

North American Championship
Malletts Bay Boat Club – Fleet 301
Colchester, Vermont
August 7–17, 2001

POS	SKIPPER	BOW#	SAIL#	R1	R2	R3	R4	R5	R6	TOTAL
1	HAYDEN, STEVE	69	14752	5	3	4	8	15	1	21
2	CRANE, JIM	36	14900	4	1	14	1	6	20	26
3	GONZALEZ, TITO	92	11011	7	10	22	2	5	2	26
4	ALLEN, JR, TOM	21	15093	5	8	9	4	1	13	27
5	HORTON, ANDY	81	15089	2	7	12	15	2	5	28
6	BURRIDGE, MATT	3	14834	3	2	5	11	20	14	35
7	HEALY, BILL	25	14927	18	5	1	9	17	7	39
8	GROTHEER, PHIL	94	14881	1	18	18	13	3	9	44
9	PECK, DAVE	14	14971	10	23	2	6	13	16	47
10	PROCTOR, CHED	91	15101	12	6	11	19	10	10	49
11	FASTIGGI, BILL	58	15058	17	25	8	7	12	6	50
12	BOUCHER, AL	88	14591	DSQ	20	10	3	7	12	52
13	ALLEN, JIM	8	14807	13	4	17	21	4	15	53
14	BREAULT, MICHEAL	37	15024	9	13	13	14	9	11	55
16	HALL, PETER	86	14768	14	12	16	18	16	3	61
15	HAYES, BRIAN	35	14589	19	21	20	10	8	4	61
17	DODGE, JED	70	14923	15	17	DSQ	17	14	8	71
18	FIDLER, SEAN	71	14969	21	34	29	5	11	17	83
19	ATKINS, CHAD	31	14397	16	14	33	22	18	21	91
20	HALLAGAN, DICK	93	14855	11	9	OCS	26	26	19	91
21	DUFFY, TED	63	14175	25	16	27	12	22	26	101
22	KRAWCHECK, LENNY	42	15085	35	24	6	32	21	27	110
23	SANTOS G, JUAN	76	111	24	11	31	20	24	DNF	110
24	MAUK, BILL	16	14866	27	28	26	23	19	18	113
25	HURBAN, GARY	65	14073	37	30	7	31	25	23	116
26	LARSON, RIC	110	13862	22	29	25	16	28	29	120
27	FISHER, GEORGE	78	14345	23	22	28	28	32	24	125
28	CARSON, JIM	39	14960	20	26	32	30	30	22	128
29	PARK, COLIN	19	14780	29	OCS	3	36	27	34	129
30	BRYANT, MARK	112	13822	8	15	OCS	37	36	DNF	135
31	CARROLL, EAN	82	14446	34	32	15	27	29	33	136
33	BARRETT, DON	66	14417	31	31	19	24	35	DNF	140
32	HNATT, MICHAEL	11	14635	28	27	21	35	33	31	140
34	WERLEY, DAVID	22	14657	36	35	34	25	23	25	142
35	SENGSTACKEN, BOB	48	14888	33	19	30	33	37	28	143
36	PETIT DE MANGE, ED	57	13856	32	36	24	29	31	30	146
37	HYLANT, PATRICK	96	14924	26	RAF	23	34	34	32	149
38	ELFMAN, JACK	67	15082	30	33	DSQ	DNC	DNC	DNC	180

WOW! What a regatta! Where do I begin? Mallet’s Bay Boat Club outside Burlington, Vermont, hosted 102 boats August 11-17. Beautiful weather, good winds, and a picturesque venue made for a great week of sailing. The competitors experienced conditions from light air (no races one day) to medium and heavy air (18-20+). PRO Don Brush and his team of volunteers did a great job and managed to get in all the scheduled races without even using the make up day. They kept their word and used all the courses available to them. Bill Fastiggi and his team of local, fleet, and district volunteers also did a super job of organizing and hosting this event. They managed over 100 boats in a confining area very well. Excellent teams from all over the U.S., Canada, Chile, Ecuador, Columbia, and Argentina made for great competition throughout the event. I want to thank all those who participated for doing so and therefore, supporting the Lightning Class. Congratulations to all of you.

My team consisted of Jean Hallagan, from Syracuse, NY, and Barr Batzer, from Deerfield Bch. FL. I was very fortunate to have these two on the boat. The teamwork and chemistry came together really well as the week went on. We had never sailed together before, but I attribute the cohesiveness to their experience, maturity, and competitiveness. Jean is part of the Hallagan Lightning family and grew up sailing with her dad and brothers and now owns her own boat. Our families have been competing against each other in Central NY since the beginning of Lightnings (it seems). I’m so glad she was available when I called her two weeks before the regatta. Seems like the three of us were meant to sail together in this regatta. Many things came together for all of us at the right time. Barr and I have sailed together for over ten years. We have done most all the big Lightning stuff plus racing numerous other boats along the way. It is a huge asset to have someone that is committed to helping each other get better. Since our first NA’s in 1981, we both knew where we wanted to get. It is awesome to have it all, finally, come together at this regatta.

The Racing

The qualifying series started with 3 races on the first day with plenty of breeze in the morning diminishing to light air by the end of the third race. We were very happy to get three top five finishes, but more importantly, happy with our teamwork and boat speed. The next day finished up qualifying with race 4 in light air. Given the light conditions it was certainly good the RC got the third race in on the first day. After qualifying, the 102 boats were divided into the three fleets and everything is even again. Dave Peck won the qualifying series and looked good, as did local favorite and regatta Mr. Everything Bill Fastiggi.

