had eight, Brad Read and Bill Fastiggi had nine. Although still early in the series, Tim had a good jump on us and he sure was sailing well. We noticed that Tim was very aggressive about hitting corners. On this particular race course, going to a corner was definitely the way to go. I called another team meeting. If corners were working, as they seemed to be, we would play the game too. Our strategy for the third race was to hit the right side hard and as soon as possible after the start. We started up by the committee boat and had a good start. We could not clear the boats on our hip, so rather than wait we tacked and ducked their transoms. This got our nose poked out heading to the right. I seem to remember mentioning to Hale and Ched to get comfortable because we are going to be on this tack for awhile! By now, most boats had figured out the right side was favored, so everyone was not on port tack heading right. It was interesting to notice that the boats in the middle never seemed to have the breeze like the boats on the sides. We actually overstood the starboard layline with the intent on getting the puffs first and rolling down with velocity. This worked out well, with us getting to the windward mark in a tight bunch which included Tom Allen, Jr., Dave Peck, Brad Read, Stu Nickerson and Jack Huntsman. With excellent boat speed and handling Tom Jr. broke away from the pack along with Peck. These two never looked back and finished in that order. On the last beat we were able to get in phase to the right and pass Huntsman and Read, and come close to catching Nickerson. The Race Committee should be commended for a job well done. They got three full length races in one day! What a great day of sailing! On the sail in we tallied the scores and to our delight we were leading with 12 points followed closely by Tim Healy with 13 points. Stu Nickerson with 14 points and Brad Read had 15 points. With one day of racing remaining, it was anybody's regatta. That night we all went out to get some pasta so Hale and Ched would have plenty of strength to carry me the next day. Besides watching Ched eat, I was plenty amused by his son, Thomas terrorizing the other customers in the restaurant with his sword.

As Friday dawned, it looked to be a typical Newport day. The Race Committee indicated our race course would be outside in Rhode Island Sound. This brought a smile to my face. I have been fortunate enough to sail numerous big boat regattas outside and knew what to expect. Not leaving anything to chance, we left the dock early to check out the race course area. The wind was out of the southwest and looked to be building. There was also plenty of chop mixed in. If all my time sailing in the Barnegat Bay chop was going to pay off, this was it! Once again, our strategy was to protect the ride side of the course. One big factor outside with the haze was the inability to see the windward mark. This made us tentative to hit the right as hard as before. At the start of the fourth race, we bailed right early and lead the parade right. With our competition to our left, we wanted to consolidate early and not get to the layline. Things were going well until the last quarter of the beat when we got out of phase and rounded seventh. Stu Nickerson nailed the last part of the beat to round first followed by Jim Cameron, Steve Hayden, Jack Huntsman and Brad Read. Tim Healy rounded right

behind us, and things remained status quo on the first two reaches. Up the next beat, we got by Hayden and Read and rounded fourth behind Nickerson, Cameron and Huntsman. Tim Healy hit the left corner and lost about ten boats. On the last windward leg, things really got confusing as we started sailing through the yellow fleet. By this time, Nickerson had a comfortable lead but we were pressing Cameron and Huntsman for second. As things started to get close, people became defensive and the oxygen masks deployed from the boom. Unfortunately for us, Hayden and Read came in from the left to just cross in front and beat us. The order of finish over the line was Nickerson, Cameron, Huntsman, Hayden, Read and us. As we made our way over to congratulate Stu, he informed us that he was PMS and did not get a gun. Also getting the PMS hook was Steve Hayden. This was extremely unfortunate for both, as they sailed a tremendous race. This really changed the scenario. We led with 16 points, followed by Brad Read with 18 points. Next closest was Jack Huntsman with 27 points. With the day getting late and the time limit looming, it looked as though we would only get one more race in. Basically it was a two boat regatta. With Brad having to put a boat between us to win the series. With the pressure on it was important to get a good start. That in mind, I got a terrible start and had to bail out. Our trouble was just beginning, as we were immediately tacked on. We now had to tack back left and go behind Brad. Wanting to protect the right side, Brad let us get to the left of him. We continued left until we got a clear lane to get back right. On the trip back to the right we were able to shear off of Brad and at the next crossing we had him by about two boat lengths. We took the opportunity to tack on Brad and force him back to the layline. We were able to sail in a clear lane, while Brad suffered in the wall of starboard tackers on the layline. I



When you win the North Americans, you dance! But, on the table?

really don't know what happened at the head of the fleet as we rounded about tenth. I do know that Tito Gonzalez and his all-star crew jumped out to an early lead and held it to the finish, with newly crowned Master Champion George Fisher second. Getting back to our situation, Brad was about ten boats behind, but got into the low road on the reach and looked to be getting back in it. Unfortunately for Brad, he ended up in a mess at the jibe mark and lost more distance. From then on it was just a matter of holding our position and keeping Ched calm. I put Hale in charge of that! It is kind of a strange feeling going up the last beat, knowing that if your mast doesn't break or you don't sink you will win the North Americans. It is a feeling I will not forget! What a thrill to cross the finish line and win the North Americans!

