

# 1989 Junior North American Championship

by Sean Fidler

The 1989 Junior Championships were sailed at North Cape Yacht Club on August 7-11. Seventeen boats competed in the event which was sailed in moderate to light conditions about one mile off shore.

The crew, Chris Decker (middle), Eric Deeds (bowman), and I thought we should go a day early to practice. The sailing conditions were great! As a team we needed practice, since this was our first time sailing together. It blew 20-30 knots and turned out to be a wild ride. We felt our speed was good but when we got in, referred to the tuning guide and made some necessary adjustments. The next day we measured in and practiced some more then returned home for a good night's sleep.

**Race 1** — The wind was light out of the SW. We managed a nice clear air start. After talking to the locals and learning that the thermal comes out of the SE, we decided to sail the left side of the course, hoping to gain some sort of advantage. Unfortunately the wind went slightly right and we reached the mark a disappointing 7th, behind Sipel who was faster out of the left corner. Then we simply fought back to third, while Vanderhorst passed Millar for the win.

**Race 2** — The wind freshened to 10-15 knots out of the S-SW. At the start we won the favored pin-end. We finally tacked to cover the fleet who had begun to tack to the right side of the course. There were two boats that looked noticeably faster than the rest, one of which was Sipel. They were both ahead and to leeward and when they tacked they looked good, so we tacked, hoping to be faster or for a favorable lift to cross them later. We were slightly faster but a persistent shift was on their side. Finally, the wind came back enough for us to tack and barely cross on port. When across, we tacked to cover and had a five boat-length lead at the windward mark. We worked well as a team and Chris' excellent spinnaker trim opened up a ten boat-length lead at the jibe mark. By the leeward mark it was a comfortable fifteen boat-lengths. We covered for the win.

**Race 3** — The wind was very light, 3-5 knots from the south. We started poorly, but had great speed. We were trying to stay in phase when Eric noticed a problem. Not only were we well back in the pack but, some boats behind and to the left of us were on a big lift. We tacked immediately hoping to find the shift before the leaders. At the windward mark the Masters' Fleet, who had started ahead of the Juniors, were arriving at the same time due to this massive shift. This made for an interesting mark rounding to say the least. We arrived in sixth place with Ned Roseberry in the lead. Sipel was just ahead and both Vanderhorst and Collins were behind. We barely held them off at the jibe mark. Collins jibed with Sipel to the inside. We just sailed off on starboard tack with the running spinnaker looking for position on Millar and Thomas. At the leeward mark we had an inside overlap on Millar and Thomas but Scott Collins, from Canada, poured it on from what seemed to be way back to gain inside rights on us. The course was shortened and with Masters everywhere it was a hard windward leg. We were happy to finish fourth with Roseberry hanging on for the win, followed by Collins, then Vanderhorst.



Photo credit: Jack Tibbs

**Race 4** — We had a poor start and were forced off to the right. The leaders went further to the left and made out with a small lift and better wind velocity. We reached the weather mark a disappointing ninth. The reaches were trains and we rounded the bottom pin with no change. The second beat ended with again no change as we got out of phase close to the pin trying to get back in the race. The reaches ended with us glued to ninth as Millar would not let us pass without ending up in China. We had managed to close the gap with the boats ahead as we rounded. Vanderhorst was in second with Collins way in the lead. We needed a miracle to get back in the race. We needed to pass lots of boats, quickly. The leaders went left, Sipel and I went right, hard. We were both sailing fast in good air but I needed what we all have needed when you hit the corner, that wonderful little thing called a header. It came. Sipel tacked, I tacked to loosely cover. After we tacked, we were lifted further and were looking good. We crossed just ahead of what was the fifth place boat and again tacked to cover the boats we worked so hard to catch. Ned Roseberry was covering pretty lightly so we waited for a header and tacked away. He came back with us a little but tacked away to consolidate the other boats. Again a header and we were tacking for the finish knowing that Ned was coming back on a nice header. It was just enough so that we had to bear off a little and when he tacked we were able to beat him to the line, two boat lengths ahead. We were very excited to come back from eighth place to fourth in one very tricky leg. Collins won by a mile, followed by Vanderhorst and Tom Degan of Florida. After this exhausting day, Vanderhorst now lurked only one point behind in the standings.