So much for the light air. The Championship races started in 15-18 out of the north. It did lighten as the day went on, but again the RC managed to get in that third race of the day. It makes for another long day, but it paid off because we didn’t leave the dock on the next day. No breeze, a nice lay day mid week gave me the opportunity to get to the airport on time and pick up my wife, Angie and 3 year old son, Jeffrey. After the first three races on day 1 Matt Burridge and his team from St. Louis found the conditions similar to those at their home and looked real fast with three top five finishes for 10 pts. Our team also liked the conditions of the day and posted 12pts. The next five or so boats were a few points back, BUT had great throw outs already. Halfway through the regatta and anything can happen. Too many great teams here that will make you pay. Of course we were very psyched to have that kind of day and the teamwork continued to improve, just wanted to hang in there and have a shot at things in the end. The final day started in the most wind of the week, 18 with gusts over 20. I managed a not very good start and we fought back all race. Great gains downwind and we made it back to 8th. Jim Crane, Tito Gonzalez, and Tom Allen all finished in the top four and tightened up the scoreboard. Race 5 had me and Matt sailing our throw out race while Tom Allen, Tito, Andy Horton, and Jim Crane all finished at the top again to put six teams in the running for the regatta going into the last race. Jim Crane was leading with a throw out, but given the history of the last five races, anything is possible. The RC used their last course flag and put up the "old" double triangle. This course isn’t used much in Lightning these days, but the wind was still up so the reaches would have plenty of excitement. We wanted to get to the top mark up front and make the most of those reaches. We needed to finish ahead of or close to five boats and try to get enough points on Jim to win. Knowing Jim Crane and his history of winning big Lightning regattas we weren’t real confident in that last scenario.

The Last Race

We got up the first leg in great shape and managed to force Jim off the left a few times along the way.Rounding the first mark just ahead of Tito was so important. We knew the speedy Gonzalez team was going to make us work hard on these reaches. Somehow we got into that first puff and planned off. I don’t remember slowing down for quite awhile. It was amazing how balanced that reach was for us. Everything was perfect, boat trim and speed. The spinnaker trimmed itself, the puffs lined up, and all I did was try to keep the boat moving on a plane. Upon setting up for the jibe, we turned around expecting to see Tito and company close on our heels, and our jaws dropped. We had a 200-yard lead. Holy Cow! (it’s Vermont) Couldn’t believe we were the only ones to catch that bus. I think we were getting some help from those above watching this with some interest. We know who you are. We managed to get around the course again and extend with the favorable clear air and fun reaches. I forgot how fun those reaches are when you are leading and planning. The last jibe of the regatta was very conservative, of course. Oops! Mental breakdown, the twing is still cleated! Barr and I had the same vision of our good friend Jeff Linton (world champ) doing the same thing while leading and crashing and burning. That would have been ugly. Barr and Jean managed to pull it together and we survived. You get out ahead like that and start to wonder what is going to break. We used less vang, less backstay, etc. Finishing the race we were still amazed at how we sailed that race. I have never been in a race like that before. Incredible!! Tito finished second, while Tom Allen and Jim Crane sailed their throw outs?! We sailed in, not sure exactly where Jim finished, hoping there were enough points. Once we got in and verified the scores: WE WON!!! We did what we had to do to have a shot in the last race. I have to also congratulate Jim, Tito, Tom, Andy, and Matt. Their teams sailed a great regatta.

Thank You

Having grown up sailing in this class, my list of thank you’s is quite long. I knew when I stood up to accept the trophy at the awards; there would be no way I would remember everything I wanted to say. I was still spinning from the whole thing. Basically, everyone that I have sailed Lightnings with or against over the years has had something to do with my progress. Being a fourth generation Lightning sailor must have some benefits, too (Finally!). You would hope something would eventually filter down and help. In know I had some Grandfathers above watching out for me. Barr and I also have a great friend, Tom Degan, who sailed with me in Juniors and got Barr and I together, whose memory has been sailing with us for four years now. Thanks.

Of course, I have to thank my team of Barr and Jean. They were great to sail with. They both definitely deserve those Brian Hughes Champion Crew Trophies. I want to thank my wife, Angie, who is always part of my team, whether she is crewing on the boat or supporting on shore. I want to thank David Hood, who has been on the boat for a number of years now, but couldn’t make it this year. Dave is a big part of this team and our success over the years. I want to thank Suzy Scalzo, the newest member of our team, for her influence on Barr. She is a great addition and also managed to survive the week without Barr. They are great! I also must thank someone many of you know, my dad, Fisk Hayden. He started me sailing and has kept me in it over the years. Two months before this regatta I would have said I wasn’t going with personnel problems at our own business. But, Dad would not accept that. He said we have been right up there the last few years and need to keep going after it. You can’t win if you don’t go. I was very fortunate everything came together at work at the right time to focus on getting to the NAs. My Dad has always been there for us, rooting for us as much if not more than we have. He has had as much to do with winning this event as anyone. I’m glad we finally got it for him, too.

Appreciation

I appreciate all that the following people have done for me over the years. I’ll probably leave out somebody. My Mom (of course), the Hallagan family, the Batzer’s, the Dodge’s, Florida Fay, the Milvain’s, the Linton’s, the Fisher’s, the Ewing’s, Mike Healy, the Lutz’s, the MacDonald’s, Bill Shore, the Huntsman’s, the Harkrider’s, Kip and Ruth Hamblet, Jim Carson, Junior Lightning sailing, and the Allen’s. I have been very fortunate to have so many people to learn from and with. So many great friends we see only a few times a year, but over many, many years. Like Barr says: It’s summer camp for us all. Thanks again and hope to see you all at next years camp! Come to Florida this winter for the circuit – it’s currently the toughest District in the **World**!

Steve Hayden