There are many people to thank. Most importantly I want to once again thank my crew Hale and Ched. These two did a fantastic job and really helped keep me organized and focused. Thanks guys! It seems as though the last two North Americans have been a little snake-bit when it comes to weather conditions. I know I speak for the rest of the competitors, when I thank all the hard work put in by the regatta committee. I especially want to thank the regatta chairmen, Phil Lotz, Kip Hamblet, and Don Barrett for their effort. I also want to thank my brother Jay. It was Jay who really helped me get started in the Lightning Class. Maybe now after equaling his winning the North Americans, I won't take as much abuse at family gatherings. Anyhow, thanks bro! It'll be fun returning to Buffalo in '92 trying to

defend. Although no matter what happens in the future, winning the 1991 North Americans was a big thrill!



Jody Lutz, 1991 North American Champion.

1991 NORTH AMERICANS

Pos.	Sail # Skipper, Hometown/Yacht Club, Crew	Races				Tot. Pts.
		1	2	3	4	
1	14441 Jody Lutz, Monroe, CT/Cedar Point Y.C., Ched Proctor, Hale Walcoff	1	7	4	4	7 23
2	14296 Bradford Read, Newport, RI/Annisquam, Moose McClintock, Chris Hufstader	6	3	6	3	14 32
3	14482 Jack Huntsman, Middleton, NJ/Red Bank on the Shrewsbury, Kevin Corr, Brad Thompson	3	17	5	2	12 39
4	14519 Lenny Krawcheck, Charleston, SC/Greater Charleston, David Archer, Chris Abbott	8	6	12	16	3 45
5	11011 Tito Gonzalez, Santiago, Chile/Acuero Lake, German Schacht, Betsy Alison	23	10	9	9	1 52
6	14507 Jim Cameron, Thunder Bay, Ontario/Temple Reef, Janice Cameron, Charles Spence	16	20	8	1	11 56
7	11136 Stu Nickerson, Marshfield, MA/Chequesset, Sean Campbell, Lisa Brauer	9	2	3	pms	6 56
8	14486 Bill Fastiggi, Burlington, VA/Lake Champlain, Rick Fastiggi, Liz Merrifield	5	4	20	5	24 58
9	14220 Mark Whatley, Farmington Hills, MI/Pontiac Y.C., Leslie Fink, John Morely	11	5	21	6	18 61
10	14165 Matthew Burrigge, St. Louis, MO/Carlyle Sailing Assoc., Dan Moriarity, Rick Bernstein	17	12	19	7	9 64
11	14289 David Peck, Old Lyme, CT/Niantic Bay, Giselle Wagner, Dave Dyson	20	14	2	13	16 65
12	14345 George Fisher, Hilliard, OH/Buckeye Lake Y.C., Barry Vanderhorst, Joyce Ferguson	21	22	13	11	2 69
13	14350 Bill Healy, Niantic, CT/Niantic Bay Y.C., Mike Breault, Hall Andrews	4	8	25	25	8 70
14	14255 Dick Hallagan, Newark, NY/Newport Y.C., Bob Bush, Lori Foster	7	16	7	20	20 70
15	14453 Mark Sullivan, Buffalo, NY/Bufalo Canoe Club, Jim Starck, Joe Donovan	18	9	15	19	10 71
16	14341 Tim Healy, Niantic, CT/Niantic Bay Y.C., Mike Vann, Bob Almeida	2	1	10	pms	23 72
17	14374 Mike Huffman, Chicago, IL/Chicago Corinthian Y.C., Meg Huffman, Jim Blair	22	31	11	8	4 76
18	14479 Tom Allen, III, Buffalo, NY/Bufalo, Canoe Club, Bill Pictor, David Adams	26	11	1	dsq	21 96
19	13970 Steve Hayden, Altamonte Springs, FL/North Florida, Mark Taylor, Barr Batzer	15	13	24	pms	13 101
20	14176 David Starck, Buffalo, NY/Bufalo Canoe Club, Tom Starck, Ned Roseberry	10	21	14	21	pms 102
21	14438 Tony McBride, Beaconsfield, Quebec/Pointe Claire Y.C., Kim Browne, Glenn Taylor	12	30	17	17	27 103
22	11740 Larry Colantuono, Rumson, NJ/Red Bank on the Shrewsbury, Don Vought, Brian Taboada	30	19	27	14	17 107
23	14442 Bill Berry, Bedford, NH/Massabesic Y.C., Elizabeth Berry, Walter Colantuono	34	15	30	15	15 109
24	14481 David Nickels, Holly, MI/Lake Fenton Y.C., Kevin Nickels, Clay Rumble	14	18	23	24	31 110
25	14405 Greg Fisher, Columbus, OH/Hoover Y.C., Greg Griffin, Scott Griffin	27	26	18	12	pms 119
26	13888 Curt Felix, Brookline, MA/Chequessett, Flip Felix, Goldman/Hopkin	24	dsq	28	26	5 120
27	14499 John Swanson, Eggertsville, NY/Bufalo Canoe Club, Jill Swanson, Mike McGarry	29	24	16	28	25 122
28	13973 Skip Wilday, Olean, NY/Cuba Lake, Lisa Currier, Doug Matteson	28	23	22	22	28 123
29	14285 Robert Ruhlman, Euclid, OH/Pymatuning Y.C., Abby Ruhlman, Matt Frymier	32	25	26	10	pms 129
30	14310 Eric Cutting, Merrimac, MA/Chequesset, Robert Cutting, Christy Jones	35	28	33	18	19 133
31	11510 Tom Ingram, White Plains, NY/Cedar Point Y.C., Jody Lee, Jim Nolan	19	29	31	30	30 139
32	14360 Tim Naeser, Huntington, CT/Cedar Pointe, Y.C., Rose Naeser, Brian Hayes	31	32	32	23	22 140
33	14275 John Hughes, Salem, NH/Merrimac River, Shelley Hughes, Brian Hughes	25	27	34	29	29 144
34	6983 Bill Neal, Wyoming, NY/Silver Lake Y.C., David Copestick, Larry MacDonald, Sr.	13	pms	29	31	pms 145
35	14189 Ward Woodruff, East Windson, CT/Niantic Bay Y.C., Louise Woodruff, George Wiedermann	33	pms	35	27	26 157

