



YOUTH WORLD CHAMPIONSHIP

2006 Lightning Youth World Championship

Jyväskylä, Finland

July 17–20, 2006

During the third week of July, ten teams, three from Finland, three from Greece, three from the USA and one from Brazil, descended on the Yacht Club of Jyväskylän Veneseura, located 20 km south from Jyväskylä (approximately 280 km north of Helsinki and 450 km south of the Arctic Circle) in the suburban town of Säynätsalo on Juurikkasaari (a small island), to determine the 2006 Lightning Youth World Champion. Thomas Sumner was present to defend his title as Youth Champion, along with his crew which included Felipe Brito who crewed with Thomas in 2004 and Felipe Gil.

The Organizing Sailing Club was Jyväskylän Veneseura JVS together with the Finnish Lightning Class Association. The sailing area was located right next to the club on Lake Päijänne which stretches for 65 miles to the south. The boats were provided by the members of the Finnish Lightning Class Association. The Youth World Championship was preceded by the 2006 Lightning European Championship and followed immediately by the PäijännePurjehdus, a multi-fleet race, in which Lightnings participate. The race starts at Jyväskylän Veneseura and finishes 65 miles to the south. Panagiotis Verginadis had just won the European Championship, with Christos Atzemian finishing in third and Thomas Sumner in fourth leading up to a very competitive Youth World Championship.

The regatta started with a practice race on July 17 at 6:00 PM in the evening. The wind was as had been predicted, south at 0 to 6 mph. As usual, most teams did not finish the race but sailed past the finish on the outside of the pin. The morning of the 18th, the first day of racing, the wind was from the north, an unusual direction for this time of year, but more unusual, it was blowing between 10–12 m/s with gusts to 14 m/s. The first race was started with wind approaching the 25 mph limit. During the race gusts were recorded somewhat higher, but generally the winds were somewhat less as the race preceded. Two boats tipped over and did not finish the race as they required assistance. Thomas Sumner won with Panagiotis Verginadis a close second. The third and fourth boats were separated by 20 cm (8 inches) with Nick Aswad in third and Christos Atzemian in fourth. This set the stage for the next five races.

Since the club was only a short sail from the race course it was decided to bring the teams into the club between races so they could get a hot lunch and the boat repair team could make any necessary repairs. The temperature was very comfortable on shore but cool on the water as the north wind brought down the cool arctic air. The second race was started later in the afternoon with winds slightly less than the first race. Again Thomas won with Panagiotis in second. Nick Aswad, while almost capsizing on the final downwind leg, finished in third followed by Chad Miller in fourth.

The second day of racing dawned with the winds still out of the north, but slightly less than the first day and yet cooler temperatures. The tight competitive racing continued through the two races, with Panagiotis winning both races and Thomas finishing in second. Christos finished in 3rd in both races and Nick in fourth.

The third day of racing again dawned with the north wind still blowing and the temperature still dropping. The 5th race started in medium winds with continued tight racing. Panagiotis won the race with Thomas in second, setting up an interesting sixth and final race. If Thomas Sumner was to win his third Youth Championship, he had to win the last race. Nick finished in third and Christos in fourth, giving Nick a two-point lead over Christos for third. Ian and Chad were tied for fifth, with Alexios only two points behind in seventh.

At the first windward mark rounding of the final race of the Championship, Alexios was in first with Nick in second. One of the markset boats had

Thomas 45 seconds behind the leader in seventh with Panagiotis in fifth. Throughout the next five legs, Thomas caught and passed the leaders finishing only a boat length or so ahead of Nick and Alexios, with Panagiotis in fourth. This gave Thomas his third Youth World Championship, Felipe Brito his second Championship and Felipe Gil his first. Panagiotis, Timos Vlachos and Theodoros Poulakos tied with Thomas but lost the tie breaker based on who beat who in the last race, finishing second in the Championship. Nick Aswad with Connor Aswad, Peter Hazelett finished in third with Christos Atzemian with Faidon Kounas, Themis Parousis in fourth. The fifth through seventh places were tied on points with the tiebreaker going to the team that had the best finish in the Championship. Alexios Papoutsoglou, Maria Mesiskli, Kouras-Sokratis Moghaddam-Gholipour finished fifth with Chad Miller, Daniel Kagan, Tanya Miller in sixth and Ian Schillebeeckx, Beth Ward, Lucas Hofmeister in seventh. The three teams from Finland finish in eighth, ninth and tenth.

This was by far the most competitive Youth World Championship that I have attended. No position was decided until all six races had been completed. Not only were the teams very competitive but the Race Committee did an excellent job of setting the courses and the equal quality of the boats kept the racing close. Again the Lightning Class wishes to thank JVS and its organizers as well as the Suomen Lightningliitto for running an outstanding Lightning Youth World Championship.

Ollie Ahonen from JVS served as the regatta chairmen, and Sakari Pesola served as the chairman of the Suomen Lightningliitto (Finnish Lightning Class). Ollie and Sakke were my main contacts throughout the organization of this Youth Championship. Many e-mails were sent back and forth during the planning stages, and their dedication provided the base for a very successful Championship.

Per-Ole Holm, an International Judge, served as the head of Jury, and Timo Lippas was the Race Chairman. Both Ollie and Timo were members of JVS. The members of the Lightning Class came from all the various Fleets throughout Finland, most traveling hundreds of kilometers to be at the event.