**Race 5** — We knew what we needed to do, beat Vanderhorst! At first it seemed as if we were off the hook and we wouldn't sail, but the wind came up with 40 min. (yes, I remembered it down to the minute!) left for the time limit.

The wind was 5-10 knots out of the East. We stayed near Vanderhorst before the start so we could be sure to start near him. At the gun, Vanderhorst was two boats to windward with Roseberry between us. We all were fast, but in about 1/4 mile Roseberry was pointing very high and began to pinch off Vanderhorst who was falling back. He tacked away to clear his air. We quickly tacked to cover. After a couple hundred yards we came to a five degree header and tacked to avoid giving up distance to Vanderhorst. He kept going. We then played the shifts up the left side of the course. We passed Roseberry and were looking good. Meanwhile, Vanderhorst was on his way back from the far right corner and looked good for a while but had less wind and we crossed him by fifty yards. We covered him tightly and tried to keep ahead of Roseberry and Millar as well. We succeeded and had a ten boat-length lead at the windward mark. The fleet went high down the reaches and we gained slightly by sailing low and fast. Up the second beat, we covered Vanderhorst loosely while trying to keep our lead. Roseberry was coming on until we finally got to the mark. We again were very fast down the reaches working as a team. After another perfect jibe, the course was shortened. Just one leg to the finish. My crew and I were silent until the finish. We had won. What a relief, it was over. The celebration began, immediately.

This year the Junior fleet had many excellent sailors, a few were: Ned Roseberry, winner last year in San Diego, Scott Collins, Greg Millar, Tom Starck, George Sipel, my long time competition and good friend from Michigan in his first

Junior Lightning Championship, and Sjoerd-Jan Vanderhorst, the Runner-Up. They all were capable of winning. We were proud to have won in that tough competition.

We want to thank North Cape for hosting an excellent regatta. Also, I want to thank my father, Bob Fidler, for his support and the Lightning Class for its support of Junior Sailing by the sponsorship of this Championship. This is something I will never forget. Special thanks are in order for Pontiac Yacht Club, home of the largest Lightning fleet in the world, with 70 Lightnings strong. My experience in sailing our club races the last six years was my training to prepare me to compete and to win. Finally, thanks to Greg Fisher for his special attention and help with detail and boat tuning.



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# JUNIOR CHAMPIONSHIP — 1989

Pos.	Sail #	Skipper/Hometown & Crew	Races					Pts.
			1	2	3	4	5	
1	14049	Sean M. Fidler, Troy, MI Chris Decker, Eric Deeds	3	1	4	4	1	13
2	14045	Sjoerd-Jan Vanderhorst, Blacklick, OH Skip Dieball, Lesley Frymier	1	7	3	2	4	17
3	14354	Scott Collins, Montreal, Canada Anthony Staples, S. Staniferth	6	5	2	1	10	24
4	13945	Ned Roseberry, Buffalo, NY Matt Sanders, Josh Murphy	8	4	1	5	7	25
5	14184	Greg Millar, Williamsville, NY Frank Ernst, Gretchen Jehle	2	6	8	6	3	25
6	11486	Thomas Starck, Kenmore, NY Jim Starck, Martha Wilson	4	10	6	7	2	29
7	14249	George Sipel, Manitou Beach, MI Craig Gabel, Randy Shore	5	3	7	9	9	33
8	12050	Tom Degen, Pembroke Pines, FL Eric Annis, Andy Couriel	12	12	5	3	5	37
9	14180	Philip J. Kinzel, Brick, NJ Jack Whitman, Todd Pearce	7	2	12	11	8	40
10	13983	Phil Torres, Miami, FL Ryan Neve, David Renton	9	9	10	8	6	42
11	14286	Warren Emblidge, Orchard Pk., NY Samuel F. DeCastro, John "Jake" Frank	10	8	9	10	13	50
12	12489	Judah Rubin, Augusta, GA Beau Samuelson, Craig Kight	11	14	11	12	12	60
13	14357	Peter McDonnell, Memphis, TN Cecile Baxter, Mike Rider	13	11	15	14	16	69
14	14148	Bill Thomas, Bowling Green, OH Randy Freeman, T. J. Whitehouse	14	13	19	15	11	72
15	10013	Charlie Young, Cincinnati, OH Dan Young, Troy Young	15	15	14	13	15	72
16	14177	Glen Gray, Rochester, MI Jay Swan, Kevin DeBruyn	16	17	13	16	14	76
17	12802	Kate Ward, Buffalo, NY Mimi May, Amy Tillou	17	16	16	17	17	83



