

# ***CHAMPIONSHIPS***

***WORLD  
INTERNATIONAL MASTERS'  
NORTH AMERICAN  
PRESIDENT'S CUP  
JUNIORS' NORTH AMERICAN  
MASTERS' NORTH AMERICAN  
SOUTH AMERICAN  
EUROPEAN  
CANADIAN OPEN***



# WORLD CHAMPIONSHIP

## 2009 WORLD CHAMPIONSHIP

Mallets Bay Yacht Club Fleet 301

Colchester, Vermont USA

September 11-29, 2009

### WORLD CHAMPIONS

Matt Fisher  
Dan Moriarty  
Tobi Moriarty



The 2009 World Championships were held at Mallets Bay Boat Club in Burlington, Vermont, this September. It was undoubtedly one of the best organized, well run Worlds, both on and off the water. Obviously, I am biased, but Bill Fastiggi and his team put together a great event. When we pulled up to the Club, we were greeted by no less than ten people who were untying the mast, pulling off the covers and putting bow numbers on in preparation for measuring. There were activities at the Club nearly every night that were attended by most of the competitors. On the water we had Don Brush as the PRO, and he and his team set good, long courses in what were definitely shifty conditions.

When Jan asked me to write this article, I really wanted to take the approach of highlighting the sailing with our team of me, Dan and Tobi Moriarty and how we approached this event. If that sounds like a long article, count your blessing

that I didn't start 35 years ago with the Worlds in Salinas, Ecuador. I will save you from that but maybe will put that part in the yearbook.

#### 2007/2008

Dan, Tobi and I talked about doing the 2009 Worlds during some downtime in Greece in a 117 degree parking lot. To say that I felt lucky to have teammates like Dan and Tobi lined up two years before the Worlds is an understatement. They are truly outstanding sailors and teammates. They win a lot of regattas with their boat. They kept us organized, pushed for us to sail more regattas together, and raised our speed and ability to a high level that gave us confidence that we could win the Worlds. On the water, there is constant, positive, valuable communication up and downwind.

We then sailed together during the 2008 Midwinters and did well in the windier races, sailing Tobi and Dan's new boat. That was when my dad was pretty sick, and he told Dan that we should win the Worlds. That was somewhat out of character for him, but it has turned into a special moment.

We did several regattas that summer, concluding with the North Americans in Newport. We came close to winning and were very fast in the lighter air races in my boat. We struggled somewhat in the breeze, and that became a focus for us, since we thought that it was more likely to blow in Burlington than not. This past spring at Pymatuning, my brother Greg and Dan returned 15045 to the tuning guide. I have a tendency to drift away from the tuning guide in efforts to keep the mast straight.

#### Sodus Point

The North Americans this year were also a very well run event. Jed Dodge and his team put on a great week, and we finished 5th to Marcus Egan, who wasn't able to make it to the Worlds. We went to Sodus with hopes of sailing in some heavier breeze.

We felt good about Sodus, but it was a difficult regatta. The courses were long—1.5-mile legs which we would see that and more in Vermont—and the shifts were big and lasted at least half of a weather leg. As it turned out, those long shifts were not the case at Vermont, and it took several races at the Worlds to get the urge to go to one side big.

The time between Sodus and Burlington was perfect. Several competitors were unable to do the NAs due to closeness of time off for work or family. We skipped the

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2009 Midwinters and Southern Circuit this year so that we could sail the NAs because we thought it would be good to be in big regatta shape closer to the Worlds. The three weeks in between gave us enough time to recover, but still feel like we just got off the boat when we started sailing again in Burlington.

## Burlington

We arrived the Friday before Sunday's races and got measured and checked in. There was no wind on Saturday, and we had an entertaining Opening Ceremony and watched Tom Allen carry the USA flag in. It was really a neat moment to see.

## Races 1-3

This is not going to be a blow by blow account since I can't remember everything, and what I do remember are just the key highlights. At the NAs at Sodus Point we got great starts. We blew these starts within the first ten minutes of most races, but they were great starts. At the Worlds, the first three races were three of the worst starts I have had in big fleets.

Going to the first race, we drifted for most of the way out. Like clockwork, the breeze came up pretty strong, and we probably started in 15 knots out of the north. We had time to go upwind and were looking for which side was getting the puffs. After a couple recalls, we were in the second row for the start that counted. But we caught a few shifts to get back to round the first mark 10th. Jim Crane, Bill Healy and Jimmy Allen had good first beats and followed Tito around the first mark. By the second time around, the wind had dropped dramatically, and positions 3-10 were very close; we were still about 7th or 8th at the second weather mark. Since the wind was dying, Don Brush smartly finished the fleet downwind. We held out to the right and caught up to the leaders and jibed at the correct time to pass Healy,

Jody Lutz and Dave Peck at the finish line to finish 3rd behind Tito and Jimmy Allen. We were happy and felt very fortunate. The wind shut down completely, and we finished the first day with one race.

I really don't remember the second race other than we struggled and actually gained to finish 13th. I see in the standings that Geoff Becker won, and Larry was 2nd, but we were nowhere near them to see what was going on. I think the third race was potentially the turning point for us—if that can happen this early in the regatta. At the start it was blowing 8-10 out of the northwest. We had another very bad start and actually rounded the first mark 45th, which is not an exaggeration. After I saw David Starck, Allen Terhune and Dave Peck with a huge lead, I will admit, we felt out of it.

We gained quite a few boats on the first lap and rounded the second weather mark about 25th in a dying 5-knot or less breeze. This was a time where we got our act together downwind and caught a lot of boats sailing right down the middle in what turned out to be another well-timed shortened race.

Dan and Tobi are tremendous in many conditions. One of the more trying in any boat is going dead downwind in light air. Dan excels at chute flying in these conditions. He carries the pole a little further back that I am used to, sits in the middle of the boat with both guy and sheet in hand and is constantly telling me we can sail lower, or we have no pressure and to heat it up. In this third race, we sailed right down the middle with Tobi telling us when to jibe to keep us in the puffs and Dan keeping the chute pulling and us going lower and faster than the fleet. We caught up to 9th at the line. We were thrilled.

Now I realize at this point, if you are still reading this article, you are wondering, "how in the heck did these guys win the Worlds?" A couple things. If you look at the scores, many of the "big guys" had one or two big scores, (20th



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or above) after three races, and our boat was only five to six points back of the leader, which I think was Dave Peck at this point. Plus, it really is different to sail a nine-race series; I have never sailed nine races in a Lightning championship—there was a lot of regatta left. We actually felt fortunate. On the last leg of both the first and third races we caught 25 big points. Had we not caught those boats, you would be reading a crisp, articulate article from Dave Starck rather than what you are reading now.

## Races 4–8

The next two days saw very different conditions. The breeze picked up and stayed up, 12-15 out of the NNE. The RC set the legs for 1.75 miles. I don't ever remember Lightning legs that long, but we ended up getting three good races in on Tuesday. For Race 4, we had a mediocre start and felt like we were chasing sides the first beat. We made a major decision to play shifts up the middle until we found a good puff to cross the fleet. This worked, and we had an 8th in the first race, while Dave Starck won, with Tito and Becker behind him. In the 5th race we sailed up the middle of all three weather legs. We were then able to pass a few boats on the last run to round the leeward mark first just in front of Jeff Linton and Dave. We hung on to win the 5th race.

We incorporated a trim that is new for me. I've really only trimmed the backstay to keep it from hitting the main, unless it was blowing 20+. When the wind started picking up above 12, Dan pulled on our backstay several inches. Dan and Tobi had been winning a lot of regattas with this trim, and since the wind was bigger than the waves (pretty flat water), we trimmed hard and it worked.

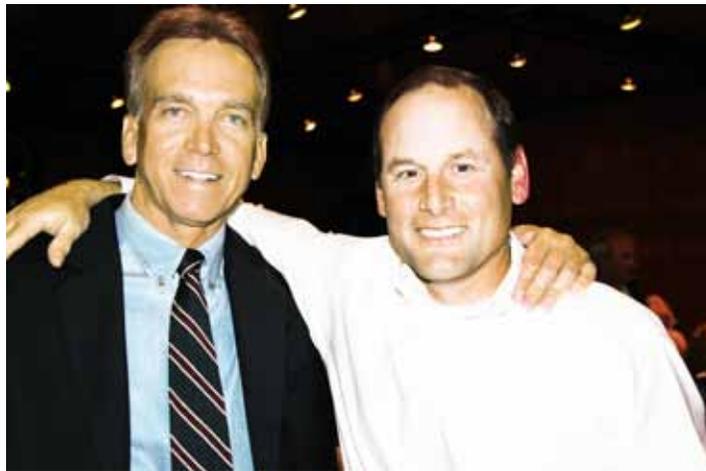
We now felt we were within range of Dave who, with his wife Jody and Ian Jones, was winning big after the 5th race. They looked very fast in the windier conditions by finishing 1st and 2nd in the 4th and 5th races.

The 6th race was late in the day, and the breeze was dying. As I briefly mentioned earlier, some of the big guys had bad races. Dave Starck was over the line in the 2nd race, went back and finished 35th. Tito was DSQ'd and had a 26th in the 2nd and 3rd race. These races obviously came back to haunt both of these guys, but the 6th race hurt Dave, and he had a bad start and finished 13th. We were a good 5th, and Tito was 2nd.

In this 6th race, Justin Coplan and his team of Mike Carney and Danielle Prior won; they really sailed outstandingly. The wind got crazy near the end, and Justin kept his cool, stayed in the lead, and played it perfectly, as he didn't get enticed to a side that at one time looked tempting.

So at the end of the third day and six races, David Starck and his team were ahead of us by three points. I really didn't study the scores, which is somewhat unusual for me, but I knew Jody Lutz and Allen Terhune were close.

The next day, Wednesday, was a big one for us. The wind was still out of the NNE and seemed a little windier, maybe 13–18 mph. The seventh race was WLW, then a triangle. This one triangle was probably talked about more than any



Matt Fisher and David Starck

two legs for the months leading up to the regatta. What actually happened was that the wind had gone right, and the first reach was nearly dead downwind. What stuck out most to me is that Tito went from probably 4th at the weather mark to a distant first at the leeward mark after the reach. He was in a class of his own. Some folks struggled, but it was actually a lot of fun. I don't want to burn up the airwaves and say we should do it again, but the boats are fun on a tight reach. Tito won, Jed Dodge was 2nd, Jody Lutz 3rd, Darrel Peck 4th (he sailed well in a lot of races), Dave 5th and us 6th. Dave tacked on us several times going up the last beat, and at one point I thought he would be 2nd and we would be 5th; but both of us dropped back a little and were 5, 6.

For the seventh race the wind was still up, and we had a great conversation on our boat. There had been one recall, and the leeward end was favored. Dan commented that we should push it at that end since, if we were over the line, we could spin around and restart. I also felt that we should push this start since we needed a top three, and we had a race to give. We would still be in good shape with the regatta even if we had a bad race, but a top three was due. We pushed the start at the leeward end, had a great start, and went left for about two-thirds the way up the beat. We came across the fleet in good shape, and Dave Peck was slightly ahead and lee bowed us. With our new found trim, we stayed with Dave and actually pointed up on him a little. He led at the first mark, but we passed him downwind and won the race by a good distance.

We finished the day with a 6 -1 and now had a five-point lead on team Starck going into the last race and ten points on Tito and his team.