Kimmo Aromaa, who sailed in both the 1980 and 1982 Youth World Championships, was responsible for the boats. I know that there were many working under Kimmo both their preparation and maintaining them through out the regatta. They were found working on the boats when we arrived in the morning, during lunch break and late into the evenings. Rumor has it that they didn't leave till after dark every night (with 20+ hours of daylight that made for a very long day). But this dedication made for very equal and competitive boats for each team. Others that helped throughout the championship are listed below.

Boat Service Team:

Kimmo Aromaa
Mika Aromaa
Kalle Ahola
Sakari Pesola
Vesa Karhusaari
Matti Leppänen

Measurements:

Jari Aromaa
Simo Wäänänen

Race Office:

Timo Lipas
Olli Ahonen
Teija Jokitalo
Suvi Kellokumpu
Neera Jokitalo

Jury:

Per-Ole Holm
Mikko Puhalainen (Finland)
Costas Tsantilis (Greece)

Support boats on the race area:

Samppa J. Salminen
Keijo Tulomäki
Timo O. Järvinen
Jukka Pötry
Riitta Kangas
Antti Honkala
Pentti Paatola
Mika Viitanen
(Kalle Ahola)
(Matti Leppänen)
(Sakari Pesola)

Visitor boat:

Ari Hiltunen

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Rank	Nat	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	Nett
1	BRA	14894	Thomas Sumner	Felipe Brito Fillipe Gil	SPYC	1	1	-2	2	2	1	7
2	GRE	15077	Panagiotis Verginadis	Timos Vlachos Theodoros Poulakos	YCG	2	2	1	1	1	-4	7
3	USA	14146	Nicholas Aswad	Connor Aswad Peter Hazelett		3	3	-4	4	3	2	15
4	GRE	14334	Christos Atzemian	Faidon Kounas Themis Parousis	YCG	4	-5	3	3	4	5	19
5	GRE	11811	Alexios Papoutsoglou	Maria Mesiskli Kouros-Sokratis Moghadd- am-Gholipour	PSC	-7	7	5	6	6	3	27
6	USA	14901	Ian Schillebeeckx	Beth Ward Lucas Hofmeister		5	6	6	5	5	-8	27
7	USA	14119	Chad Miller	Daniel Kagan Tanya Miller		6	4	5.0 RDG	5.0 RDG	7	-9	27
8	FIN	14761	Pyy Itkonen	Laura Hemming Maria Hemming	HSK	(11.0 DNF)	9	8	10	8	6	41
9	FIN	14364	Vili-Pekko Pukari	Heikki Tulomäki Johannes Geiss	JVS	8	8	9	7	9	(11.0 OCS)	41
10	FIN	14331	Eppu Pötry	Anna Henderson Eero Viitanen	TP	(11.0 DNF)	9.0 RDG	10	9	10	7	45





Runner-Ups—Greece
Panagiotis Verginadis
Timos Vlachos & Theodoros Poulakos



3rd Place—USA
Nicholas Aswad
Connor Aswad & Peter Hazelett



4th Place—Greece
Christos Atzemian, Faidon Kounas,
Themis Parousis (Bow 9)

2006 Youth World



World Champions

Championship

1st Place—Brazil
Thomas Sumner-Skipper, Filipe Brito, Filipe Gil



5th Place—Greece
Alexios Papoutsoglou, Maria Mesiskli, Kouros-
Sokratis Moghaddam-Gholipour



6th Place—USA
Ian Schillebeeckx, Beth Ward,
Lucas Hofmeister



7th Place—USA
Chad Miller, Daniel Kagan,
Tanya Miller



8th Place—Finland
Pyy Itkonen, Laura Hemming,
Maria Hemming



9th Place—Finland
Vili-Pekko, Heikki Tulomaki,
Johannes Geiss



10th Place—Finland
Eppu Potry, Anna Henderson,
Eero Viitanen

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How the West was Won

One view of the 2006 NAs at Mission Bay Yacht Club

Matt Burrridge #14834

Last October a former Class champion asked me, "How are you going to defend your title at NAs in San Diego? Up to that point in time I had considered our victory in Sheboygan as a bit of a welcome fluke. However, over time the idea grew on me, and I prepared for San Diego in the same fashion as I had for Sheboygan—lots and lots of crewing, physical work outs and boat preparation. I also made sure this regatta would be fun for us. My dad had retired and was going to help me drive the boat the 1,900 miles to San Diego. My wife, Chris, and our two boys, Patrick and Tim, were going to fly out. After the regatta we would take several days in southern California as a family vacation. These NAs would be all about fun. If the regatta worked out OK then that would be great too.

If you want to read a regatta write up that is a "box score," you can read someone else's article. This one is mostly about why the Lightning Class is so great—although there is a bit on the racing too.

My Top 10 list of fun stuff at the San Diego North Americans:

10. **MBYC Mai Tais**—Only drink one per day; two is pain the next morning, and three induces coma. But one is OK!!
9. **Great Friends**—This regatta was a reunion: Bill Buckles, Mario, Telma and Marc Buckup, Gary Demarest, Greg and Leenie Florian, Sean Carroll, Phil Parshley, John DiBenedetti and Dr. Jim Sears, plus our new found friends and whole crew in the daily "Mai Tai corner" of the MBYC bar. Good luck in the 470s Katie!
8. **The Ruhlman Armada**—This family has enough boats for their own Lightning District. Hey, since all three made the Blue Fleet, they could get Abby her own boat and get the extra NAs qualifier in '07!
7. **MBYC Crew**—Jeff Coppens, Pete Bellin, Scott Finkboner, Kirk and Edna Johnson and too many MBYC members to name, super hospitality and graciousness, a wonderful week of activities, culminating

with an unforgettable Luau Awards Banquet in the sand. BTW, who won the keys to the Woody anyway?