Photos by Fay and Audrey



# 1989 Women's Lightning North American Championship

by Christine Kronich  
Sheboygan Yacht Club

The 1989 Women's Lightning North American Championship was held August 8-11 in conjunction with the Master and Junior Championships at the North Cape Yacht Club on Lake Erie. Ten boats participated in the event which almost doubled the number of 1988 entries. Included were two past winners, Betsy Alison (1984) and Pam Tuttle (1986). Sailors came from both coasts, the Midwest and Canada to share a week of sunshine, camaraderie and great competition, all made possible by our hosts and friends of the Ohio and Michigan Districts and North Cape Yacht Club.

Wednesday morning brought the start of Race One with light winds out of the southwest consistently shifting to the south. The oscillating wind made compass reading and timing the shifts essential in working up the weather legs. The first boat to the windward mark in Race One was Christine Kronich from Sheboygan, Wisconsin, who managed to keep the lead for the rest of the race. Placing second and third in Race One were Susan Rogers and Betsy Alison, respectively. By Race Two, the wind had filled in out of the south but was still oscillating to the southeast. After a bad start Kronich went left for clean air while Alison sailed a lift on the right side of the course. When the two boats converged half-way up the weather leg Alison was in the lead. The two boats then split with Alison going back to the right and Kronich to the left. The wind oscillated to the left in the final quarter of the leg giving Kronich and her crew the lead at the weather mark which they held to the finish with Alison taking second place and Amy Hodgson placing third. Although the pace of the regatta was set in the first day with the Sheboygan boat getting a quick lead with two firsts, a battle was raging for the second through fifth positions. After day one Alison was in second place with five points, Rogers was in third with six points, Hodgson had eight points for fourth and Johnson had nine points for fifth.

Day two started with the leaders dropping their boat from the hoist back onto the trailer. Luckily no damage resulted, but they did not take it to be a good omen. The winds were still out of the south and lighter than in day one, but the sun was still shining making it another gorgeous day. As soon as the wind started to fill in the race committee started Race Three. The official word from someone on the race committee boat was that Kronich was not the last one over the starting line in the light winds but it was very close. About ten minutes after the race got underway, the wind filled in off the lake making the course from the starting pin to the weather mark a cracked off jib reach and the rest of the race a beatless parade around the buoys. The race committee shortened the course to four legs but did not stand a chance of giving the fleet a beat to the finish line with the clocking wind. Karen Johnson from Chicago and her crew, captured the first place flag with Judy Walker placing second, and Betsy Alison placing third.



Photo credit: Jack Tibbs

By the start of the fourth race the wind had settled down in the southeast but was still light. It was a tight race among the leaders with Kronich reaching the weather mark first closely followed by Alison. After six tough legs Kronich kept the lead to the finish followed by Alison, Rogers and Johnson. After two days of very competitive racing, Kronich was in first place with seven points, followed by Alison with 10 points and Johnson's first place finish in Race Three moved the Chicago boat from fifth into third place with 14 points.

Day three seemed almost hopeless as far as racing was concerned with no wind, postponements and the cancellation of the sixth race. However, all was not lost; there was still plenty of sun and swimmers which created a party-like atmosphere among the anchored fleets. At 2:30 p.m. the sun and the land finally did their thing and the sea breeze kicked in from the east so the race committee could start the fifth race 30 minutes before the cancellation time. Kronich and crew got a good start in clean air which aided in their fourth and final first place rounding of the weather mark which they held to the finish followed by Johnson in second and Rogers in third.