1991 Presidents' Cup

By Mark Osterman

The last time I had been in Newport, the America's Cup resided at the New York Yacht Club, and I had been there to cruise, not race. Still, I had fond memories of the sailing and apres-sailing. So I was really looking forward to the N.A.'s

Not only would we be sailing in Newport but this would be my first N.A.s as a skipper, and the first for my wife, Jane. In fact, it would be Jane's first sail on salt water.

In mid summer, our regular third crew decided not to go to Newport. We were lucky to find a real gem to take over the middle spot, Mike Cimonetti from Burlington. Mike is a former competitive swimmer and crew aboard the Formula 40, Adrenaline, and throughout the regatta showed a fantastic winning attitude: always positive, giving 110 per cent, even after a bad attack of poison ivy, contracted during "Bob".

We arrived early and were one of the first boats to get through Kip's efficient measurement process, so Friday afternoon we decided to go for a sail. Rounding Fort Adams, I turned left, even though I suspected most of the racing would be to the right, in the Bay. It was blowing reasonably hard, and a good sea was running, at least by Lake St. Louis standards. Jane, up front, was suitably impressed, and later on in the week would be found at Team 1 buying a dry suit. We sailed half way out to the Tower, turned around, popped the chute and had a great ride home.

In the qualifiers, a bad first race and great second race put us in the Presidents' fleet, in good company with some great sailors. It seemed to us that in order to do well in the Bay, it would be important to get good clean starts, quickly pick the

correct side, and try and stay consistent. Tom Allen, Sr. must have done all of that, because he finished the week with a 13 point lead over Mario Buckup. Tom and Mario were both unbelievably consistent and would have dominated even more if there had been a throw-out.

As I write this in the middle of winter, the races themselves are a bit blurred. For the three races in the Bay, current and wind velocity played a big role. In the first or second race, I recall sailing way past (100 yards!) the starboard lay line, and making out really well. I also recall gaining and losing lots of places in race No. 3. I didn't figure that one out at all!

Bennie Moultrie sailed well in the Bay. He and Tom were only ones to stay in single digits for all three races. Paul Gelenitis would have looked good were it not for a DSQ. Don Brush was also in the thick of things.