6. **Tobi the Seal**—Each morning (except for one) we'd sail out by the channel buoy and say "Hello" to the lounging seals basking in the sun. We named our favorite one "Tobi" for the obvious reasons.
5. **Sailing the qualifiers instead of taking a bye.** It was the perfect warm up for our team, Dan and Tobi Moriarty and myself. We needed the time in the boat but didn't get so much that we remembered any bad habits.
4. **Juniors**—On the race course (but not the bar), finishing well and conducting themselves with Class and good sportsmanship.
3. **Families**—Watching the MacDonald kids put the family boat away after a day's racing. I don't think I'll ever forget the sight of their five-year old daughter trying to push the boat into the parking space from underneath the transom!
2. **3408 Beachwalk Condo**—Team Yeti, Todd & Christine Wake, Ben Spiller and Lal (my dad). We all shared a condo, tuned up, shopped, drank, ate, commiserated and watched seagulls drink from lawn sprinklers together. Try the sea gull trick after several Mai Tais!
1. **The Racing Competition**—Parking next to Jim Carson, Jeff Linton, Jeff Coppens, Bill Mauk and near by Allan Terhune's teams. After each day's tight racing, we'd decompress and laugh about the twists of fate and manna from heaven, etc. What a great group of fierce, friendly competitors this Class has!

OK, now the racing. This regatta will be long remembered for the venue, beautiful conditions where "Ground Hog Day" meant another day in sailing paradise. This year the qualifiers were sailed in 8–12 knot sea breeze with moderate ocean swells and relatively big wind driven chop. During the practice race and qualifiers, we noticed the wind variations were very hard to see due to the wave texture on the water, but they did not appear in sheets, as in lake sailing, but rather in "lanes" or "columns" like long narrow fingers reaching downwind. Getting to a lane of 2–3 knots more breeze (and the shift) before the competition was very important, as it meant we could shift into a higher pointing mode with the velocity.





Technical Stuff

We deviated from our standard tuning for these conditions (as we had in Sheboygan) and discovered that it worked well for the long starboard tacks directly into the chop. Racing with three skippers on board can be difficult, so all I did was focus on sail shape and steering technique in the waves. Dan and Tobi Moriarty did everything else and were strong communicators keeping me from "mushing" weed and grass patches. Their expert boat handling skills directly translated to speed (upwind and down) and showed why they are highly prized as team mates. We felt as fresh as a Sheboygan morning and were hoping for another week of living a charmed life.

Qualifiers

I was concerned that we won the qualifiers because I knew that only two or three times had the winner gone on to win the championship. However, I am not superstitious (although maybe a slow learner) and remembered that once the jinx was broken by Mark Bryant in San Diego in 1980, so there was precedence. Larry MacDonald with his all star family team of Adam and Joy were tied with the family teams of Jeff and Amy Linton (Mark Taylor also along) and Allan and Katie Terhune (with Kris Smith) with five points. With the conditions being fairly consistent from one race to another (ignoring some bizarre variations within each race), all of these teams finished the

series in the top five in the series. We were happy for our friends Dan and Michou Richelsdorfer who won the coveted Fallon Trophy and made the Blue Fleet. Hearing Bill Neal relate the lore of Tom O and Marie Fallon's contributions to the ILCA for those who had not met them was a true delight.

Racing

The Championship Series—I made a bad error early on the way out to the race course. We did not sail by the channel marker to commune with the sea lions as we had done during the qualifiers. These are beautiful animals who luxuriate in the warm sun and eye the sail boats gliding by. The real mistake was leaving the boat in the same "gear" as it had been during the qualifiers. This became a huge problem as the wind in race #1 was only 8–10 knots, and we were not set up for the lighter stuff, I botched the start, pin balled the first third of the beat and failed to find a good lane upwind. We rounded about tenth but then were cut down like weeds by taking too deep gybing angles (again thinking like the breezier qualifiers) and eventually finished twenty-eighth. No excuses here. A mental error had put our dreams of a repeat championship in real danger. I also assumed the Native American alias of "Kelp on Rudder." We were beaten out of sight so badly I did not even know that David, Jody and Tom Stark had won the race, with Tom, Jim and Shelby Allen second. After this opening race, I did not look at the scoreboard until race #6.



Jeff and Amy Linton with Mark Taylor



Matt Burridge with Dan & Tobi Moriarty



Larry, Joy & Adam MacDonald

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Matt Burridge and crew in 14834, Larry MacDonald and crew in 15246, Richard Hallagan and crew in 15255

Race #2

Tobi snapped us out of the funk from our 28th, and we reviewed what had worked previously and why it had worked. We re-tuned for the lighter conditions and then started to have some fun. Allan Terhune was launched, and we spent time tracking him down to finish second, with "bouncing Hallagan" third." Dick had a potential disaster in the morning when his hoisting bridle ring opened, and his boat fell on to the trailer but sustained no obvious damage. Dick has sailed a beautiful regatta in 1980 at the same venue with his now-grown kids, Jean and David, and clearly he had not forgotten any of his successful techniques since. He was very fast. Team Linton-Linton-Taylor had one great and one bad race, and only Terhune and Starck were sailing consistently at this point in the regatta. After years of chasing Larry MacDonald, I knew we'd see him roaring back in the series. This was shaping up to be an uphill battle with some of the toughest competitors in North America and the enormous talents from South America, Buckup, Herman and Reid in the fray.