The Midwest District did very well at the Women's Championship taking first and third places overall. First place was won by Christine Kronich and crew Carolyn Kieffer and Christine Kieffer, all from Sheboygan, WI. Placing second overall was Betsy Alison of Newport, RI, and crew Bonnie Shore and Wendy Lotz. A very close third place was won by Karen Johnson of Chicago and her crew consisting of her mother, Edna Johnson, and Terrance Fox. Placing fourth was Susan Rogers, followed by Amy Hodgson in fifth place and Judy Walker in sixth place.

On behalf of the winning boat, I would like to thank the good people of North Cape Yacht Club, the Michigan District and the Ohio District for organizing and running a fantastic regatta. As newcomers to the Lightning Class we were greeted with a very warm welcome by everyone sailing during the Women/Junior/Masters week and the following week of the North American's. Our competitors' ability was only exceeded by their sportsmanship and hospitality.

Lastly, thanks must go to all of the people from our home town who made our presence at the regatta possible; our families, Dan Reichelsdorfer, owner of 13994 *Silent Movie* and Jerry Slavens, owner of 14234 *On the Rocks* more fondly known as *A Boat Called Wanda*. As newcomers to the Class we encourage more women to beg, borrow or steal boats and compete next year in New York during the 1990 Women's Championship — you will not be disappointed.

## WOMEN'S CHAMPIONSHIP — 1989

Pos.	Sail #	Skipper/Hometown & Crew	Races					Pts.
			1	2	3	4	5	
1	13994	Christine Kronich, Sheboygan, WI Carolyn Kieffer, Christine Kieffer	1	1	4	1	1	8
2	14388	Betsy Alison, Newport, RI Bonnie Shore, Wendy Lotz	3	2	3	2	5	15
3	14378	Karen Johnson, Chicago, IL Edna Johnson, Terrance Fox	4	5	1	4	2	16
4	14371	Susan Rogers, Hamilton, Ont. Cheryl Day, Debbie Noach	2	4	6	3	3	18
5	14318	Amy Hodgson, Kalamazoo, MI Shelley Gall, Lisa Hodgson	5	3	5	6	4	23
6	14291	Judith Walker, Snyder, NY Rachel Wilkinson, Ellen Starck	7	6	2	5	6	26
7	14266	Pam Tuttle, Tully, NY Leslie Tuttle, Sharye Skinner	6	7	7	7	8	35
8	14103	Su Schmerheim, Saqinaw, MI Jill Myerson, Ruth Howell	8	9	8	8	9	42
9	12337	Elissa Hall, San Mateo, CA Christine Hall, Annette Aronson	9	8	9	9	7	42
10	14195	Amy Beisel, Edinboro, PA Tori Langill, Julie Palma	10	10	10	10	10	50



Photos by Audrey

# North American Masters Fleet Getting Bigger

by Dick Hallagan

Arriving at North Cape Yacht Club we were greeted by 20 entries from all over the U.S.A.; it was a great feeling to be a part of this regatta. This was the second year straight that the Masters had the largest numbers in the preliminary events in the N.A.'s. The whispers were "it's going to be light", and my crew Len Tiedemann and Dave Hallagan were looking lean and mean. We used my 17-year-old grey boat; these years added in to the age total put us way over the top (you do count the boat!).

The first race had a timing "snafu" so this exercise became a practice race. A light wind and a backing shift acquainted the fleet to Lake Erie in the summertime. John McIntosh (GA) did not celebrate his first as the race was thrown-out. The **First Race** was resailed the next day, Masters going first. Sherburne (TN), Dissette (MI), and Tibbs (MI) got inside on a big counter shift S to SE and disappeared out of sight, while the rest of us rapidly saw the Jr's. and Women catch up. Mac was on the outside and suffered a 14th. The **Second Race** was sailed late in the afternoon and the thermal had picked up to all of 10 to 12 mph. Joe Dissette liked these conditions and won a tight contest over Burrridge (MO). Meanwhile, Mac was a victim of "the spinnaker halyard stuck in the mast" nightmare, and had to take a DNF. This was not Mac's year again.