The last two races "outside" brought a whole new cast of characters to the fore. Bob Wardwell with a 6-2 moved up dramatically. Jim Allen and Franz Edson had better results than in the Bay, and Carl Eichenlaub aced the last race. Going right seemed to be the way to go particularly in the morning race where it seemed you could never be too far right.

All in all, the N.A.s in Newport were a great success. The Race Committee and Organizing Committee did superb work in difficult circumstances. For us, our first N.A.s was a success too: we sailed some good races, one great race, made lots of new friends, ate lots of seafood, saw a hurricane...is this Class great or what!

1991 Presidents' Cup

Pos.	Sail # Skipper, Hometown/Yacht Club, Crew	Races			Tot.	
		1	2	3	4	5 Pts.
1	14411 Thomas Allen, Buffalo, NY/ Buffalo Canoe Club, Johannes Arbrecht, John Francisco	8	1	1	5	9 24
2	14101 Mario Buckup, Sao Paulo, Brazil/Guarapiranga Lake, Telma Buckup, Manfred Schaaflhausen	3	24	2	2	6 37
3	14398 Mark Osterman, Montreal, Quebec/Royal St. Lawrence Y.C., Jane Lalonde, Mike Cimonetti	7	7	19	1	18 52
4	14485 Bob Wardwell, Richmond, VA/Fishing Bay Y.C., Bobby Wardwell, Charlie Wardwell	28	13	4	6	2 53
5	13886 Georges Peter, Barrington, RI/Annisquam, Allison Peter, Charles H. Ritt	10	19	5	18	5 57
6	14136 Bennie Moultrie, Augusta, SC/Augusta S.C., Bill Kerley, Walton Usher	1	4	9	29	17 60
7	14454 Jim Allen, Amherst, NY/ Buffalo Canoe Club, David Fretz, Greg Millar	24	2	17	8	11 62
8	14327 Don Brush, Charlotte, VI/Malletts Bay Boat Club, Ann Brush, Andrew Horton	12	8	7	11	25 63
9	14474 David Decker, E. Grand Rapids, MI/Gull Lake, Faye Decker, Jerry Decker	4	22	16	15	8 65
10	13084 Paul Gelenitis, Kearny, NJ/Metedeconk River, Nancy Schon, Chris Arner	2	dsq	6	13	12 69
11	13911 John McIntosh, Hilton Head, SC/Savannah Y.C., Brady King, John McIntosh, Jr.	15	9	11	16	20 71
12	14013 Gerry Paoli, Belleville, IL/Carlyle Sailing Assoc., Toby Heiser, Arthur Merdian	11	11	25	10	14 71
13	14419 Franz Edson, North Stonington, CT/Niantic Bay, Gary Davis, Ted Linn	32	3	21	9	7 72
14	14396 Bob Harkrider, Augusta, GA/Clarks Hill, Beau Samuelson, Tom Schroder	6	12	33	17	4 72
15	14 Craig Dooren, Brick, NJ/Metedeconk River, Phil Kinzel, Merideth Scheyer	18	14	8	19	15 74
16	14229 Lal Burridge, St. Louis, MO/Caryle Sailing Assoc., Kathy Kniepmann, Mark Kniepmann	9	21	12	21	13 76
17	14415 Joel Humphrey, Keego Harbor, MI/Pontiac Y.C., Rick Humphrey, Diana Fernando	5	28	22	24	3 82
18	14478 Paul Wurtzbaach, Woodridge, IL/Chicago Corinthian, Karen Johnson, Steve Diaz	26	17	3	14	27 87
19	14050 Neff MacKintosh, Richmond Hill, GA/Savannah Y.C., William MacKintosh, David Sears	22	25	20	3	19 89
20	14473 Carl Eichenlaub, San Diego, CA/Mission Bay Y.C., Peter Wood, Jean Eichenlaub	20	29	18	22	1 90
21	14344 Jim Harris, Berkley, MI/Pontiac Y.C., Connie Harris, Jim McCoy	16	26	15	23	10 90
22	14238 Kjell Heitmann, South Norwalk, CT/Cedar Point Y.C., Bonnie Foley, Neil Hayes	19	10	32	7	23 91
23	14180 Greg Kinzel, Brick, NJ/Metedeconk River, Gerard Kinzel, Jack Whitman	21	16	31	12	21 101
24	14424 James Carson, Brick, NJ/Metedeconk River, Billy Bogardus, Joe Buczowski	13	23	10	32	29 107
25	11346 Kip Hamblet, Keene, NH/Spofford Lake, Maria White, Tim Harris	17	6	24	27	ret 109
26	14194 Ronald Barr, Burlington, Ontario/Flying Beaver Y.C., Alison Jones, Dan McCoy	33	15	28	4	30 110
27	12275 Mark Schiftenhaus, Montclair, NJ/Wellfleet Y.C., John Ruykhaver, Phil Russell	14	27	13	28	pms 117
28	14119 Thomas Niles, Auburn, MI/Saginaw Bay Y.C., Jill Myerson, Joe DeCarli	34	5	29	34	16 118
29	14378 Hugo Carey Long, Dyer, IN/Chicago Corinthian Y.C., Doug Steffenson, Mara Doughty	29	20	27	25	24 125
30	11486 David Wood, Toronto, Ontario/Flying Beaver Y.C., Graham Jones, Jeff Melvor	23	18	30	20	pms 126
31	14338 Frank Kelly Jr., Brentwood, TN/Harbor Island Y.C., Eileen Kelly, Mark Stanley	25	31	26	26	28 136
32	14291 Judith Walker, Snyder, NY/Niagara S.C., Amy Beisel, Jim Berry	30	32	14	31	dnf 142
33	13856 John Pelosi, Wake Forrest, NC/Wake, Dick Waters, Jeff Brault	31	30	23	33	26 143
34	14084 Bob McCann, Clearwater, FL/Clearwater, Michael Carroll, Clark Higgs	26	ret	ret	30	22 148