We definitely felt as though race #2 was a more representative effort of how we could sail, but everyone else was figuring out the venue too. As a result, by the end of each day's races, I would be fried mentally and wanted to surrender the helm. After race #2, Tobi sailed the boat in as we were chatting back and forth with the Terhune team and just loving the 14 knots and bright sunlight conditions, as well as the opportunity to "race" the President's Cup competitors in through the jetty to the hoist. PRO Stan Betts had run a four-leg race for the Green fleet, helping them get to the hoist first, a very popular move in the large Green Fleet.

Day #2—Races 3, 4 and 5

We did not think about the pervious day's disaster and recovery. We focused on the little steps that make for a good race and only on what was in front of us, getting off the starting line and finding a workable upwind lane. My team had a great attitude, great communications and clearly it worked for us. Pre-race I spent some time "loving" the boat (cleaning and rubbing her bottom) and talking with new friends to help put me in the right mindset for a pivotal day. We had to regain control of our destiny this day or see the chance for a repeat championship fade forever.

Race #3: "The race with the big left turn." The sea breeze pumped fifteen degrees left to 255 degrees and stayed there on the first run. We were well placed and came away with a modest win in a four-leg downwind finish race, with Juan Reid of Chile pacing us and Jeff "I choose left" Linton third. Allan Terhune collected his only non-top ten race (a 14th, his eventual throw out). Things were getting interesting in this series as the wind and chop were both less than the day before.

Race #4: With the race course set more to the left, the orientation of star-board tack was more into the chop as the sea breeze strengthened and the chop was becoming a factor again. Juan Reid was launched and there was no catching him. We worked hard to claw up to Linton, but he shut the door beautifully at the finishing pin, so we ducked and followed them across for third. Tom Allen and Bill Fastiggi followed in fourth, fifth and Terhune sixth. At this point in the series, we had no idea what the points were but only saw that our performances were much better and that the Linton, Terhune and Reid teams were sailing very well. We were grateful that a third race was signaled for the day.

Race #5: I totally destroyed a perfectly good start and relied on Dan and Tobi to serve as "air traffic control" and find a lane on port as we bailed out as early as possible and took many transoms to find a lane. They found the most beautiful, big, wide open lane in pressure that we'd seen all week long. We started to sail fast and found a way to recover from the start. Brief forays left were OK, but it was clear that the game was on the right. We also noticed some current lines where weeds accumulated but did not figure out how to take advantage of them. The pressure was up on the runs and we, Allan and Jeff gained separation from the Fleet. Al gained on us but we held him off. Linton was third with Fast Brian Hayes (Carter Utzig and Laura Jeffers on board) were fourth. They left did no favors for Juan Reid, however, who collected a thirty-first.

During the race we also pulled the spinnaker halyard tail all the way through the spin sheet block in the corner and could not sheet in or out and wondered if the chute COULD come down. Somehow Tobi fixed the problem by untying knots very quickly. This had never happed in seven seasons in this boat, and it occurred twice in one-leg race, once the hoist and once on the take down. These Gremlins made me nervous.

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Series Day #3—Race #6

The run for the roses. I finally looked at the standings, and it appeared the sailing conditions had torn the Fleet into many pieces in races #1–5. After 4th place, point gaps between places were eight to ten points. Assuming a race #6 occurred (to allow for a throw out), only three boats could win. Going into this final race we had seven points and a twenty-eighth as a throw out, Jeff Linton with eleven points and a twenty-first as a throw out and Allan Terhune with fifteen points with a fourteenth as a throw out. Team Starck was solidly in fourth with twenty-one points with a twelfth as a throw out. The dynamics of a three-boat duel meant that it would be a significant risk for any one boat to try to sail someone out of the race. The theory of the case was that if one boat was sailed out of it, the other might slip by. It appeared to be to the advantage of all three boats to go out and race for it rather than resort to “funny stuff,” although if it happened, we felt confident with our hand-to-hand combat skills. However, if we finished fifth or better, we would win the regatta no matter where any other team finished. This final fact encouraged us to absolutely go for it in a tactical sense and let our speed do some damage.



Mark Grinder and crew in 15272,
Matt Burridge and crew in 14834, David Vieregg in 15288

The conditions were unique in this race, as the breeze was all the way around right to 310 degrees, and the starboard tack near the beach was where all the articles, local banter and common wisdom said you had to be. In the back of my mind was a similar situation in the last race of the 2003 Miami Worlds where the sea breeze pumped back against where it should have been (and hung me out to dry), so I was a bit nervous about where our competitors were. However, the start time was an hour earlier than the day

before, so if the sea breeze pumped as it did yesterday, it should be an hour further into that race, and if it went left there, it would be a huge potential gain for those bucking the local knowledge.

The start for us was like the lyric from song Alice's Restaurant...“and they all moved away from us on the bench.” It was as if someone had poured oil on the water around us and there was a smooth two-boat length gap to leeward and to windward of us at the start. No one was near, and we obliged by tacking to port and marching to the beach. Three minutes after the start we were lined up on port with Coppens and Terhune off the hip to windward (in that order) sprinting to “right land” but never saw Linton. As it turned out, Linton was pinned on the left, and we did not see them until the windward mark. We tacked under the lay line and worked hard to gain altitude to make the mark through the chop. Al was immediately to leeward of us by two to three boat lengths but had to tack out and find a hole on the lay line with a three to four boat group immediately behind us, rounding about fourth.