## Lay Day and Last Race

Due to the RC's ability to run two races on Wednesday, instead of using Wednesday as a lay day as originally scheduled, we had a lay day Thursday, with the final race scheduled for Friday. Normally, I am not a big fan of lay days in the middle of events, but this was different. Burlington is a beautiful city, and the surrounding area is an absolutely beautiful part of the country. On Thursday, we slept in and

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then took a drive to Stowe. Then the four of us, Tobi Dan, Lisa and me, drove to the top of Mt. Mansfield, where you can look west and about ten miles away you can see most of Lake Champlain. It was a clear day, and actually very relaxing. At about 4:00 PM, we got back to the Club to clean the bottom and put a new wind indicator at the top of the mast (it broke the day before). Maybe it was coincidental, but there were four teams at the Club: the Starck team, Tito's team, Tom Allen Jr. and our team working on their boats. We were actually moored next to David for six days, so to me this seemed funny. Dave is a very good friend, and it is fun and difficult at the same time to be going head to head into the last race. After enjoying our daily libation in the parking lot of the Club, we headed to downtown Burlington to end the evening having a relaxing dinner with my brother Greg and Joann.

All we heard for Friday's forecast was that it was going to blow 20–30 and be cold. By the time the race was supposed to start, 10:30, the wind had shut down to nothing. A puff would come out of the west, then the south, and then shut down again. The lay day was not a long day. The two-hour delay for the start of the last race was a long day. The wind finally came up with a little more consistency at about noon or 12:30. I was a somewhat concerned that the RC would start as soon as the breeze filled in, but Don Brush and his team waited a good 25–30 minutes for the wind to settle in at about 15 mph out of the north.

By this last race we were pretty confident of our speed, and we didn't care who we started next to. Sometimes in these situations I mess up my own start because I am trying to stay away from the competitor who is closest in points. The conversation on our boat was relatively calm, all things considered. There was one recall; for the start that counted we were in the middle of the line with a great start that was due to Dan getting us on the line. We were two boat lengths below Tito and a little bow ahead. Dave did not have a great start.

We held on starboard for about five minutes and were going well with the boats above us. We got about a 10–15 degree header and tacked and crossed the fleet; Tito and a couple other boats were bow even on port, but we were getting the puffs first as they started coming in from the left. The only boat that looked good to our left was Bill Faude. We were on port for about ten minutes and in that time lifted two to three boat lengths above Tito and pulled four boat lengths ahead. We kept our cool and did acknowledge that things were going OK—without letting our guard down.

Bill Faude, Jared Drake and Brian Taboada, fifteen-year teammates, rounded the first mark first with a good five to eight boat length lead on us in second, and we had at least that much on Tito, who was 3rd. The wind had laid down a little, closer to blowing 10 than 15. We consciously went for the leeward mark. Tito, Ched and a line of boats went high, on a run, and we let them go. That was a mistake, but it wasn't significant yet.

I need to take a timeout to talk about another very cool feature that Bill Fastiggi had for this event. There were mark boats that were recording bow numbers real time, on line. Friends at home could use this feature and get a refreshed screen on the Worlds' web page every fifteen to twenty minutes. In most races this was a great conversation with our friends back home because we gained from the first mark to the finish in each of the first eight races. In this last race, that was not the case. Apparently, it was a distracting day for some of our friends in Ohio. Rob Ruhlman told me a funny story about how he was trying to get reception to keep his iphone refreshed. Even my mom was sitting behind my son, Stuart, while he was following the race on the Internet.

Needless to say, this was the race where we lost boats around the course. It didn't look good on the web, and it didn't feel good either. Tito and Ched passed us before the leeward mark by going to our right downwind, and the wind that was 10 at the weather mark now picked back up to 15 at the leeward mark. It was not at all time to get concerned, since Dave was still back in 25th and Tito had to beat us by ten points. Half way up the beat we were still close to Tito, and we tacked below him by three boats lengths. Like we did to him twenty minutes earlier, Tito lifted off of us by ten to fifteen boat lengths, with more wind. Tito rounded the second weather mark in a close 2nd, and we were now about 5th. Downwind Tito passed Bill Faude to move into first. Then, out of nowhere, Dave came out of 20th at the weather mark, to round even with us at the leeward mark, going up the last beat.

We truly didn't panic, and I'm sure some people thought we were having tough times on the boat. There was one, maybe two, instances where I'm sure I wouldn't want what I said repeated anywhere. Also, the bailing bucket chose this race to position itself near the bailer. I gave it a little kick, which didn't look to cool. But honestly, we were counting boats, and three quarters up the last beat, Dan had us in 8th, with 9th pretty far back. I really didn't think we would lose the regatta, but I was ready for the race to be over. Actually, at the finish line we picked up Bill Healy with his brother Tim and Nicole Breault on the boat, to finish the final race 7th.

In 1979, yes, thirty years ago, the Worlds were in Dallas, which was basically Glen Darden's home club. In the last race he had to put seven boats between him and Bill Shore to win. At the last leeward mark of the last race, Glen was first, we were second, Bill Shore was third, and the four to ten boats were pretty far back. We knew Glen would let us go on to win the race so he could push Bill back. We had no chance of winning the regatta, but were having a good race since it was the first one under 25. Also, my Dad was sailing with me at that time. Glen did an outstanding job on Bill and put the seven boats between him and Bill. We won and actually Glen didn't finish very far behind, and Bill was 8th, I think. The finish line boats went crazy; Glen and his team were screaming, crying; it was cool. It looked like the finish of a college basketball game. A lot of competitors at

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the end of an event want to get away from seeing that. I actually thought it looked like a lot of fun and wanted to do it someday.

When we finished we were thrilled. We hugged, screamed to ourselves, and the sense of relief was beyond anything I can imagine. We have been trying to win this regatta for a long time. In eight Worlds, I think we were in the top five in six of them. I don't mean that arrogantly, but just that sometimes when you are trying hard for something, it almost starts working against you. At the beginning of the regatta, Bill Faude (who was moored to the other side of us) wondered out loud if it would be better to treat the Worlds like a six-day long Red Flannels rather than the pressure of thinking that it is the World Championship. I don't know the answer, but I understand the dilemma. For us, we knew the significance. I will say what helped was through the week was that our confidence was building in our speed and starting, and we actually looked forward to the last race.

It isn't enough to thank Dan and Tobi; they are teammates, and we did this entire twenty-month effort together. They love to sail together; they are outstanding sailors, they talked throughout races and kept our strategy on track—and they are fun 24/7. They complement my style, and all three of us know each other very well. Like I've said earlier, they are each outstanding when they are steering; Dan finished 5th in the NAs before and Tobi has won their Districts.

I have a long list of people to thank; they got us where we are. First is my brother Greg, who has been my best friend, coach, and was a polite re-tuner. He also won some money in the BCC "Worlds Winner" pool, which made me feel good he bet on us. Jim Dressel, one of my dad's best friends and now mine, and one of the best Lightning sailors ever, was one of the people I called each night to give updates. Jim and Nancy are good friends of the family; I started sailing with Jim when I was nine years old.

It wasn't the same not having Rob and Abby Ruhlman at the Worlds. I talked to Rob several times during the week.

They are great friends of Lisa and me, and they are family. Rob and Abby sailed with me fifteen years ago and raised our sailing to a high level. My mom was great in watching Stu so that Lisa could come to Burlington. Stu had a big sailing season this summer, and the conversations I had with him each night were a lot of fun. Words can't describe how much my mom and dad were always great in supporting our sailing. My daughter Amanda was another of our daily cheerleaders and was as happy as we were when we won. It was great to have Lisa at this regatta; she is my soul mate and is part of the team.

I always thought that I would give a witty acceptance talk when/if we won the Worlds. That didn't happen; I was somewhat overwhelmed by the entire evening and some of the things that were said by some of the competitors in the top ten. Also, saying that this would have been special to have my dad there is such an understatement that I feel I need to say something else.

When Greg won the J22 Worlds, almost exactly a year ago, it was very special, and the first thing we discussed was how dad would have reacted. Our dad was our biggest fan, and he really expected us to win. When I say "expected," I don't mean it in a directive football coach way; I mean that is how much he thought of us, and how much confidence he had in us. When we crossed the finish line, he was the first person I thought of, and he was on my mind most of the way in.

When we won the NAs for the first time in Buffalo, dad and I sailed together and his reaction was almost funny; he recounted the scores twice in the five minutes after we crossed the finish line. We stayed up with Greg until 4:00 in the morning at BCC. When we won the Pan-Am Games in Cuba, there were no cell phones back then, no regular phones in Cuba period, and my dad was at the Masters NAs in Newport and read about us winning the gold in the Boston Globe the next morning. I thought that was cool. I don't know where he was when we won in Burlington, but I know he enjoyed it as much as we did.