After two days, Dissette was looking very good with eight points; the next closest were Wilday (NY) — eight, Bull (NY) — nine, Sherburne (IN) — 10, Mathers (MI) — 11, and the writer — 11. I have sailed four of these regattas and the leader after two races has never won overall. What a jinks! The **Third Race** went like this. Hallagan (NY) needed a top start and got it from the middle of the line, while Dissette was all mixed up at the pin. Our first wish had come true. Our second wish was to have Mac up in the top, he was, "thank you". At the first mark it was Hallagan and Mac;



Photo credit: Jack Tibbs

things were looking good. Our third wish was that Dissette must stay in the back, and downwind he had only two or three boats behind him. Now we must hold Mathers upwind, but the covering strategy forced us to sail many knocks. We lost Mac and rounded the weather pin overlapped on Mathers, but a good spinnaker set allowed us to move out. The race was shortened to six legs, so the grey boat never had to go back upwind. Hallagan got his three wishes and the scorers found that 13 points would win, "thank you".

There were other boats from Ohio, Kentucky, Wisconsin, Virginia; it was a great turnout and excellent sailing. Thanks go to Bucky Powless (RC) for pulling things together. Thank you North Cape. Plan now to come to Newport Y.C. in Rochester, N.Y. next summer. See you then!

## MASTERS' CHAMPIONSHIP — 1989

Pos.	Sail #	Skipper/Hometown & Crew	Races			Pts.
			1	2	3	
1	14255	Dick Hallagan, Newark, NY/Len Tiedeman, Dave Hallagan	7	4	2	13
2	14240	Bob Mathers, Livonia, MI/Rick Crane, Norm Walters	6	5	5	16
3	14004	Don Sherburne, Nashville, TN/Jerry Fertig, Eric Snider	1	9	7	17
4	14333	Joe Dissette, Midland, MI/John McCree, Jim Schofield	2	1	15	18
5	13973	Ward Wilday, Olean, NY/Humphrey, Pork	5	3	14	22
6	13944	Cal Schmiege, Lewiston, NY/Larissa Higgins, Larry MacDonald, Sr.	13	8	3	24
7	14229	Robert G. Burrridge, St. Louis, MO/James G. Carson, Bernadette Frerker	16	2	6	24
8	14369	David K. Bull, Cazenovia, NY/R. Neal Smith, Sandy Schraeder	3	6	17	26
9	14343	Herman O. Nickels, Fenton MI/David Nickels, Karen Park	12	11	4	27
10	14301	Jack Tibbs, Manitou Beach, MI/Bruce Goldsmith, Mark Richhart	4	17	10	31
11	14020	Herb Jestel, Canton, OH/Tom Sankey, Wm. Weihe, Jr.	10	10	12	32
12	13911	John M. McIntosh, Hilton Head Is., SC/Hank Hodgson, Anne Allen	14	21	1	36
13	13713	Carl Engels, Kalamazoo, MI/Jim Engels, Karen Watt	19	7	11	37
14	9653	John Mueller, Rocky River, OH/Steven Mueller, Lois Johnson	8	13	16	37
15	13207	Bob Whalen, Louisville, KY/John Emmerich, Mark Shircliffe	17	12	9	38
16	14007	Christopher Graf, Sheboygan, WI/Hans Graf, Janet Graf	15	16	8	39
17	14270	Crit Currie, Memphis, TN/Audrey Matteson, Bill Baxter, Jr.	11	14	21	46
18	11600	James R. Gilbert, Alexandria, VA/Chandler Owen,	20	15	13	48
19	14225	Glen R. Anderson, Fenton, MI/John W. Kerr, John H. Kerr	9	21	21	51
20	13055	J.J. McDonnell, Lakewood, NY/ Ralph Erickson, V. Erickson	18	18	18	54

Master's



Photos by Fay, Jim, Crit and Audrey