Rounding first caused us to get conservative. Al and Jeff followed us to the right on the run (looking down wind), but Al gybed onto port first on a good streak, passing us in the process. We picked the left gate and followed Al up wind. After wriggling free upwind, Al showed how fast he is off the wind and passed us a second time, along with Larry Mac Donald going into the beach side gate. We decided to keep our distance, rounded the unfavored gate in third for the last beat to the finish. Larry had a solid performance, and the second place finish lifted them to fifth in the regatta. I have no doubts that sometime soon Joy and Adam MacDonald's names will be on the North Americans perpetual trophy.

By our not fully committing to the right of the last beat, we opened the door for Dick Hallagan (who was VERY fast all week), who put the pedal down and passed into third place. We were hedging to the left because Jeff Linton was out there again and was the closest boat to us in the overall standings (until Al's victory), so we covered them to the finish. Al won the race and lifted their team to second overall, by two points, over Team Linton, who was seventh in the race.

When the horn sounded, we were 4th, had successfully defended and there was no muting the enormous yell and falling down group hug. Maybe Sheboygan wasn't a fluke? Just like last year, Tobi sailed us home, and we had MacDonald and Coppens supplied champagne for the bowl, which we shared with the Class. I'll never forget the luau awards or the top ten list from the whole week. This regatta was so much more than a box score summary!

Thank you to Mission Bay Yacht Club for a great vacation! Huge thanks to my team mates, Dan and Tobi Moriarty, for their expert skill on and off the water. They create the positive environment that allowed this team to perform (and for driving the boat home while my family and I vacationed in Southern California). Thanks to my dad, Lal Burridge, for helping with the drive and spending a week with us—it was even better than the “good old days”.



The biggest thanks go to my family, wife Chris and sons Patrick and Timothy who gave me the freedom to train year round for this one event and share in the many sacrifices that made our strong performance possible at this regatta.

NORTH AMERICAN CHAMPIONSHIP



Mission Bay Yacht Club

San Diego, California

August 16–18, 2006

Pl	B#	and	13	15	17	19	21	23	Total
1	34	14834 Matt Burrridge, Dan Moriarty & Tobi Moriarty	-28	2	1	3	1	4	11
2	32	15232 Allan Terhune, Katie Terhune & Kris Smith	6	1	-14	6	2	1	16
3	83	15083 Jeff Linton, Amy Linton & Mark Taylor	3	-21	3	2	3	7	18
4	36	15252 David Starck, Jody Starck & Tom Starck	1	8	6	-12	6	9	30
5	62	15246 Larry MacDonald, Joy MacDonald & Adam MacDonald	7	15	-25	10	10	2	44
6	55	15255 Richard Hallagan, Joan Hurban & Lori Foster	13	3	21	-28	7	3	47
7	27	14688 Brian Hayes, Carter Utzig & Laura Jeffers	11	-20	9	17	4	11	52
8	21	14709 Juan Reid, Pablo Lorca & Steve Pickel	9	18	2	1	-31	24	54
9	19	15302 Bill Healy, Nicole Breault & Meredith Killion	4	11	16	-31	18	6	55
10	5	15257 Rob Ruhlman, Abby Ruhlman & Dave Werley	18	-28	7	13	13	5	56
11	65	15265 Steven Davis, Colin Park & Karen Park	17	23	4	-30	5	12	61
12	25	15215 David Peck, Ellen Starck & Bryan Lilley	12	14	15	9	11	-17	61
13	23	9 Tom Allen, Jim Allen & Shelby Allen	2	13	17	4	27	-31	63
14	81	15301 Bill Fastiggi, Suzy Coburn & Chantal Leger	14	7	18	5	-22	20	64
15	44	15234 Todd Wake, Kristine Wake & Ben Spiller	-16	12	13	8	15	16	64
16	35	14924 Jeff Coppens, Jim Sears & Ian Moriarty	-23	4	19	14	16	14	67
17	9	14957 Ryan Ruhlman, Patrick Wilson & Nick Turney	15	6	-26	23	9	15	68
18	71	15171 Josh Goldman, Ryan Minth & Marian Spurrier	-36	5	5	22	20	32	84
19	37	14378 Mario Buckup, Telma Buckup & Marc Buckup	5	26	24	21	-30	10	86
20	6	14079 Douglas Hickman, Gail Hickman & Kevin Stravers	24	24 \ SCP	-31	16	14	13	91
21	46	14866 Bill Mauk, Travis Maier & Alex Ranum	10	(39 \ DSQ)	37	29	8	8	92
22	42	13856 Ed Petit de Mange, Tom McKenzie & Sean Carroll	-29	16	28	11	17	23	95
23	31	15240 Stephen Constant, Mike Constants & David Constants	8	17	23	-32	19	29	96
24	45	15075 Maegan Ruhlman, Martha Fisher & Matt Frymier	27	29	11	15	-34	19	101
25	7	14791 Pablo Herman, Luis Herman & Claus Engel	30	19	27	7	-35	22	105
26	11	15272 Mark Grinder, Matt Fronzak & Bergen Ackerman	-31	9	22	18	26	30	105
27	17	15235 John Faus, Victor Lobos & Mac deTuro	21	30	8	24	23	-35	106
28	88	15288 Dave Viereg, John Reiter & Caroline Sundman	-33	25	33	19	21	18	116
29	18	15164 Bob King, Conor Healy & Mike Healy	25	31	12	-36	25	27	120
30	90	14901 Ian Schillebeeckx, Maxine Schillebeeckx & Nicholas Beckham	22	27	-36	25	28	21	123
31	77	14654 Bob Bush, Sterling Bush & Amy Byron	26	24	-30	20	29	28	127
32	70	14994 Daniel Reichlsdorfer, Michou Reichlsdorfer & Jonathan Ribich	19	-34	29	26	32	25	131
33	57	14288 Philip Parshley, Philip Parshley & Lois Parshley	35	-36	10	35	24	34	138
34	22	15122 Jim Carson, Ryan Stagaard & Jarrett Lynn	20	32	20	-33	33	33	138
35	39	13788 Gerald Neuburger, Dan Burton & Sandra Neuburger	34	35	34	27	12	-37	142
36	14	15154 Mark Schneider, Ashley Schneider & Greta Schneider	-37	22	35	34	36	26	153
37	63	14263 Pete Bellin, Katie Love & Olin Paine	32	33	32	-37	37	36	170