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## OPENING CEREMONIES



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POS	BOW	NAT	SAIL#	SKIPPER	HOMETOWN	CREW	R1	R2	R3	R4	R5	R6	R7	R8	R9	TO-TAL
							13SEP 1446	14SEP 1301	14SEP 1504	15SEP 1105	15SEP 1301	15SEP 1505	16SEP 1115	16SEP 1320	18SEP 1105	
1	45	USA	15045	Matt Fisher	Westerville, OH	Dan Moriarty, Tobi Moriarty	3	(13)	9	8	1	5	6	1	7	40
2	55	USA	15355	David Starck	Amherst, NY	Jody Starck, Ian Jones	6	(34)	1	1	2	13	5	10	5	43
3	11	CHI	11011	Tito Gonzales	Champa, CL	Diego Gonzales, Cristian Hermann	1	(DSQ)	26	2	6	2	1	5	1	44
4	53	USA	15353	Allan Terhune, Jr.	Arnold, MD	Katie Terhune, Sarah Merganthaller	10	8	3	4	13	3	(20)	6	4	51
5	2	USA	15166	Jody Lutz	Brick, NJ	Jay Lutz, Matt Schon	5	4	10	12	8	16	3	(17)	6	64
6	51	USA	15151	Geoff Becker	Arnold, MD	Dan Rabin, Bill Ward	11	1	11	3	20	29	7	2	(35)	84
7	50	USA	14950	Bill Healy	Niantic, CT	Tim Healy, Nicole Breault	4	7	14	9	14	(41)	9	22	9	88
8	8	USA	15208	Jim Allen	Walled Lake, MI	Ernie Dieball, Brenda Crane	2	(39)	5	16	7	15	33	8	11	97
9	21	USA	14821	Ched Proctor	Southport, CT	Jay Mueller, James Barnash	(30)	3	15	7	16	27	15	3	19	105
10	83	USA	15083	Jeff Linton	Tampa, FL	Amy Smith Linton, Jahn Tihansky	(29)	6	29	23	4	25	8	11	3	109
11	15	USA	15215	David Peck	Old Lyme, CT	Neal Fowler, Debbie Dudas	7	5	2	15	27	(33)	25	7	22	110
12	60	USA	15260	William Faude	Chicago, IL	Jared Drake, Brian Taboada	(35)	28	8	21	21	14	14	4	2	112
13	81	USA	15381	Bill Fastiggi	Winooski, VT	Suzy Coburn, Heather Ambrose	(20)	17	12	20	19	12	11	19	10	120
14	44	USA	14453	Darrell Peck	Gresham, OR	Allison Webber, Lois Parshley	26	18	32	13	10	10	4	(36)	13	126
15	36	USA	14036	Justin Coplan	West Nyack, NY	Mike Carney, Danielle Prior	32	15	(47)	14	18	1	24	14	18	136
16	80	USA	15380	James Crane	Darien, CT	Bill Crane, Steve Keen	23	29	19	6	12	18	(34)	12	27	146
17	88	USA	14688	Brian Hayes Sr.	Milford, CT	Steve Davis, Laura Jeffers	(52)	23	21	10	5	48	19	16	12	154
18	5	CAN	14905	Jamie Allan	Verdun, CA	Jay Deakin, Marc Littee	22	10	13	33	22	(45)	13	24	17	154
19	94	CHI	14794	Cristobal Perez	Santiago, CL	Philipp Goyeneche, Francisco Perez	13	42	4	(46)	15	24	17	23	23	161
20	71	USA	14719	Bill Bogardus	Northford, CT	Jarrett Lynn, Alyson Villano	19	9	20	(42)	11	19	42	38	8	166
21	90	USA	15390	Todd Wake	Sheboygan, WI	Kristine Wake, Matt Burrige	9	36	23	18	9	28	18	34	(48)	175
22	64	USA	15164	Jed Dodge	Pittsford, NY	Bill Dodge, Sarah Costich	(45)	26	27	26	28	4	2	21	44	178
23	66	USA	14866	Bill Mauk	Miami, FL	Vladimir Kulinichenko, Michele Sumpton	14	24	(34)	29	24	11	32	33	21	188
24	9	USA	9	Tom Allen Jr.	Buffalo, NY	Bill Pictor, Sara Paisley	27	31	24	22	37	9	31	9	(39)	190
25	73	ECU	14673	Juan Santos	Guayaquil, EC	Juan Andres Santos, Juan Rafael Santos	12	(DNF)	57	17	3	6	10	35	51	191
26	19	USA	14619	Larry Colantuono	Portsmouth, RI	PJ Schaffer, Ellen Schaffer	8	11	(50)	5	34	47	16	28	46	195
27	46	CAN	15246	Larry MacDonald	Carlisle, CA	Steve Hayden, Adam MacDonald	18	2	(52)	48	32	8	26	13	49	196
28	79	USA	15279	Bob King	Ontario, NY	Steve Cox, Owen MacDonald	(47)	25	40	11	23	30	29	18	26	202
29	86	USA	14786	Jon Schwartz	Lincroft, NJ	Paul Krzinski, Donald Schon	34	32	18	31	33	7	30	(39)	28	213
30	25	USA	15251	Debbie Probst	Fort Wayne, IN	Greg Fisher, Jo Ann Fisher	28	33	33	41	17	21	21	20	(43)	214
31	76	ECU	14676	Carlos Lecaro	Guayaquil, EC	Paco Sola, Jorge Norero	44	12	28	24	26	(52)	22	15	50	221
32	56	CAN	15064	Richard Walsh	Dryden, CA	Alex Cox, Tina Walsh	24	19	6	27	39	(44)	23	43	41	222
33	91	CAN	14591	Alain Boucher	Beaconsfield, CA	Chantal Leger, Terry Line	31	38	16	30	31	(OCS)	12	26	42	226
34	24	USA	15240	Stephen Constants	Annapolis, MD	Todd Johnson, Sarah Evans	48	16	31	19	46	17	(49)	30	20	227
35	75	MEX	14975	Aroldo De Rienzo	Mexico City, MX	Pablo Guzman, Skip Dieball	(DNS)	22	30	32	42	20	45	27	15	233
36	54	USA	15154	Mark Schneider	Riverton, NJ	Josh McCaully, Kathryn Buckley	17	40	25	38	38	(43)	28	25	25	236
37	82	CAN	15082	Michael Holly, Jr.	Beaconsfield, CA	Pat Littee, Marc Robin	39	20	17	39	30	(56)	43	32	24	244
38	48	USA	14548	Jonathan Guth	Baltimore, MD	Peter Rich, Martin Hermida	25	35	7	(53)	36	49	27	31	38	248
39	40	CHI	14740	Victor Lobos	Concepcion, CL	Sebastian Lobos, Cristobal Molina	16	47	22	35	29	39	(DNF)	48	14	250
40	17	CAN	14174	David Sprague	Toronto, CA	Sarah Foscarini, Daniel Sprague	38	30	(43)	34	43	26	35	40	16	262
41	34	USA	15345	John Faus	Harvey Cedars, NJ	Paul Whitesides, Clay Shaner	42	37	37	28	(45)	23	39	42	29	277
42	43	USA	15143	David Helmick	Longwood, FL	Davy Helmick, Carol Stout	40	14	(55)	44	25	54	36	29	47	289
43	7	USA	15111	Gianni Cuccio	Southport, CT	Tom Emch, Adam Lewis	21	21	45	25	35	53	48	41	(DNC)	289
44	4	COL	14704	Santiago Uzcategui	Bogota, CO	Jochen Raute, Johann Uzcategui	43	43	(56)	37	47	34	37	44	36	321
45	95	CHI	14795	Ignacio Perez	Santiago, L	Edmundo Perez, Cristian Perez	46	44	48	36	(49)	22	38	47	45	326
46	31	FIN	15341	Jukka Jaskari	Hollola, FI	Pasi Hannila, Ritta Kangas	51	52	39	40	44	31	44	(54)	40	341
47	1	COL	15401	Gustavo Tamayo	Bogota, CO	Nick Farina, Jimmy Roe	33	27	41	56	40	(59)	41	52	52	342
48	10	AUS	15410	Ian Edwards	Northbridge, AU	Knut Engerbretsen, Rick Rothenbuler	15	50	54	43	51	46	40	53	(55)	352
49	16	CAN	14516	Lorrie Walsh	Thunder Bay, CA	Katrina Oostveen, Tina Corness	(56)	41	35	49	48	42	46	37	56	354
50	78	CAN	14878	Ross Bailey	Thunder Bay, CA	Brian Cox, Kristin Thompson	49	49	42	52	53	40	(55)	45	30	360
51	20	SUI	14520	Jacques Perret	Peseux, CH	Todd Cox, Courtney O'Connor	41	51	51	47	41	(57)	50	49	33	363
52	42	NGR	15421	Michael Barnes	Lagos, NG	Kevin Gosling, Alexander Hayman	37	45	(59)	45	57	36	47	46	54	367
53	52	FIN	15281	Kimmo Aromaa	Vantaa, FI	Pekka Bollstrom, Walteri Karhusaari	36	46	(60)	50	55	37	53	56	37	370
54	38	ECU	14383	Jimmy Pazmino	Guayaquil, EC	Santiago Salem, Mel Keen	(58)	53	46	51	54	35	58	55	32	384
55	14	MEX	11046	Jorge Murrieta W.	Ville de Bravo, MX	Balbino Gallego, Pablo Carvajal	53	56	44	57	52	50	52	(DNF)	34	398
56	41	FIN	15415	Sakira Pesola	Tuusula, FI	Anna Henderson, Pyy Aalto	(59)	55	49	59	59	32	57	57	31	399
57	26	NGR	15326	Gary Schwantz	Lagos, NG	Jacques Schwantz, Richard Leek	57	48	36	55	56	51	54	50	(58)	407
58	69	FIN	15369	Lauri Hemming	Espoo, FI	Laura Hemming, Maria Hemming	55	57	38	58	(60)	38	59	58	57	420
59	74	NGR	15274	Julian Calvin	Wilts, NG	Mikkel Skaalum, Olav Skaalum	50	54	58	(60)	58	58	51	51	53	433
60	3	CHI	15348	Hugo Perrin Costa	Concepcion, CL	Ricardo Gonzalez, Paulo Segura	54	58	53	54	50	55	56	(DNS)	DNC	441

# WORLD CHAMPIONSHIP



World Champions: Matt Fisher, Dan Moriarty, Tobi Moriarty



Runner Up: David Starck, Jody Starck, Ian Jones



Second Runner Up: Tito Gonzales, Cristian Hermann, Diego Gonzales



Third Runner: Up Allan Terhune, Jr, Katie Terhune, Sarah Merganthaller



Fourth Runner: Up Jody Lutz, Jay Lutz, Matt Schon

# WORLD CHAMPIONSHIP

## SPECIAL AWARDS



Dick Fastiggi presenting son Bill Fastiggi with a Class Appreciation Award for serving as Regatta Chair for the 2009 World Championships



Tobi Moriarty receiving the Audrey Matteson Trophy for the highest female finisher



Bill Fastiggi presenting to Hugo Perrin Costa for travelling the farthest to the 2009 World Championships



Pyry Aalto receiving the Kaleigh Wilday Trophy for being the youngest competitor at the Worlds



Geoff Becker, Dan Rabin, Bill Ward receiving the Smither Trophy for the highest finishers who were first-time participants at the Worlds

# WORLD CHAMPIONSHIP

## APPRECIATION AWARDS

- Jim Adams:** Handling Trailers, Storage and Launching  
**Heather Ambrose:** Organizing Boat Charters, Advertising and Sponsors  
**Tim Ambrose:** Organizing Measurement  
**Kika Bronger:** Organizing Registration  
**Don Brush:** Principal Race Officer  
**Suzy Coburn:** Organizing Housing  
**Todd Cox:** Marketing and Writing Articles  
**Bill Fastiggi:** Regatta Chair  
**Dick Fastiggi** —World Championships Organizer  
**Aaron Frank:** Organizing Trophies  
**Mark Gardner:** Creating the Website and Assisting with Boat Charters  
**Lynne Gardner:** Coordinating Volunteers  
**Rod Halsted:** Principal Race Officer  
**Suzanne Hebler:** Creating Merchandise  
**Marilynne Johnson:** Entertainment  
**Janice Lange:** Coordinating Judges  
**David Little:** Creating Banners, Flags and Signs  
**Malletts Bay Boat Club:** Hosting the 2009 Lightning World Championship Regatta  
**Kathy Manning:** Assistant Principal Race Officer and Finishing Boat  
**Alan Ouellette:** Scoring, Writing Press Releases and Daily Blogging  
**Arnie Tran:** Organizing the Grounds  
**Patrick Zachary:** Treasurer and Organizing Boat Storage



# WORLD CHAMPIONSHIP



# WORLD CHAMPIONSHIP



# INTERNATIONAL MASTERS'

## CHAMPIONS

Jim Crane  
Brenda Crane  
Tom Allen, Jr.



The Malletts Bay Boat Club was host to this year's International Masters' Championship, and they lived up to their billing and prior reputation by running a superb regatta. They delivered a beautiful sailing venue comprised of a large, circular bay with a back drop of the rugged Adirondack Mountains to the west and Mount Mansfield, the highest point in Vermont, to the east. The spectacular colors of a Vermont fall had not arrived, but there was a noticeable nip in the air. Without doubt, the setting was spectacular for the thirty-two competitors who arrived to enjoy sailing in this northern clime.

Since sailing in this event, I have competed in two other world championships, and I have to admit that the intricacies of each race have escaped me. This happens when you are over sixty and have sailed in over twenty races following the Masters. However, I'll try and give a summary of my recollections.

The first part of the regatta was sailed in a northerly breeze that had a strength of 10–15 knots and was typical of a shifty northerly. The second half of the regatta experienced a southerly breeze that was quite fresh but died down to a zephyr for the final race. Markedly, this breeze was also highly unstable and, in my opinion, proved to be more unpredictable and frustrating than the northerly. It seemed that no matter what direction the breeze blew from on Malletts Bay, it was capricious at best. There would be velocity changes and thirty-degree shifts on a random basis, and these changes could be very localized. A boat fifty feet from another might experience totally different conditions. To say the least, this caused much anguish and exclamations of, "why me." I'm convinced that this instability was caused by

extremely cold air flowing over the relatively warm waters of the Bay. There was constant vertical mixing that made the shifts totally random, at least for me. This pattern extended right through the open Worlds the following week.

Into this sailing stew thirty-two master competitors fought for six races. Peter Hall, always a superb heavy air sailor, relished the early heavy air, collecting a 1, 2, 1 in the first three races. The Crane team, comprised of my brother-in-law, Tom Allen, and Brenda, my wife, hung in with a 2,3,2. Bill Mauk didn't give up anything with his lighter crew, compiling a 4,1,3. Recollections of other competitors are vague, although I still have visions of Jim Carson powering away from us on occasion with superior heavy air boat speed! But in essence, the Mauk, Hall and Crane boats seemed destined to have a match race. And, in fact, that is how it turned out.

In Races 4 and 5, in a lighter southerly breeze, Peter Hall slipped with finishes of 4, 7. Bill Mauk, in top form, had a 1, 2, and we stayed close with a 3, 1. Doing the math, after five races, Bill Mauk had 11 points, we had 11 points as well, and Peter Hall had a total of 15. At best, the various permutations and combinations of these scores proved problematic for the Crane boat when a throwout was put into the mix. Since Bill Mauk had two firsts to our one in the first five races, if we both tanked in the last race, he would win. If we had a 1 and he had a 2, we would still be tied after a throwout. After the tie breaker, I believe, the win would go to us. We would both have the same number of firsts and seconds, but we would have two thirds to his one. We would also have beaten him in four out of the six races. If we finished second in the last race and he was third, we would tie on points, but he would win because of his two firsts. If we finished worse than third, he would win regardless of his final finish. Meanwhile, Peter Hall still had a chance of winning if everything fell his way, but it was Bill Mauk's regatta to lose.