Committee. Thank you all for your unselfish effort.

While Theresa and I put the boat away and savored a good day, Barb rushed off to help Bonnie Foley, Wendy Lotz and others put on one of the most memorable events in Lightning history at Oere Court. The candlelight added an air of days gone by in the grand Newport mansion, what a great idea ... you're kidding, there wasn't any electricity four days after the storm? Cocktails, clams, lobsters, prizes and super photos were all too much and I found a big armchair in the great room to finish the night. I noticed others in the same state. It was a full day of doing what Lightning people do best.

Day 2 — Friday was a great New England Summer day and our first racing outside at Newport. We were helped out by Jon's PMS and led going into Race 4. Paying alot of attention to the position of our Niantic teams (Healy, Healy, Peck and Woodruff) in the blue fleet gave us a good feeling for going right early in the leg. The pin was favored and we crossed most of the fleet as we got right. 2nd at the first mark we were lucky enough to roll the first boat early in the reach and open up on the fleet to have a comfortable lead throughout. We returned to the start area to learn our boys (Tim Healy, Mike Vann and Bob Almeida) had PMS'd to lose their Number 2 position in the blue fleet. We were very disappointed and depressed. We then learned that the 2nd, 3rd, and 4th place boats in our fleet had also PMS'd in Race 4. We felt really bad for everyone including Jon from the day before. It took until one minute to go to shake the bad feelings and think about winning the regatta.

Race 5 — We had a hole to leeward and were well off the line. 6.5.4... 'Go, Go, GO, wha're ya doing? At three

seconds to go I dove out of the front row and we started in row two but not over early! We were relieved. We worked hard to dig back and finish 4th. We couldn't close on the leaders and watched Jon lead wire to wire, again to no avail as the dreaded '91 N.A. PMS got him again. Ed Wagon and Fay Regan were 1,2 with strong sailing after their Race 4 PMS.

We knew we had won and had a great sail into Newport recounting the two days, kidding each other about the screwups in the Qualifiers and remembering Jon's PMS finished PMS (1), 1, 2, 2, and PMS (1).

I complimented Barb and Theresa on their great crew work and they told me I sure had a lot of good B.S.