NORTH AMERICAN CHAMPIONSHIP

1st



Dan Moriarty, Toby Moriarty & Matt Burrridge

2nd



Allan Terhune, Katie Terhune & Kris Smith

3rd



Amy Smith Linton, Mark Taylor & Jeff Linton

NORTH AMERICAN CHAMPIONSHIP



Mark, Ashley & Greta Schneider



David Starck, Jody Starck and Tom Starck



Larry, Joy & Adam MacDonald



NORTH AMERICAN CHAMPIONSHIP



Awards Ceremony—hula lessons



Awards Ceremony



South Americans who came to sail with us



Juniors had a great time at the San Diego NAs!

ILCA SPECIAL TROPHIES



McDermott Trophy—Bill Mauk

For most improved from 2005 Qualifying Series to the 2006 Qualifying Series.



Swanson Trophy—Kathy Lindgren & Denise Cornell

*To promote and encourage women skippers.
Presented by David Starck*



Kaleigh Wilday Trophy—Gillian Francis

*For youngest competitor.
Presented by David Starck*



Thermis Trophy—Doug Hickman

To the highest finisher in the Championship Fleet who has never qualified before.

Presented by Jim Allen

Jack Elfman

Memorial Trophy—Richard Hallagan

To highest finishing Master who also competed in the Masters Championship.

Dick Hallagan was not present to receive the award.

Fallon Trophy—Dan Reichelsdorfer

For the last boat to qualify into the Championship Fleet.



Steketee—Steve Constants,
Severn Sailing Association and Annapolis Fleet 329
For volunteering to host the 2007 North American Championships.



Pete Bellin receiving an Appreciation Award
from Brian Hayes for serving as the Chairman of the Organizing Committee for the 2006 North American Championships.



Fleet 36 Award—Ian Schillebeeckx
Awarded to the top finishing Junior skipper

International Lightning Class Association Awards Presented at the North American Championships, August 2006

James Taylor—For his dedication and expertise in acting as our liaison with US Sailing, the International Sailing Association, and the US Olympic Committee in organizing the US Pan American Trials.

Karen Park—For her dedication and expertise in the creation of the ILCA Yearbooks for the years 2000, 2001 and 2002.

Karen Johnson—For her years of dedication and expertise as the Executive Secretary for the International Lightning Class Association.

Mission Bay Yacht Club—For hosting the 2006 Lightning North American Championships.

Southwestern Yacht Club—For hosting the 2006 Lightning North American Women's, Juniors' and Masters' Championships.

Pete Bellin—For his dedication and expertise as a Chairman of the Organizing Committee for the 2006 Lightning North American Championships held at Mission Bay Yacht Club.

Jeff Coppens—For his dedication and expertise as a Chairman of the Organizing Committee for the 2006 Lightning North American Championships held at Mission Bay Yacht Club.

Edna Johnson—For serving as Chair of the Organizing Committee for the 2006 Lightning North American Women's, Juniors' and Masters' Championships.

John Atkins—For his dedication and expertise as the ILCA Vice President in charge of the 2006 Lightning World Youth Championships held in Finland.

Craig Thayer—For his dedication and expertise on behalf of the Classic Lightning community of the ILCA.

Bob Astrove—For his dedication and expertise on behalf of the Classic Lightning Community of the ILCA

We Went to Have Fun

**Nick Farina—Winner of the
North American President's Cup**



Nick Farina

At one of the first Spring events in Denver, Mike Ledger and I starting talking about sailing the North American's together. We'd both been crewing for a while and would like to do our own thing this year. And what better place to start than in San Diego—a perfect location for a vacation on the beach with beautiful weather and perhaps even a little surfing.

It was decided. Now, who for a third? Who would want to go and just have fun? We called Ashley Jerman.

Crew, check.

Next, to find a boat. Mike and I approached the Davis', who were more than happy to let us use 15103, AND the boat was going to be brought out for the WJM. Perfect, no trailer on the way out.

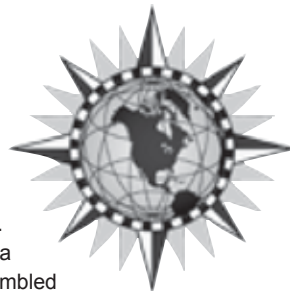
Things looked good—great crew, great boat, and we had all summer to work on lodging. The excitement built as August approached.