# INTERNATIONAL MASTERS'



The last race started in the standard shifty southerly. After a poor start, we found ourselves positioned on the wrong side of the predominant shift and sailing well back in the fleet. Bill and Peter were far ahead of us throughout the race and at the last gate. I am sure they felt we were no longer an issue. We had to get up to first or second to have a shot at winning the regatta, and something seriously unexpected had to happen to make this possible. As we passed the last gate, from our perspective, Bill appeared to be focused on tacking on Peter, and they drifted to the left side of the course in a match race. This left the right side of the course totally open to us.

With nothing to lose, we headed to the right side of the course in a dying breeze. In this direction a point of land extended into the Bay, and it appeared that small puffs of air were coming off this promontory. Seeing this, we began short tacking up the right side of the course, trying to stay in

each new streak of air. This strategy began paying huge dividends, and we quickly started passing boats. On top of the increased velocity, the wind veered to the right, and we had a spectacular angle into the finish. As lady luck would have it, we were able to cross the fleet and win the race. Bill and Peter, committed to the left, had their worst finishes of the regatta. While the Crane team celebrated its win, we knew that our victory was totally dependent upon the whimsy of Malletts Bay. Every dog has his day, and we just had ours.

The International Masters' Championship is all about the people, and while we were competing in a sailboat race, the camaraderie of seeing old friends doing something we all love made for the real joy in this event. This is a regatta where everyone wins, and I'm sure this is echoed by all the competitors at the Masters. A big thank you to the folks at Malletts Bay for running the event and making us all feel welcome.



# INTERNATIONAL MASTERS'



POS	NAT	SAIL#	SKIPPER	CREW	R1	R2	R3	R4	R5	R6	TOTAL
					9/9 1105	9/9 1305	9/10 1105	9/10 1300	9/11 1150	9/11 1417	
1	USA	15380	James Crane	Brenda Crane, Tom Allen Jr.	2	(3)	2	3	1	1	9
2	USA	14866	Bill Mauk	Vladimir Kulinichenko, Michele Sumpton	4	1	3	1	2	(18)	11
3	CAN	15210	Peter Hall	Jay Deakin, Ched Proctor	1	2	1	4	7	(22)	15
4	USA	15255	Richard Hallagan	Hendrix Ten Eyck, John Steiner	6	4	5	(10)	4	7	26
5	USA	14417	Don Barrett	Donna Barrett, George Wiedermann	5	7	(8)	8	5	3	28
6	USA	15122	Jim Carson	Ryan Stagaard, Donnie Schon	9	6	7	2	(22)	11	35
7	USA	15206	William Hofmeister	John McCree, Bruce Richards	11	5	4	7	(18)	8	35
8	USA	15246	William Neal	Lynnie Neal, Larry MacDonald, Jr.	3	8	14	6	8	(24)	39
9	USA	11346	Kip Hamblet	Rob Ruhlman, Abby Ruhlman	(17)	10	13	11	3	12	49
10	USA	15405	David Spira	Randy Shore, James Gardner	7	19	6	5	(26)	15	52
11	USA	14688	Georges Peter	Laura Jeffers, CH Ritt	(13)	13	11	13	9	6	52
12	USA	14446	Stuart Nickerson	Kurt Kling, Ann Brush	10	9	9	12	12	(14)	52
13	USA	15130	Chris Vann	Tom Emch, Tiffany Skinner	8	16	10	21	(29)	5	60
14	USA	14520	Todd Cox	Alan Baker, Russell Robinson	(18)	18	16	16	6	9	65
15	USA	14654	A Sterling Bush	Robert Bush, Allison Stevens	(27)	24	19	9	14	4	70
16	USA	15272	Mark Grinder	Mark Dadd, Kelly Papke	12	14	12	15	(31)	17	70
17	USA	14667	Bob Shapiro	Jim Lerner, Jeff Baker	19	22	(24)	19	11	2	73
18	USA	13726	Bill Buckles	Greg Florian, Ed Edgell	15	11	15	22	10	(26)	73
19	USA	14321	Jack Jones	Alberto Gonzales, Tom Doran	16	15	(23)	23	17	10	81
20	USA	14073	Gary Hurban	Joan Hurban, Laura Johnson	20	12	18	17	24	(27)	91
21	USA	15055	Hugh Hutchison	Marc Venables, Tom Heilmann	14	21	(22)	20	20	19	94
22	USA	15356	Judith Hanlon	Rachel Avenia-Prol, Dean Bell	23	23	(26)	18	13	21	98
23	AUS	15410	Ian Edwards	Gary Schwantz, Knut Engerbretsen	21	28	27	14	15	(29)	105
24	USA	15368	David Little	Bob Astrove, Laurie Duncan	(28)	20	21	25	21	20	107
25	USA	14525	John Bates	Trevor Prior, Gary Hoffer	24	25	20	24	16	(30)	109
26	USA	15237	Mark Gardner	Marilynne Johnson, Erik Johnson	22	17	17	26	(DNC)	DNC	115
27	USA	14680	William Killebrew	Mike Osborne, Kathy Osborne	25	26	(29)	27	28	13	119
28	USA	15346	Michael Hecker	Gary Reinheimer, Tom Crosby	(29)	27	25	28	25	16	121
29	USA	14926	Dwight Gertz	Jeanine Carlson, Art Cunningham	(30)	29	30	30	19	28	136
30	USA	14955	Richard Guy Corcoran	Richard Garr Cororan, Amos Shepard	(32)	30	32	31	23	25	141
31	USA	14876	Janice Lange	Tori Pesek, Mike Dewane	31	(32)	28	32	30	23	144
32	USA	11136	John Hughes	Eric Schulz, Rick Heath	26	(31)	31	29	27	31	144

# INTERNATIONAL MASTERS'



Champions: James Crane, Tom Allen, Jr. , Brenda Crane



Runner-up: Bill Mauk, Vladimir Kulinichenko, Michele Sumpton



Second Runner-up: Peter Hall, Ched Proctor, Jay Deakin

# INTERNATIONAL MASTERS'



# INTERNATIONAL MASTERS'



# ***NORTH AMERICAN CHAMPIONSHIP***

## ***2009 NORTH AMERICAN CHAMPIONSHIP***

Sodus Bay Yacht Club  
Sodus Bay, New York  
August 11–12, 2009

### ***CHAMPIONS***

Marcus Eagan  
Kippy Chamberlain  
John Bowden



First, we have to say thanks to Sodus Bay Yacht Club. What a great regatta! Everyone was helpful and welcoming. The group on shore was like a well oiled machine—trailers were ready at the hoist and cold beer was flowing right after the races. The Race Committee must be given high marks for their sound judgment and execution throughout the series. They ran great races, got us in before the rain, and kept the faith when it looked like the breeze was going to be a no-show.

Thank you also to the Lightning class. From Day 1, we have felt welcomed and encouraged. The hospitality and kindness of the individuals and families within this great one-design class has made a lasting impression upon us. It is a class with a rich history, and we believe that its unique attitude of inclusiveness will ensure its continued strength into the future.

The Lightning 2009 North American Championships started out with a light air qualifying series. It provided some badly needed practice for us—all season we had been sail-

ing in strong breeze. The Race Committee did a great job of getting in races and dodging storms. We sailed three good races and wound up winning the qualifying series, which every sailor knows is bad luck.

The Championship races Tuesday started with decent breeze, sunshine and steep chop. Right away we felt the curse of winning the qualifying series was upon us. We had bad starts and could not find clear air for most of the two races. The steep chop with only moderate breeze was yet another new condition for us, and we were struggling with how to make the boat move upwind. We were able to salvage our two races with strong sailing in the second halves of each race; but it was obvious that we had some work to do if we were going to stay in the top pack.

Wednesday started with lighter breeze and sharp chop. The curse of the qualifying series continued. The up-wind pounding and the fierce competition for clear air were taking their toll on our boat morale. Everyone seemed to be faster, smarter, and generally better looking than us. After a tough third race, we regrouped, laid out a game plan and decided to stick to it. It was another tough race, but we were able to work our way into the top five during the first beat. We gained the lead on the second beat and kept it through the finish. Finally, we had our win.



# NORTH AMERICAN CHAMPIONSHIP



The last day of sailing promised to be interesting. The scores were very close between the top six or seven boats. Again, we devised a plan and pledged to stick to it. We were able to win the first race of the day. For the final race, it would be a battle between us, Geoff Becker, Alberto Gonzalez, and Allen Terhune, with Matt Fisher and the rest of the top ten ready to mix it up. At the end of the last run we were even with Becker for the lead, Gonzalez was close behind, along with the rest of the top ten. We rounded the left gate mark, Becker rounded the right. The fleet was not going to make this easy, as boats started getting to the right of us, and Becker kept playing the left side. We did our best to balance the two sides of the course. In the end, we were able to cross the line in first. A few boats slipped

ahead of Alberto and Becker. Our fatigued brains did the math and figured we had won. During the sail one of us asked the other two, "If I had told you yesterday after that third race that we were gonna win this regatta, would you have believed me?" The unanimous answer: "No! I would have called you crazy."

Suffice to say, the Lighting North American Championship is a very hard regatta to win. The competitors are knowledgeable, talented, and skilled. We are glad to be a part of such a great class. It was fun to see faces that have become familiar to us, and we were happy to make some new friends as well. Thanks again to SBYC for a great regatta.

Good luck to everyone for the rest of the sailing season.



# NORTH AMERICAN CHAMPIONSHIP

POS	SKIPPER	CREW	CREW	BOW	TOTAL	R1	R2	R4	R5	R7	R7
1	Marcus Eagan	Kippy Chamberlain	John Bowden	57	19	6	10	(13)	1	1	1
2	Geoff Becker	Bill Ward	Dan Rabin	4	21	12	2	1	2	(16)	4
3	Alberto Gonzalez	Christian Herman	Diego Gonzalez	85	21	2	3	(18)	7	2	7
4	Allan Terhune	Katie Terhune	Sarah Mergenthaler	68	29	1	5	4	10	(15)	9
5	Matt Fisher	Tobi Moriarty	Dan Moriarty	3	32	3	9	(14)	5	13	2
6	Ched Proctor	James Barnash	Jay Mueller	41	42	11	(16)	5	8	6	12
7	Jeff Linton	Dave Clement	Amy Smith Linton	67	43	4	1	21	3	(22)	14
8	Bill Fastiggi	Kolby Kruger	Suzy Coburn	50	43	14	4	9	6	(18)	10
9	Steve Hayden	Barr Batzer	Jeffrey Hayden	69	47	7	11	2	(25)	10	17
10	Jed Dodge	Sarah Costich	Bill Dodge	75	49	18	(25)	6	16	3	6
11	Todd Wake	Lynelle Reak	Kristine Wake	44	60	17	(22)	19	11	8	5
12	Bill Healy	Nicole Breault	Tim Healy	82	61	9	15	3	(33)	23	11
13	Brian Hayes	Christine Maloney	Laura Jeffers	27	63	21	8	10	(22)	5	19
14	David Peck	Sarah Peck	Neal Fowler	16	70	(27)	6	25	9	14	16
15	Ryan Ruhlman	Martha Fisher	Nick Turney	43	71	5	12	(30)	27	9	18
16	Jamie Allan	Marc Littee	Jay Deakin	70	74	13	7	17	15	(30)	22
17	Jody Starck	Skip Dieball	Tom Stark	11	75	(24)	24	23	18	7	3
18	Thomas Allen	Karl Allen	Shelby Allen	9	77	10	18	(33)	24	12	13
19	Joshua Goldman	Laura Johnson	Todd Johnson	51	81	(35)	19	20	4	17	21
20	Tim Scanlon	Beck Scanlon	Candy Neville	19	83	23	30	11	(31)	11	8
21	Rob Ruhlman	Dave Werley	Abby Ruhlman	42	85	8	14	15	19	(31)	29
22	Robert Wardwell	Danielle Powers	Mike Healy	30	91	(29)	27	8	13	28	15
23	Mike Holly	Patrick Littee	Marc Robin	71	94	31	(33)	22	12	4	25
24	Daniel Pope	J.J. Pope	Jonathan Pope	15	95	22	13	16	23	21	(26)
25	Jon Schwartz	Don Schon	Paul Krzenski	38	105	15	17	28	26	19	(33)
26	Richard Walsh	Alex Cox	Tina Walsh	58	108	20	21	26	17	24	(30)
27	Richard Hallagan	Hendrix Ten Eyck	John Steiner	79	115	(33)	31	7	32	25	20
28	Darrell Peck	Allison Webber	Tanya Haddad	61	117	25	20	(29)	28	20	24
29	Dan Thompson	Austin Kana	James Landi	49	126	30	(32)	12	21	32	31
30	Debbie Probst	Abbie Probst	Tanner Probst	59	127	19	29	24	(30)	27	28
31	Bob Harkrider	Eli Putnam	Marcus Moelhman	40	130	32	26	(35)	20	29	23
32	Bill Mauk	Michele Sumpton	Vladimir Kulinechenk	81	138	16	28	31	(37q)	36f	27
33	James Carson	Dave Thompson	Dave Ruitter	22	140	34	(35)	32	14	26	34
34	Kirk Reynolds	Logan McReynolds	Jerad Shepard	20	141	26	23	27	29	(36c)	36c
35	Philip Lange	Lori Foster	Alister Thomson	6	161	28	(34)	34	34	33	32