Barb and Chris Vann

Photo by Lori Davis

1991 Governors' Cup

Pos	Sail # Skipper, Hometown/Yacht Club/Crew	Races					Tot.
		1	2	3	4	5 Pts.	
1	14055 Chris Vann, Unionville, CT/Niantic Bay, Barbara Vann, Theresa Parker	1	6	1	1	4	13
2	13945 Ed Roseberry, Buffalo, NY/Buffalo Canoe Club, Steve Roseberry, Jim McCormick	3	18	5	3	10	39
3	14204 Robert Franke, Milwaukee, WI/Milwaukee, Amy Simonsen, Mike Broderick	6	19	15	5	7	52
4	14187 Edward Wagon, Muncie, IN/Wawasee Y.C., Bill Allen, Greg McMullen	12	2	4	pms	1	53
5	12050 Fay Regan, Coconut Grove, FL/Biscayne Bay, Cameron Carlin, April Richards	2	7	8	pms	2	53
6	14490 Bob Mathers, Lavonia, MI/Pontiac Y.C., Rick Rane, Joyce Von Drehle	15	11	9	10	14	59
7	14342 Tim Millhiser, Madison, CT/Madison Beach Club, Betsy Abbott, Peter Austin	19	5	7	13	18	62
8	14511 Adrian Irving, Chicago, IL/Chicago Corinthian Y.C., Hans Graf, Susie Allen	8	4	3	pms	16	65
9	12489 Judah Rubin, Augusta, GA/Clarks Hill, Joseph Rubin, Carr Boyd	17	17	13	6	12	65
10	14004 Don Sherburne, Nashville, TN/Harbor Island Y.C., Bob Hochstetler, Tim Green	24	13	6	15	8	66
11	13944 Cal Schmiede, Lewiston, NY/Niagara S.C., Larissa Higgins, Steve Cox	9	22	20	9	6	66
12	12045 Bob Sengstacken, Nyack, NY/Awosting Yacht Squadron, Andrea Sengstacken, Lois Rudden	14	12	22	19	5	72
13	14450 Jon Schwartz, Highlands, NJ/North Shrewsbury, Holly Faus, David Faus	pms	1	2	2	pms	73
14	14421 Nabil Tabet, Montreal, Quebec/Royal St. Lawrence Y.C., Deborah Rourke, Pascal Buckley	5	3	18	dsq	15	76
15	13957 Robert Cotton, Nashville, TN/Harbor Island Y.C., Cecile Baxter, Danielle Stalter	dsq	20	11	11	3	80
16	14475 Craig Cobbum, Syracuse, IN/Wawasee Yacht Club, Steve Miller, Ryan Miller	10	8	ret	17	11	80
17	11583 Gary Hurban, Palisades, NY/Nyack Boat Club, Joan Hurban, Judy Hanlon	22	27	14	4	17	84
18	13708 Jim DeCesare, New York, NY/Cedar Point Y.C., Stephen Nosal, Verelley/Dunn	23	16	19	18	9	85
19	10679 Dick Tuttle, Syracuse, NY/Willow Bank Y.C., Sharye Skinner, Sterling Brown	11	10	16	dsq	13	85
20	14138 Richard Warren, Southampton, NY/Southampton Y.C., Nancy Warren, Nick Leonard	16	21	21	14	20	92
21	14459 Eduardo Witting, Santiago, Chile/Acuero Lake, Leonardo Witting, Kathleen Toeke	21	24	17	12	19	93
22	14488 Crit Currie, Memphis, TN/Memphis, Audrey Matteson, William Baxter	20	14	10	16	dnf	94
23	11737 Chandler Owen, Nashville, TN/Harbor Island Y.C., Steve Hinshaw, Bill Killebrew	pms	9	12	7	pms	96
24	11416 Pat McCormack, Stoneham, MA/Merrimac River, Brenda Heneghan, Laura Milne	7	25	24	21	23	100
25	13576 Alan Lavender, Newburyport, MA/Merrimac River, Nancy Peace, Nadine Lavender	13	23	23	20	dmf	113
26	14148 Steve Thomas, Bowling Green, OH/Devi's Lake, Bill Thomas, Mike Thomas	4	15	ret	pms	dnf	121
27	13857 Martin Mulhern, Boulder, CO/Rocky Mountain, Brian Reisenauer, Dick Leonardo	26	26	26	23	22	123
28	13478 Bob Stoller, Boulder, CO/Rocky Mountain, Carol McLaren, Jon Saken	27	29	28	22	21	127
29	13977 James Gilbert, Alexandria, VA/Washington, D.C., Bettina Sloman, Christie Aljets	28	28	25	dns	dns	149
30	13882 David Drosdick, Sparta, NJ/Lake Mohawk Y.C., Robert Watters, TBD	25	30	27	dns	dns	150
31	11550 David Kunz, Churchville, PA/Barneget Light Y.C., Steve Kunz, Alex Cano	18	ret	dns	dns	dns	154
32	14190 Charles B. Currier, Wellfleet, MA/Chequesset, Lisa Currie, Bill Paine	dns	dns	dns	dns	dns	170
32	14417 Don Barrett, Granby, CT/Niantic Bay Y.C., Linda Dowd, David Frazier	dns	dns	dns	dns	dns	170