Ah yes, August, time to leave. We still had no place to stay, but off we went anyway—Mike, my girlfriend Elizabeth, and I. We drove over the Rockies, through Vegas at midnight, and arrived in San Diego for sunrise. After bringing the boat over from Southwestern Yacht Club and rigging it, we spent a gorgeous afternoon on the beach playing in the waves. Oh, how soon we would learn the pain and frustration of those waves!

As dusk settled in, it was off to the airport to pick up Ashley, get the team together for the first time, and figure out where to crash. Luckily, Ashley's

friend, who lives in town, offered us space on his Catalina 30.

After a relaxing weekend, it was time to sail. But first, I needed a shave, and we needed a mascot. Luckily, Mike and I had recently stumbled upon a picture of a woman wearing an Afro wig looking way too excited. Onto the transom she went. She was our speed charm.



Day One

The qualifiers were interesting. This was my first NAs and second Lightning regatta where I was driving, the first time Mike, Ashley and I had sailed together, and my first experience driving a Lightning in waves. Moments before the start of race one, I remember thinking, "There are a lot of boats around here and they are not maneuverable like collegiate dinghies." Bang! And we were racing. To my surprise, the whole race went off without a catch, and before we knew it, we'd finished our first race together. The waves were tough, but I was able to focus on driving through them, trying to feel the boat move, while Mike and Ashley were constantly looking around and talking, making tactics a group effort. Race two proceeded in a similar manner. Each leg, we seemed to improve slightly, gaining confidence and having an absolute blast. How could we not? There were no complaints. We could do this.

Day Two

We took advantage of the fact that races didn't start until noon and went surfing with Mr. Pinky. Gidge was nice enough to get up at eight and brave the cold waters to give us our first lesson. What a blast. We all nearly rode a wave or two, AND I learned how the waves worked. It's amazing what a surfboard and a Lightning have in common.

We set out for the race course knowing that with a good day, we could make the Blue fleet, something I didn't really expect. However, this may have psyched us out. Race three was horrible. We were anxious, made some bad decisions, and almost forgot to enjoy it. Thanks to Mike, Ashley, and a passing sea lion, our mentality changed as soon as we finished, as Mike and Ashley had each seen the movie Talladega Nights with Will Farrell and were constantly quoting it, keeping us laughing and smiling.

"Shake 'N Bake," Mike said to Ashley as they banged knuckles like a high-five.

"Shake 'N Bake," in reply, turning to me.

"Shake 'N Bake."

And so our pre-race ritual was born.

We learned a lot throughout the qualifying series and were ready for a fresh start, missing the Championship fleet by 6 places. But hey, top 5 in the President's fleet would be a great goal and a very satisfying finish.

Day Three

Ashley had been wearing zinc on her nose all week. She finally made Mike and me join in after a few days of nagging. I'm sure we looked ridiculous.

Knowing that there were a lot of good sailors to compete with, I was nervous that we wouldn't be able to sail with the top five. My fears were calmed, however, after the first race when we finished 4th, proving that we belonged there and giving us a nice confidence boost. Who cares if we looked silly with our white noses; we were fast.

We sailed the second race well and suddenly found ourselves out in the lead, coming into the last weather mark with Tom Allen Sr. and Michael Poltorak right on our heels. The last downwind was fun, with the three of us jockeying for position the whole leg. One boat length to the finish, we were neck and neck, and then a wave. Tom Allen Sr. got the best of it and won

with us in second and Michael Poltorak in third, all within a boat length. What a finish. Two good races, first to the hoist, there was sunshine, and we were out in front.

Day Four

Psyched that we were actually winning, we liberally applied zinc on the way out. It even covered our lips. All week, Ashley had wanted to see sea lions, so we journeyed past the red navigation buoy for pictures. BARK! BARK! BARK! Oops! We got a little too close for their comfort, although having one on our bow would have been amusing. We picked up where we left off the day before, winning the first race convincingly. Then things went down hill. We again got too excited, started making mistakes, and sailed two frustrating races. We all felt that we had fallen several places in the standings. It was to our surprise to discover that we were still in the lead! After some math, we knew the last race would determine the regatta, with Joel Humphrey, Bill Hofmeister, Tom Allen Sr. and Terry Burke all close behind us.

Day Five

The final race was by far the most emotional and exciting. After the same ritual of zinc, sea lions, and Shake 'N Bake, it was go time. OH NO! We were second row! My worst start of the regatta. Luckily there was still a lot of race left, of which both Mike and Ashley were quick to remind me. And left we went, rounding the weather mark behind three of the boats that we needed to stay close too. Shortly thereafter, we realized that Bob Burke was a mile out in front and untouchable, so we focused on the boats near us, trying to catch up or at least hold our position. The second weather leg wasn't much better than the first. As we headed downwind for the last time, both Mike and I looked up and saw Joel several boats ahead of

us winning the regatta, followed closely by Bill. Slightly downhearted, we started saying "oh well" and "it was too good to last" when Ashley started talking about going upwind.

Wait, we have another leg!!