# NORTH AMERICAN CHAMPIONSHIP



Champions: Marcus Eagan, Kippy Chamberlain, John Bowden



Runner-up: Geoff Becker (had to leave for airport prior to awards),  
Bill Ward, Dan Rabin



2nd Runner-up: Tito Gonzalez, Christian Herman, Diego Gonzalez

# PRESIDENT'S CUP

## CHAMPIONS

Justin Coplan  
Alex Feldman  
Mike Carney



It's hard to think of a week in the summer that I look forward to more than that time in August for the Lightning North Americans. This summer I had been sailing with Mike Carney and Alex Feldman, and we were pumped to head up to Sodus. We had had good success as a team, and I knew Mike would be good for local knowledge of bars in the area, as Sodus was the stomping ground of his youth. I knew we had it made when we arrived late Friday night to find our cottage was walking distance from the yacht club, with a bar in between.

There isn't much you can do about an OCS in the qualifiers without a drop, but we did the best we could to put that behind us going into the President's Cup and do our best to figure out this summer Lake Ontario sailing.



**Day One** brought us a beautiful ten to twelve knot westerly—a welcome step up from what we had seen during the qualifiers. We found ourselves sailing a beautiful groove all day. In the first race we bailed out onto port very quickly after a dismal start. We started heading out to the right side on a nice lefty. Halfway up the first beat we began working back towards the middle of the course, with the entire fleet sitting in our main window. We rounded the top mark in first, with a solid lead, and spent the rest of the race using that lead to stay in front of Dave Helmick.

Race Two began with a solid start, and we worked our way up the middle playing the shifts in the lead to the top mark, again with George Harrington right behind us. The next two legs we spent playing back and forth with George, and by the next time round the windward mark, we had managed to put a comfortable distance between the two of us. We turned back into our conservative mode of holding off the fleet. It is a great feeling to win both races on the first day of the series, but there were still four more races to go.

**Day Two** began with an hour postponement ashore, waiting for the breeze to fill in. After an hour the Race Committee towed us out to the lake and posted a further postponement, with promises of wind to come. Eventually, a light breeze filled in from the north, and the races were started. While Day One belonged to me, Day Two would definitely go to Eric Johnson. We started Race Three winning the pin and playing up the course for spots of pressure and reached the windward mark in second, just behind Dick Moyer and just ahead of John Faus. However, going up the second beat Eric worked into the right side and found something fast out there, picking up the entire fleet. He would go on to win the race, followed by James Taylor, who was extremely speedy on the last run.

# PRESIDENT'S CUP



I can't speak much of Race Four, save that Eric won that one as well. I found myself late for the start and playing an unsuccessful game of catch up. After two days Bob King led with 22 points after sailing the most consistently, and Eric Johnson and I were tied for second with 26 points. The racing had suddenly gotten a lot closer.

**Day Three** was do or die. We had already sailed a throw out, and the pressure was on. There was a ten-knot breeze, and we went into the fifth race feeling good. With a beautiful start and a careful eye for the shifts coming down the course, we found ourselves doing what we did best and leading the fleet by the top mark. With not much else to do, we sailed conservatively and won the race ahead of James Taylor and Bob King.

Going into the final race after the throw out, we had a five-point lead on both Bob King and Eric Johnson. We stuck to our same game plan and felt very good sailing up the middle left—until we found most of the fleet to the right of us sailing a really hot righty and no opportunities for us

to work back to the right. We rounded the top mark deep and looked up in frustration as Bob King's bright blue boat was undoubtedly up in the top five. Well, it was finally time to make good on the gigantic courses we'd been sailing all week and put the five miles of race course we had left to good work. It was slow daunting work, but we managed to slowly pick up boats here and there, and by the next windward mark, we could start counting the boats between Bob and us again. After the second run, going into the final beat, we had the magic number of four boats between us, just enough to tie him and win the series. The final beat became interesting, as we kept picking off boats and found ourselves threatening to pass Bob. Bill Johns won the race, but it was a photo finish between Bob and myself, with the race going to Bob. Bob took second in the series, and Eric Johnson took third. It was very exciting sailing!

It was a fantastic week of sailing and fun. At every regatta the Race Committee gets thanked and their share of applause; we're all grateful for what they do. But the Sodus Race Committee performed well above and beyond what is par. They did a fantastic job getting starts off, marks moved, and fair races run. Great job! Thanks also go out to everyone who organized and helped run this year's NAs for doing a wonderful job. See you on the water!



# PRESIDENT'S CUP

POS	SKIPPER	CREW	CREW	BOW	TOTAL	R1	R2	R3	R4	R5	R6
1	Justin Coplan	Alex Feldman	Mike Carney	83	13	1	1	7	(17)	1	3
2	Bob King	Bill Stuart	Bill Healy	46	17	(10)	2	3	7	3	2
3	Eric Johnson	John Pearce	Todd Whitehead	52	22	(20)	3	1	1	10	7
4	James Taylor	Carl Taylor	George Auer	34	30	(15)	6	2	8	2	12
5	David Helmick	Scott Ewing	Joe Kolisch	35	32	2	(17)	9	5	8	8
6	John Faus	Tyler Menninger	Clay Shaner	17	33	(26)	9	5	3	12	4
7	Tommy Meric	Cindy Stieffel	Thomas Meric	56	43	4	11	16	6	6	(18)
8	Bob Bush	Ben Craig	Sterling Bush	10	44	3	15	6	15	5	(21)
9	Bill Johns	David Maier	Kenny Fourspring	12	47	(29)	7	12	20	7	1
10	Charles Wardwell	Danielle Prior	Colin Bedell	29	50	16	4	(21)	9	11	10
11	Alan McReynolds	John Atkins	Mike Elmergreen	84	51	(21)	13	19	2	4	13
12	Becca Hofmeister	Mandy Hofmeister	William Hofmeister	5	58	(27)	8	13	4	16	17
13	Lorrie Walsh	Tina Corness	Katrina Oostveen	54	58	11	(31)	11	21	9	6
14	Henry McCray	Ervin Jeffers	Nick Ellyn	72	61	8	(20)	15	10	17	11
15	Richard Moyer	John Depenbrock	Helen Moyer	18	65	18	14	4	(27)	24	5
16	Brad Wagnon	Stewart Fossceco	Bryan Bahler	48	66	7	16	8	(23)	19	16
17	George Harrington	Eric Burdge	Art Guerrera	21	74	13	5	17	(26)	13	26
18	Patrick Phelan	Jason Phelan	Brian Phelan	36	80	17	10	10	16	(27)	27
19	James Morton	Jay Greenfield	Kyle Fast	23	88	6	(24)	24	18	21	19
20	Landy Atkinson	Gordon Wright	Jillian Dart	14	90	9	(28)	18	25	14	24
21	Stephen Cox	Peter Hale	Mark Grinder	63	91	(28)	19	22	13	28	9
22	Gustavo Tamayo	Adriana Garcia	Javier Delgado	66	99	5	23	23	19	(29)	29
23	Joan Hurban	Ann	Peter Jadrosich	8	100	24	12	(26)	24	26	14
24	Gary Hurban		Gary Offer	7	102	(22)	22	20	22	18	20
25	Nabeel Alsalam	Stafano Le Leo	Craig Huzway	25	105	25	27	14	14	25	(28)
26	Aroldo De Rienzo	Pablo Guzman	Luis M Gerard	2	108	14	21	25	(30)	23	25
27	Graham Leonard	Andy Leonard	Eliza Pope-Collins	13	109	(30)	30	30	12	15	22
28	Jessica Lombard	Caroline Trottier	Stephanie Boucher	47	111	(31)	18	27	29	22	15
29	Bill Cabrall	Jenii Bernett	Raeyane Farrell	1	115	19	25	(28)	28	20	23
30	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	119	23	26	29	11	(30)	30
31	Chris LaBorde	Mary Schmid	Duane Hatch	62	136	12	29	(32c)	32c	31	32c



# PRESIDENT'S CUP



Champions: Justin Coplan, Alex Feldman, Mike Carney



Runner-up: Bob King, Bill Stuart, Bill Healy



2nd Runner-up: Eric Johnson, John Pearce, Todd Whitehead

# AWARDS

## Steketee Award



The Buffalo Canoe Club was awarded the Steketee for their outstanding Junior Program, accepting on behalf of the BCC, Karl Allan

## Thermis Trophy



The highest finisher in the Championship Fleet who has never qualified before: Tim Scanlan

## Jack Elfman Trophy



The highest finishing Master who also competed in the Masters NA Championship Regatta: Dick Hallagan

## Fallon Trophy



The last boat to qualify into the Championship Fleet: Debbie Probst, Abbie Probst, Tanner Probst

## Kaleigh Wilday Trophy



The youngest competitors: awarded to both Jeffrey Hayden and Tanner Probst

## Swanson Trophy



To promote and encourage women skippers: Becca Hofmeister

## Colin Park Awards



For the highest finishing married couple in each fleet: Allan and Katie Terhune, Bob and Sterling Bush

## Fleet 36 Award



For the highest placing Junior skipper: Becca Hofmeister, with crew mom and dad

## McDermott Trophy

For the most improved from 2007-2008 qualifying series—24 places Richard Walsh, not present to accept

## APPRECIATION AWARDS

**Tom Knapp:** NA Regatta Chairman

**Ed St George:** NA Regatta Co-Chair and RC Chairman

**Alys Klingenberg:** NA Regatta CoChair

**Wayne Bretsch:** Principal Race Officer

**Debbie Probst:** 2009 VP Boat Grant Program.

**Bill Neal:** Donation of Trophies to the ILCA for North Americans and Worlds

**Gary Jobson:** Honored guest and Opening Ceremonies Speaker

**Michael Shults**

**Dan Hollands**

**Mike Healy**

**Bill Dodge**

**Jed Dodge**

**Bud Seymour**

**John Atkins**

**Nina Le Frois**

**Pam Hatch**

**Shelli Fitzsimmons**

**Jan Crum**

**Jeanne Knapp**

# ***NORTH AMERICAN CHAMPIONSHIP***



# NORTH AMERICAN CHAMPIONSHIP



# WJM NORTH AMERICAN CHAMPIONSHIP

## 2009 WOMEN'S, JUNIORS' AND MASTERS' NORTH AMERICAN CHAMPIONSHIP

Sodus Bay Yacht Club  
Sodus Bay, New York  
August 5–7, 2009

### JUNIORS' CHAMPIONS

Connor Godfrey  
Griffin Orr  
John Ring



Although the weather may not have been perfect for the North Americans, conditions for the Junior North Americans, sailed August 5–7, at Sodus, New York, could not have been better. Competitors enjoyed three straight days of steady winds, ranging from 8 to about 23 knots, wonderful hospitality from the Sodus Bay Yacht Club, terrific race administration, and all-in-all, a great regatta.

On the first day of the event, we awoke to strong wind and big waves—definitely fun, but not favorable to the under 375-pound team of myself, Henry “Super-J” Ring and Griffin Orr. We got out early, and it was still a thrill cruising downwind in the waves with the chute up before most boats were even launched. The racing was a blast, and all of the competitors got some amazing downhill rides on the surf.

In the heavy air that dominated the first couple of days of the event, Tim Werley and his team were really fast. By the end of day two, Team Werley had a lead on the competition. But Connor Mangan, Ian Moriary, Will Tyner and my team were all close behind.

On Day Three, the wind calmed to 8–12 knots, and as the day went on, the scores only got tighter. Going into the last of the nine races of the regatta, we found ourselves in a three-way tie for first with the Werley and Mangan teams, and team Moriary was only a couple of points behind. We knew we were in for a tough race.

With input from my excellent team, Henry and Griffin, we agreed that the oscillating breeze was in a left phase and hoped for a righty. Even though the pin seemed a little favored, we started at the boat, then split with the fleet to go further right. On several occasions Griffin had to calm me down and refocus me as I second guessed our plan. Luckily, we stuck to our plan, and to our delight, we guessed the correct side of the course. And as we approached windward mark, we found ourselves a few boat lengths ahead of the fleet.

We managed to hold our lead downwind, but disaster nearly struck as we reached the leeward mark. As we rounded, a clevis pin fell out of the gooseneck, sending our boom across the boat. The guys tried to fix it as I tried to concentrate on making the boat go upwind. The competition was getting closer by the second. Griffin and Super-J managed to jury rig something for a couple of minutes (I’m not sure exactly what, but it seemed to involve the Tacktick compass). But as we tacked, to our amazement, we found the clevis pin had been saved from falling into the lake by the shroud, as it balanced precariously on the edge of the deck. We hoped to reinsert it, until we realized that the gooseneck had bent. Fortunately, this was no problem for aptly named Super-J who, with a good, hard punch, not to mention some bloody knuckles, managed to make the gooseneck as good as new. Somehow, we hung on to our narrow lead and crossed the finish line just ahead of the Moriary and Mangan teams.

Congratulations are due to the competitors who all sailed a great and fair regatta. And thanks are due to everyone at Sodus and all of the volunteers who helped to run such a great, fun event, to my dad for his endless support (not to mention new boat), and to my outstanding team. We’re looking forward to representing the United States, along with team Mangan (and hopefully, team Moriary), in the Junior Worlds in Salinas, Ecuador, next summer.

Thank you, I look forward to seeing you all next year!

# WJM NORTH AMERICAN CHAMPIONSHIP

POS	SKIPPER	CREW	CREW	BOW	TTL	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	Connor Godfrey	Giffin Orr	John Ring	33	25	2	4	(7)	4	5	5	2	2	1
2	Connor Mangan	Jeffrey Markarian	Lauren Jones	39	27	6	1	2	(9)	2	6	3	4	3
3	Ian Moriarty	Caleb Leonard	Bryan Burke	48	30	4	3	(18q)	1	3	8	1	8	2
4	Tim Werley	Samantha Maras	Beth Werley	38	33	1	2	(18q)	3	1	1	6	10	9
5	Jason Lutz	Timmy Crann	Jillian Lutz	37	40	5	7	3	7	7	4	(9)	3	4
6	Will Tyner	Reese Wilkins	Nick Cumbie	44	44	3	6	1	6	(12)	2	4	12	10
7	AJ Murphy	John King	Robert Hoffman	78	48	(11)	9	5	2	6	10	7	1	8
8	Joy MacDonald	Kathryn Moloney	Maddie Waldron	47	49	7	5	4	5	4	9	10	5	(12)
9	Adam MacDonald	Daniel Robinson	Sam Jones	36	51	8	8	6	(12)	8	3	5	6	7
10	Merritt Moran	Brendan Cook	Nick Sertl	50	72	9	(12)	8	8	10	11	12	9	5
11	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	85	(17c)	10	9	10	11	12	11	7	15
12	Collin Kirby	Chloe Constants	Danielle Prior	53	87	10	11	11	(14)	14	13	8	14	6
13	Timothy Wright	Jake Robbins	Lindsay Wright	55	95	(17c)	17s	10	11	9	7	14	16	11
14	Christine Maloney	Kayla Oak	Julianne MacDonald	51	112	12	13	12	15	15	(16)	16	15	14
15	Ryan Palm	Brenden Dickerson	Katie Gentsch	46	115	(17c)	17c	17c	13	13	15	13	11	16
16	John Buzzell	Grant Gefell	Justin Reisch	45	121	(17c)	17c	17c	16	16	14	15	13	13



Jim Carson presenting the Carson Award to Junior Champions:  
Connor Godfrey, Griffin Orr, John Ring



Runner-up: Connor Mangan, Jeffrey Markarian, Lauren Jones



2nd Runner-up: Ian Moriarty, Caleb Leonard, Bryan Burke

# MASTERS' NORTH AMERICAN

## MASTERS' CHAMPIONS

Terry Burke  
Dan Moriarty  
Tobi Moriarty



Up until June, I was up in the air about attending this year's North Americans. The small company I work for was bought by one of largest companies in the world. We are middle of integration, and I did not want to be out of the office for a long time. In the back of my mind I was considering doing the Masters because I just turned 55 this year and had always been fascinated with this event. I had crewed in the 2007 Masters on the Potomac with Frank Gallagher, but my appearance there was something to do while I was taking our fleet's local junior team to the Juniors'. At the same time Dan Moriarty had decided that he was going to take this year's junior team to the Juniors' NAs by way of the Buffalo Canoe Club's Junior Youth Invitational that was being held the weekend before. He had already made arrangements for housing. He was going to be taking his boat because it was going to be sailed by Matt Fisher with Dan and Tobi Moriarty for the NAs. Prior to this event, this team sailed the Canadian Open with Matt's boat, then leaving the boat at the BCC. Matt had preferred that the juniors race his boat, leaving Dan and Tobi's boat for the NAs and ultimately the Worlds (the main goal for them). One can easily see that this was turning into a logistical nightmare.

Sometime in the first part of June, I talked to Dan about the plans for the junior team since it involved my son. I told him that I could not do the NAs but I was considering the Masters. As it was turning out, he was going to be with the junior team in Sodus Point with two boats. Early the next week, Dan talked to Tobi to see if she had interest in doing the Masters and whether the event would fit into her

already tight vacation schedule. The sun, the moon and all the stars aligned—Tobi was in. Here I was being offered to sail one of the fastest Lightnings with one of the best teams out there; it was an offer I could not pass up. The the adventure was put into motion. Dan, I and the junior team would head off to the BCC for their junior event. I planned on hanging around on the beach there, but ended up being teamed up with Birdie Worley to run the mark set. It was a great time. The boys learned a lot from this event and helped them enormously for the Juniors'. Then it was off the Masters!

I had never been to Sodus Point. I had never sailed on Lake Ontario. I did not have a clue what to expect. I had no idea that Ontario was so deep. I grew up in Chicago racing on Lightnings. Certainly, Lake Michigan can get the big rollers, but generally only from the NE and only occasionally. Sodus Point suddenly became more imposing when ever the winds came up anywhere from NE to NW, but I am getting ahead of myself.

My immediate impression of Sodus Point was the beautiful location. The small vacation cottage town was perfect. Dan found a three bedroom PINK lakeside cottage, highly visibly from the race course. We showed up on Monday afternoon. Monday was supposed to be an open day; however, the extremely efficient measurement team was there to practice measuring. They ended up measuring all those boats that arrived early. I discovered that Masters arrive early to events. I fit right in. Ever use a front loader to lift a double rig off the lower trailer?? I never saw it done before, but that is what the creative Sodus hosts thought of since their tall hoist was being used for measurement. By Monday afternoon, we were ready to go—only had to wait until Tuesday night late for Tobi and my wife to fly in.

Early Wednesday morning, I was rumbled out of my bed at 3:00 AM by a big thunderstorm. In the morning, the cold front moved through. From the porch of our cottage, I could see the big waves breaking on the beach one hundred feet away. The white caps were out and the lake was frothing. Surf's up! Race day had arrived, and out we went with all the other Master and Junior teams in a stiff northwest breeze. My plan for doing this event was that I was going to steer the boat as fast as I could and leave the tactics and positioning on the water to my team mates. My recollections of the racing at this Masters' event reflect that strategy. My goal was to have a good time, do reasonably well and more importantly, make sure to stay out of trouble. I did not want to see any damage to a borrowed boat that was continuing on to the NAs.

# MASTERS' NORTH AMERICAN

## Wednesday Race 1 and 2:

The big wave sea conditions greeted us as we sailed on to Ontario. The wind was blowing out of the northwest at 12 to 18 knots, with maybe some higher puffs. My plan for starting was to find a clean place in the middle of the line and go. We were pretty successful doing this in nearly every race of the event. For most of the regatta, my team mates kept me on the left side of the course. The left side seemed to pay off more often than not. The big thing that I had to adjust to was the wave action. It is not something I deal with on Lake Carlyle. Furthermore, I am sailing on a boat with a different cut of sails, and it all felt very disconcerting. The big waves coming off the lake did not match the wind direction moving more down the shore. Starboard tack was like climbing mountains, followed by the need to keep from sticking the boat into the next wave or pounding the bottom in the trough. We rounded the first mark amongst the top of the fleet, though I did not know who most of the competitors were yet. The first downwind leg was very nerve racking to me, but again because of seamanship reasons. It was blowing pretty good. The following surf made steering the boat a challenge and I did not want to tip over! It took a few jibes before I felt a little confidence. We held our own downwind and blazed upwind pretty much the entire day. As the day wore on I started putting faces to the bow numbers; 81—Bill Mauk, 72—Peter Hall, 22—Jim Carson, 79—Dick Hallagan, 11—Ed Roseberry became familiar sights for these two races and throughout the event. In the end, our team won both races of the day, but it was all pretty close. When the dust settled it was Peter Hall with a 2 and 4 in 2nd place and a large pack of boats with 10 to 14 points, many with a low and high score that could present a problem.

## Thursday Race 3 and 4:

The wave action was definitely down Thursday morning when I looked out our cottage door. We obviously had a great day on Wednesday, but with the outlook of more moderate wind and with a tight pack of boats right behind us in the standings, anything could happen. The trip out to the race course reinforced some of my thoughts. The wind was still blowing basically out of the northwest at 8 to 12 knots. The seas were still there, but not as monster-like as we found on Wednesday. In Race 3, we had another reasonably good start. Our boat speed was good, but not breakaway. We rounded in the top third of the fleet. Amazingly, I felt we had a little more unexpected speed downwind. This race was really Bill Mauk's, with Ed Roseberry, Jr. close back. We worked our way up to third, with the grandmaster Jim Carson just behind. Unbeknownst to us, Peter Hall, our main contender going into the day, was OCS. It was looking like Bill Mauk was the one we needed to track. Race 4, a five legger, started out pretty much like Race 3, and we found ourselves positioned in similar fashion. But on the second upwind leg, we went out farther right than ever before. The winds strengthened to the point where it was back up to 18 knots+ we had had on Wednesday. We moved up the fleet rounding the second weather mark in 3rd or 4th behind Bill Mauk and Dick Hallagan and amongst Bill Cabrall, Jim Carson and Mark Fleckenstein. At the bottom of the leg we rounded right behind Bill and Dick. We tacked on to starboard as soon as we could. In the fresher breeze, the boat was on fire. We decided to engage Mauk. And engage we did—each time we tacked in close proximity we gained a little. In the end, Bill disengaged and we won this one. Bill Mauk and Dick Hallagan finished right behind.