Mike and I had misread the course and thought we were finishing. Back into the race now, we sailed the last quarter of the leg focused, determined to catch boats upwind after a good rounding. Ashley was reading out numbers constantly, and we were able to take some steps up. Half way up the leg we could not only see the leader but had significantly closed the gap between us. Was this really happening? We had passed five boats by the time we were 100 lengths to the finish, including Joel and Bill. Time to cover. 50 lengths, 10 lengths, 5, 3, 1, did we get a gun...BANG! Euphoria overwhelmed us. We finished 4th and knew we'd won. It was the best I've ever felt sailing, especially after feeling dejected on the downwind, only to come back so dramatically.

What an amazing event. I want to thank Mission Bay Yacht Club, their staff, and Lightning Fleet 488 for putting together a fun regatta; all the participants for some very competitive racing; Steve and Jan Davis for use of their boats throughout the summer and for all they've done for sailing in Colorado as well as the Lightning Class; my lovely girlfriend Elizabeth, who just started sailing this summer and loves it, for driving out to San Diego with me and for being her; and finally, Mike Ledger and Ashley Jerman—none of this would have been possible without the two of them. They are great sailors, good friends, and fun to hang out with. I look forward to sailing and sharing stories with them in the future. 'Til then, Shake 'n Bake!



Winners—Nick Farina, Ashley Jerman & Michael Ledger

PRESIDENT'S CUP



Mission Bay Yacht Club

San Diego, California

August 16-18, 2006

Pl	B#	Sail #	Skipper and Crew	14	16	18	20	22	24	
1	3	15103	Nick Farina, Ashley Jerman & Mike Ledger	4	2	1	-9	7	4	18
2	66	14766	Terry Burke, Edd Burke & Bryan Burke	2	10	-15	6	2	1	21
3	69	13991	Joel Humphrey, Molly Hopkins & Jason Hubbard	5	-12	3	5	3	6	22
4	26	15206	William Hofmeister, Ted Chapin & Becca Hofmeister	1	8	-18	3	5	7	24
5	47	14811	Tom Allen, William Hackett & Merlin Green	10	1	-12	1	9	8	29
6	1	14202	Michael Poltorak, Moni Lampe & Cesar Romero	(36 \ OCS)	3	19	4	1	3	30
7	59	10810	Bob Harkrider, Ellie Stone & Jennifer Dewey	8	-13	11	7	10	2	38
8	50	14450	George Francis, Gillian Francis & Courtney O'Connor	3	15	-20	8	4	10	40
9	75	15279	Alan McReynolds, Logan McReynolds & John Atkins	7	4	8	-21	18	11	48
10	96	13896	John De Benedetti, Roger Artigues & David Artigues	11	-14	6	12	8	13	50
11	12	14904	Scott Finkboner, Jennifer Lyons & Jerry Kane	6	7	-17	13	16	9	51
12	10	14881	Dan Egan, Susie Radcliffe & Jay Dieselman	15	-16	5	15	12	5	52
13	20	15241	Pierce Barden, Chip Till & Tommy Van	9	11	4	11	19	(36 \ OCS)	54
14	30	15130	Chris Vann, Len Vann & Joel Vann	13	9	10	-20	14	14	60
15	41	15141	Avis Bridgers, Henry Bridgers & Mike Didyk	14	21	14	-26	6	12	67
16	33	14817	Scott Anderson, Brad Winslett & Amy Williams	12	20	13	10	13	(35 \ DNS)	68
17	74	13308	Bill Buckles, Ed Edgell & Greg Florian	21	5	22	23	11	-26	82
18	60	13806	Clarke Newman, Deanna Newman & Parker Mitchell	23	6	9	-24	21	23	82
19	76	15276	Phillip Lange, Jonathan Lange & Dan Pope	18	19	7	-27	17	25	86
20	24	14658	Paul Gelenitis, Ryan Gelenitis & Kristen Gelenitis	19	(35 \ DNF)	21	14	20	17	91
21	58	14958	Kathy Lindgren, Denise Cornell & Joel Lemahieu	20	(36 \ OCS)	2	17	36 \ OCS	24	99
22	16	14846	Mike Brewer, Richard Brewer & Greg Tondreau	16	24	23	22	-26	15	100
23	4	15004	Reeve Dunne, Dave Pierce & Scott Hathcock	(36 \ DSQ)	17	28	19	22	16	102
24	99	13742	Kenneth Manzoni, Bryan Buffalo & Sandra Sherman	26	28	29	2	(36 \ OCS)	21	106
25	8	10801	Neil Hayes, Carole Fisher & Jan Davis	(31 \ SCP)	23	25	18	15	28	109
26	40	14040	Roger Hicks, Bruce Harrington & Kara Ganter	22	22	-31	16	24	27	111
27	2	14769	Bob Stoller, Mary-Anne Byrne & Bill Cabral	25	18	-30	28	28	22	121
28	49	14308	Dale Bull, Bob Ruane & Ed Mayo	24	26	26	25	-27	20	121
29	38	13860	Dan Gravatt, Donna Collins & Fred Misa	28	25	16	31	23	(35 \ DNF)	123
30	15	14415	George Glenn, Chappy Hopkin & James Glenn	(35 \ DNC)	27	27	29	25	19	127
31	53	15188	Stephen Little, Peter Colantuano & Gus Wirth	27	29	24	30	(36 \ OCS)	18	128
32	86	15220	David Spira, Ryan Flack & Jennifer Armbruster	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	175T
33	89	6983	Bill Neal, Emily Neal & Sarah Neal	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	175T
34	87	15045	Matt Fisher, Ric Bernstein & Doug Nichol	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	(35 \ DNC)	175T

1st



Champions Nick Farina, Ashley Jerman & Michael Ledger