# MASTERS' NORTH AMERICAN



## Friday Race 5 and 6:

I awoke Friday to see wind direction, speed and wave action being very similar to the previous two days. The wind actually died a little. Race 5 was started with wind strength more in the 7 to 10 knot range that really favored the only one that could overcome our lead going into the day—Bill Mauk. We had not yet sailed a throw-out race. Bill had a 9th in Race 1. Race 5, a four legger, moved along for us very similar to Race 3. We had good but not dominate boat speed. We rounded the first weather mark in the top third, but we had our work cut out for us if we wanted to make it a short day. Again I felt we had better than expected speed going downwind. Peter Hall was the leader pretty much from start to finish, with Bill Mauk right behind. We had been moving up in the fleet and positioned ourselves in 3rd, but fighting to maintain this slot with Jim Carson especially as the wind lessened throughout the race. We rounded the second weather mark right with Carson. Peter Hall was in the lead, with Mauk doing everything he could do to get the lead away from Hall.

As the leg progressed, we solidified our third-place finish, and Hall held back Mauk. Dan, Tobi and I recalculated the regatta—we were pretty sure we had won. I sailed around for awhile and decided to pass Bill to see his reaction. He confirmed it. We decided to not sail Race 6. It looked like a close affair with Bill Mauk hanging on to his 2nd place finish and Peter Hall close behind.

The 2009 Juniors' and Masters' events were about as good as it gets, both on and off the water. The RC work was impeccable. The competition was keen amongst the Masters, of which I seemed like a junior member. The guy/gals who ran the ATV and logistics for the boat/trailer movement have to be congratulated in getting the boats in and out of the water fast. Our junior team that we were supporting, consisting of Ian Moriarty (Dan's son and skipper), Bryan Burke (my son) and Caleb Leonard, also had an excellent regatta and hope to go to Ecuador next summer. They were a distraction for us since we were consistently looking up the race course.

POS	SKIPPER	CREW	CREW	BOW	TTL	R1	R2	R3	R4	R5	R6	R7	R8
1	Terry Burke	Dan Moriarty	Tobi Moriarty	3	9	1	1		3	1		3	(24c)
2	Bill Mauk	April Richards	Vladimir Kulinechenko	81	14	3	(9)		1	2		2	6
3	Peter Hall	David Burchfiel	Cedric Audette-Campbell	72	16	2	4		(25q)	7		1	2
4	James Carson	Dave Thompson	Dave Ruitter	22	24	(9)	5		4	6		5	4
5	Richard Hallagan	Mary Lou Carlucci	Alister Thomson	79	26	8	2		8	3		(13)	5
6	Ed Roseberry Jr.	Monica Jones	Peter Godfrey	11	29	4	7		2	(9)		9	7
7	Donald Barrett	Dave Dickerson	Donna Barrett	71	29	10	6		6	(13)		4	3
8	Gary Hurban	Mel Keem	Mike Carney	7	32	6	8		9	(12)		8	1
9	Bill Cabrall	Rebecca Espinosa	Norm Jarvis	1	40	11	(15)		11	4		6	8
10	Federico Meira	Peter King	Alex King	70	44	12	(14)		7	8		7	10
11	Mark Fleckenstein	Rebecca Dickerson	Clay Murphy	76	47	7	12		(14)	5		14	9
12	Joan Hurban	John Bloom	Gary Hoffer	8	49	5	11		10	11		12	(19)
13	Fisk Hayden	Page Fagan	Bill Dodge	69	55	(24c)	13		5	10		15	12
14	Jack Jones	Barbara Hill	Anne Kearney	4	67	13	3		17	16		(18)	18
15	Jonathan Lange	Alexandra Lange	Philip Lange	6	68	14	10		14	(18)		17	13
16	John Atkins	Erin McReynolds	Alan McReynolds	84	71	(24c)	24c		12	14		10	11
17	Sterling Bush	John Steiner	Pam Murphy	10	77	16	(17)		15	15		16	15
18	Jesse Miller	Byrne O'Brien	Virginia Miller	73	82	17	16		16	17		(19)	16
19	Daniel Parietti	Ann Beck	Eric Beck	83	88	20	18		13	20		(21)	17
20	Jim Eagan	Susan Eagan	James Eagan	60	92	19	(24c)		24f	24c		11	14
21	Rod Hayes	John Sauter	Bob Fugler	31	95	15	20		18	21		(24f)	21
22	Karen Dial	Diana Wisley	Kathy Gaddy	52	95	18	19		19	19		(20)	20
23	Nancy Ghertner	Jeanette Little	Allison Stevens	77	120	(24c)	24c		24f	24c		24c	24c

# MASTERS' NORTH AMERICAN



Champions: Terry Burke, Dan Moriarty, Tobi Morarity



Runner-up: Bill Mauk, Vladimir Kulinichenko, April Richards

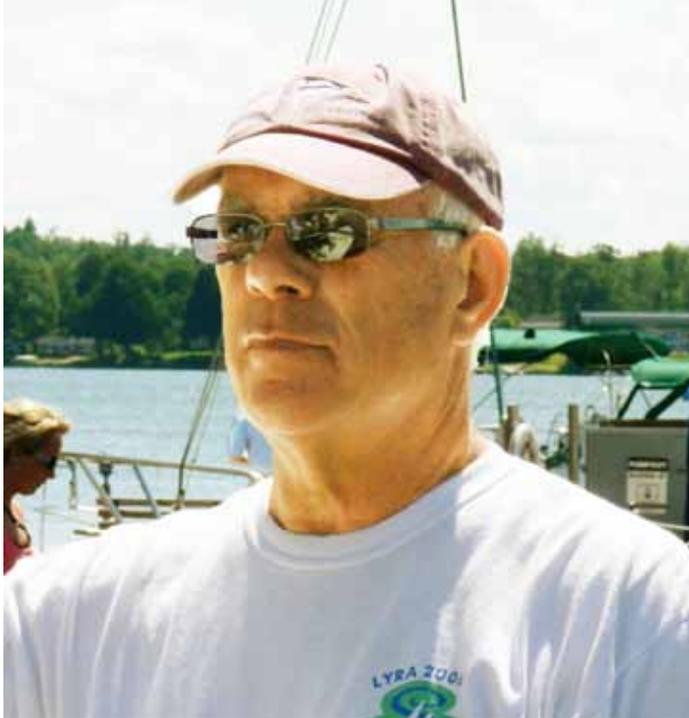


2nd Runner-up: Peter Hall, David Burchfield, Cedric Audetter-Campbell

# JUNIORS' / MASTERS' NORTH AMERICAN



# JUNIORS' / MASTERS' NORTH AMERICAN



# ***SOUTH AMERICAN CHAMPIONSHIP***

## ***2009 SOUTH AMERICAN CHAMPIONSHIP***

Club de Yates Marina Pingueral  
Concepcion, Chile  
December 2–7, 2009

### ***CHAMPIONS***

Alberto González  
Cristian Herman  
Diego González



This year the South American Championship was held at Marina Pingueral, hosted by Fleet 514 of Concepcion and the Chilean Lightning Class, in the waters of Coliumo bay. The setting for this year's Championship was perfect. After a great qualifying series in which eighteen local boats took part, the Chilean boats were defined, joining the eight international crews, totaling twenty-five boats on the starting line.

This was a very special regatta because along with the usual South American countries, Brazil, Argentina, Ecuador and Colombia, we had Mexico as an invited guest. Aroldo de Rienzo from Mexico, a long time sailor but new to the Class, flew down to Chile with Skip Dieball and Bryan Bahler, putting the North American touch to the fleet. Having twenty-five boats racing at a South American Championship hasn't happened for a while, and is proof that the Class is regaining strength in the area, especially in Chile.

On Saturday, December 4, the first three races took place in 8–16 knots of southerly winds. Though having some trouble in the first race, Tito Gonzalez took the second race and never looked back, showing impressive speed and dominating the fleet.

On Sunday, the winds were lighter and came from the north, with a little bit of current—conditions that really demanded a lot from the teams. Tito again took the honors in both races, and the battle for 2nd place was contested by teams from Brazil, Caio Suarez and Thomas Sumner, and the local crew of Sebastian Castaño.

On the final day Monday we had perfect sailing conditions, sunny, 8–12 knots of wind from the south west. Here again Tito took the 6th race, and thus was able to head for the beer early, not having to sail the 7th race. The racing was completed with Sebastian Castaño from Chile winning the last race.

After the regatta, the crews joined at the beach bar for a barbecue and awards ceremony. After this, the usual Pingueral style party started with no other than a concert from the Rolling Stones. Actually they are called Hot Stones, but after a beer or two the singer looked just like Mike Jagger, and the music sounded great. The Lightning Class again showed everybody how to party and closed the bar around 6:00 AM...the party was over, but not for long. In 2010 the South Americans will be held in Ecuador, and everybody is looking forward to it.



# SOUTH AMERICAN CHAMPIONSHIP

POS	Nº PROA	NACIONALIDAD	Nº VELA	TIMONEL	TRIPULANTES	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	13	CHI	11011	Alberto González	Cristian Herman Diego González	4	1	1	3	1	1	(DNS)	37.0	11.0
2	21	BRA	15333	Thomas Sammer	Felipe Brito Felipe Gil	(14)	4	3	1	6	9	3	40.0	26.0
3	28	BRA	14203	Caio Suarez	Roberto Marinelli Sidney Bloch	7	2	2	7	4	(14)	8	44.0	30.0
4	09	CHI	14742	Sebastian Castaño	Juan Eduardo Reid Jaime Cases	13	(20)	5	9	2	2	1	52.0	32.0
5	11	CHI	15252	Felipe Robles	Andres Guevara Pablo Lorca	(15)	3	10	10	3	6	2	49.0	34.0
6	27	CHI	14794	Cristobal Perez	Phillipp Goyeneche Pablo Cerna	(11)	7	9	2	7	8	4	48.0	37.0
7	04	CHI	14709	Cristian Barahona	Cristian Barahona F. Patricio Flores	6	8	7	5	9	4	(12)	51.0	39.0
8	38	ECU	14673	Juan Santos	Juan Andres Santos Oscar Viteri	10	(13)	4	6	5	7	9	54.0	41.0
9	70	CHI	14454	Gustavo Boetsch	Juan Pablo Aldea Francisco Sepúlveda	5	6	6	11	(22)	11	7	68.0	46.0
10	05	CHI	14740	Victor Lobos	Cristobal Molina Sebastián Lobos	1	12	18	13	(20)	3	5	72.0	52.0
11	08	CHI	14795	Ignacio Perez	Edmundo Perez Andres Perez	3	5	11	(21)	8	12	18	78.0	57.0
12	20	ARG	11037	Roberto Ricoveri	Gabriel Berberion Lucas Authier	2	11	8	14	(15)	13	11	74.0	59.0
13	02	COL	15401	Gustavo Tamayo	Pedro Latiff Javier Delgado	9	9	13	4	14	(16)	13	78.0	62.0
14	15	MEX	15348	Aroldo de Rienzo	Skip Dieball Bryan Bahler	12	10	15	8	10	15	(OCS)	97.0	70.0
15	18	ECU	14379	Justus Klemperer	Jaime Calderon Santiago Garcia	8	14	(23)	15	18	10	6	94.0	71.0
16	10	CHI	14295	Angel Fantuzzi	Manuel Jose León Alberto González P.	(21)	18	12	17	13	5	10	96.0	75.0
17	23	CHI	14307	Jorge Salgado	Daniel Salgado Roberto Caballero	17	(19)	14	12	17	18	14	111.0	92.0
18	01	CHI	14787	Enrique Ulloa	Manuel Ulloa Alvaro Varela	(DSQ)	15	22	20	11	17	16	128.0	101.0
19	06	CHI	14293	Maria Arcos	Danae Skemiotis Theodoro Skemiotis	16	22	20	16	12	(23)	19	128.0	105.0
20	55	CHI	14791	Martin Armstrong	Julián Espinoza Jorge Bachmann	19	16	(24)	18	16	22	15	130.0	106.0
21	30	CHI	14947	Gonzalo Barahona	Fernando González Pablo Barahona	18	23	(25)	23	19	20	17	145.0	120.0
22	40	CHI	14768	Pablo Ugarte	Josip Cettarimich Juan Pablo Rojas	20	(24)	16	19	21	24	23	147.0	123.0
23	22	CHI	14609	Martin Andrade	Andres Gomez Ignacio Perez	25	17	21	25	(25)	21	21	152.0	127.0
24	37	CHI	14355	Andres Daroch	Miguel Osorio Pedro Osorio	(DSQ)	25	19	22	23	19	20	155.0	128.0
25	12	CHI	12680	Harold Novoa	Rene Contreras Hernan Henríquez	22	21	17	(DSQ)	24	25	22	158.0	131.0



# EUROPEAN CHAMPIONSHIP

## 2009 EUROPEAN CHAMPIONSHIP

Circolo Velico Marsala

Marsala, Italy

June 27–July 3, 2009

### CHAMPIONS

Urs Wyler

Gilbert Durr

David Durr



# EUROPEAN CHAMPIONSHIP



POS	SAIL#	NAME	TOTAL	R1	R2	R3	R4	R5	R6
1	SVI 13790	Wylers Urs, Durr Gilbert, Durr David	12,0	3	4	2	4	2	1
2	ITA 13706	Giacalone Roberto, Prinzivalli Pasquale, Maggio Guglielmo	13,0	(5)	2	1	5	1	4
3	ITA 15013	Bonanno Ignazio, Linares Francesco, Scontrino Simone	17,0	2	(6)	3	3	3	6
4	FIN 15369	Hemming Lauri, Varheenmaa Hanna, Varheenmaa Antti	18,0	1	3	(11)	7	4	3
5	ITA 13462	Reina Stefano, Tripoli Pietro, Di Benedetto Antonino	21,0	4	9	4	2	(ocs)	2
6	SVI 14530	Perret Jacques, Cudia Josi, Cristaldi Angelo	27,0	(10)	1	5	10	6	5
7	ITA 14102	Messina Alessandro, Crucitti Roberto, Crucitti Marco	32,0	6	8	10	1	(ocs)	7
8	ITA 13878	Sammartano Pietro, Spano' Enrico, Ottovoggio Sandro	36,0	(13)	7	7	8	5	9
9	FIN 15281	Aromaa Kimmo, Aromaa Pirita E., Aromaa Mika	37,0	7	5	6	(11)	8	11
10	NGR 15267	King Kevin, Schuantz Gavy, Leek Richard	41,0	9	(10)	9	6	9	8
11	ITA 13346	Roccheggianni Bruno, Heclman Marc, Bozzi Renzo	43,0	8	11	8	9	7	(12)
12	ITA 13823	Pellegrino Giovanni, Aloia Andrea, Martinez Ernesto	59,0	11	(15)	14	14	10	10
13	FIN 15331	Pesola Sakari, Ingelius Mika, Aalto Matti	62,0	12	14	(15)	12	11	13
14	FIN 14534	Aalto Esko, Aalto Sari, Aalto Pyry	65,0	(15)	13	12	13	13	14
15	ITA 1	Forgione Mario, Pelosi Danilo, Montaini Tiberio	66,0	14	12	13	15	12	(dns)
16	ITA 13266	Vargas Giuseppe, Gallotta Giovanni, Gallotta	88,0	(dnf)	16	dnf	dnf	dnf	dnf
17	ITA 14361	De Marco Eugenio, Messina Vito, De Marco	88,0	16	(dnf)	dnf	dnf	dnf	dnf

Primi Tre Campionato Europeo:

Wylers (Svizzera)

Giacalone (Italia - Circolo Velico Marsala)

Bonanno (Italia - Marina Militare)

Primi Tre Campionato Europeo

Giacalone (Italia - Circolo Velico Marsala)

Bonanno (Italia - Marina Militare)

Reina Stefano (Italia - Circolo Velico Marsala)

# CANADIAN OPEN

## 2009 CANADIAN OPEN

Buffalo Canoe Club  
Point Abino, Canada  
July 11–12, 2009

### CHAMPIONS

Ched Proctor  
Jay Mueller  
Jim Barnash



We all like to go Lightning sailing at Buffalo Canoe Club for different reasons. I personally like the nice southwest breezes with the totally Lightning-oriented relaxed atmosphere. We showed up on Friday at the delightful Buffalo Canoe Club. The hope was to get some good practice and tuning against some of the fast teams that were there. Unfortunately, there was no wind, so we watched Jim play tennis with the local pro and Adam Probst. The wind did not disappoint for the weekend though, as we had three great races both days. Courses were twice around windward leeward with downwind finishes. The last race each day was five legs. I think these downwind finishes make a lot of sense. Saturday AM was also delayed as we waited for some thunder squalls to pass through.

When we got on the water, we enjoyed another squall, but, fortunately, the Race Committee was not deterred from keeping us on the water.

We ended up sailing three races in a delightful southwest breeze. In the first race we were initially able to get the jump

at the weather mark and led down the run. At the leeward mark Matt Fisher closed in considerably, as we screwed up. We went around the right (looking downwind) mark and continued for a few lengths to clear spinnakers. Matt tacked right around the mark on to port tack. The wind phased back to the right, and this put Matt ahead; David was putting on a strong bid from the left side. We held him off to finish second, while Matt took the win by a couple of lengths.

In the second race, Class newcomer Marcus Eagan took the win. In the third race we found some shifts that were to our liking, to gain a small lead at the top mark. As the wind had shifted left, we were able to defend and hang on for the win, as David ground down Jim Allen to take second. The party in the boathouse on Saturday night was delightful. It was a great dinner, and Lake Erie provided a lovely backdrop to chat.

Sunday morning looked to be light from the southwest with several big shifts as we tuned up. It settled in pretty nicely though. There were several big shifts that made it tricky. The first one of the line was a significant left shift. We started near the weather end but had two boats on our hip that didn't want to let us tack to port. So we were behind and had to scramble. We started to get back into it near the top of the beat. The fleet was tightly packed. On the second beat things got really tight, with some big shifts to make it interesting. We experienced one auto tack shift that had us nearly swimming. We struggled to an eighth place finish which ended up being our throw out.

In Race 5 we were able to hold the lead at every mark, but on the run to the finish the family team of Larry, Joy and Adam MacDonald ran us down just before the finish. This left us with a four-point lead over David.

The last race was easily won by Tom Allen, assisted by his son Karl. We started poorly in the second row with David right under us. Fortunately, we were able to tack into a very nice lane and sail back into contention. David was pinned from tacking, and when he did, he took our stern to get to right. Since the right never came in, we were able to get between David and the next mark, which is where we sailed the race.

This was a great event well run by the group at the Canoe Club, and I look forward to the next opportunity to race Lightnings there again.

# CANADIAN OPEN

POS	SAIL#	SKIPPER	CREW	R1	R2	R3	R4	R5	R6	TOTAL	NET
1	14821	Ched Proctor	Jay Mueller & Jim Barnash	2	3	1	8	2	3	19	11
2	15355	David Starck	Jody Starck & Ian Jones	3	2	2	5	6	11	29	18
3	15393	Marcus Eagan	Marc Eagan & Kippy Chamberlain	4	1	5	9	5	5	29	20
4	15164	Jed Dodge	Bill Dodge & Sarah Costich	5	6	10	3	4	8	36	26
5	14905	Jamie Allan	Jay Deakin & Marc Littee	36/ DNF	7	6	1	3	10	63	27
6	15208	Jim Allen	Ernie Dieball & Jacqueline Dieball	7	5	3	14	12	4	45	31
7	15045	Matt Fisher/Dan Moriarity	Tobie Moriarity & Monica Jones	1	8	36/ DNF	4	8	12	69	33
8	9	Thomas Allen	Karl Allen, Bill Pictor & Hanna S.	6	4	25	7	18	1	61	36
9	15181	Debbie Probst	John Fisher & Greg Fisher	11	9	17	2	13	14	66	49
10	15246	Larry MacDonald	Joy MacDonald & Adam MacDonald	28	19	15	10	1	9	82	54
11	15064	Richard Walsh	Tina Walsh & Alex Cox	10	10	12	15	7	24	78	54
12	15082	Michael Holly Jr.	Pat Littee & Will Hall	16	11	13	19	10	6	75	56
13	15339	Warren Emblidge	Jack O'Donnell & Brian Starck	26	14	8	11	9	15	83	57
14	15279	Bob King	Bill Stewart & Mike Healy	9	12	9	13	15	17	75	58
15	1490	Alain Boucher	Terry Line & Chantal Leger	14	15	4	25	17	18	93	68
16	15272	Mark Grinder	Bill Neal & Matt Franzek	8	16	14	17	21	13	89	68
17	15406	Austin Kana	James Landi & Josh Parks	12	20	11	22	11	16	92	70
18	14174	David Sprague	Dan Sprague & Sara Foscarini	20	13	7	18	16	21	95	74
19	15193	Sam Padnos	Phillip Norris & Josh Padnos	23	23	19	20	19	2	106	83
20	14249	George Sipel	Jeff Hagman & Christine Moloney	15	18	16	16	22	23	110	87
21	15412	Tim Scanlon	Emily Moloney & Julie-Ann MacDonald	22	21	24	6	25	20	118	93
22	15399	Tom Starck	Scott Ikle & Martha Barrett	36/ DNS	36 / DNS	28	12	14	7	133	97
23	15257	Maegan Ruhlman	Maddie Waldron & Kathryn Moloney	13	27	18	24	24	19	125	98
24	14672	Connor Mangan	Jeffrey Markarian & Lauren Jones	18	22	21	21	30	25	137	107
25	14416	Peter Godfrey	Connor Godfrey & Griffin Orr	25	17	23	27	29	22	143	114
26	14516	Lorrie Walsh	Katrina Oostveen & Tina Corness	21	24	22	23	26	28	144	116
27	14580	Steve Cox	Larissa Cox & Mark Dadd	24	25	20	26	31	29	155	124
28	15276	Philip Lange	Alistar Thomson & Alexandra Lange	19	28	27	29	28	30	161	131
29	1524	Tim (TJ) Wright	Sam Jones & Lindsay Wriht	29	31	26	31	20	27	164	133
30	14261	Ed Roseberry	Erin Gregory & Rachel Moloney	17	36 / DNF	36/ DNF	28	27	26	170	134
31	15387	Graham Leonard	Ben Leonard & Eliza Pope-Collins	27	26	31	30	32	31	177	145
32	15103	Jessica Lombard	Stephanie Boucher & Caroline Trottier	31	29	29	33	33	32	187	154
33	14572	David Fedak	Jake Robbins & Jeff Robbins	30	30	30	32	34	33	189	155
34	15284	Dick Aubrecht		36 / DNS	36 / DNS	36 DNS	34	23	36 / DNS	201	165
35	14630	Ainsley Thomson	Andy Peck & Alex Steo	36/ DNS	36/ DNS	32	35	36/ DNS	36 / DNS	211	175



Top Canadian Finishers: Jamie Allan, Jay Deakin, Marc Littee

# CANADIAN OPEN

