

1989 Adams Cup

by Jody Swanson

This year the USYRU women's championship, the Adams Cup, was sailed in Lightnings. In recent years the event has been held in keelboats, but the rotation back to a centerboard boat brought together many familiar faces. The event drew an extremely talented field of competitors; with a roster that included many regulars in the class, some newcomers, and a couple Lightning sailors were brought out of retirement.

The Milwaukee Yacht club did an outstanding job of hosting this event. Every aspect of this regatta came together without a flaw. From the minute we arrived to the time we left all the competitors were treated with royalty status. Fun, food and entertainment were in abundance. The organizers even went as far as inviting John Blissbee to document all our embarrassing moments, only to reveal to the public in his annual sailing movie. Cheers to all the organizers, they did a great job of representing the Lightning Class as well as producing a first class regatta! Also, the race committee should be commended for running a great series.

The Adams Cup finals brings together one representative from each of the USYRU areas. Competitors are required to sail in club, quarter, and semi-final eliminations before reaching the finals. This year there was a strong showing from each of the ten areas.

The event consisted of a ten race, round robin series. With all brand new sails, boats of the same vintage, and a great tuning job by Mark Bryant. Finding a boat speed advantage was nearly impossible, not to mention frustrating. When was the last time you sailed in a ten boat fleet with everyone going the same speed. It tends to put a little added pressure on your tactics. Conservative, consistency and comeback were three key terms to know and remember.

The races saw action in winds anywhere from 0-15. In general, the series was mostly sailed in light to medium breeze. The race committee kept us on our toes with course variations ranging from triangles, windward/leewards to olympic. With four USYRU judges on the water the competitors were strongly encouraged to play fair. Protests were held to a minimum.

Day one action on the battlefield included races 1-3. A nice consistent, medium strength breeze dictated the days action. After one day of racing it became very apparent to everyone that the competition was tight and the series would be close. At the conclusion of the day the scoreboard was as follows: Sandy Schodel (D) 9, Karen Ballistar (K) 9½, Betsy Alison (A) 10¼, Joni Palmer (J) 10¾.

The next day once again saw three races, but in an off-shore breeze. The day started in a manageable medium breeze, which gradually built to see our hiking straps and backstay getting a lot of exercise. The scoreboard after the second day of racing showed some re-arrangements. After paying for the cheap seats on the starting line in day one, the Area E representative, with a remarkable crew of Jill Swanson, and Kathryn Richie, decided to exercise the three key terms. They put a little extra emphasis on comeback. After six races the fleet stacked up as follows: Jody Swanson (E) 17½, Betsy Alison (A) 20½, Joni Palmer (J) 20¾, Karen B. (K) 22¾. After the completion of a little more than half the races, the series was still fair game for everyone.



The series was concluded with four races on the third day, Thursday. After the race committee and judges called a short on-the-water conference to discuss the threatening weather forecasted for Friday, the decision was made to complete the final race of the series on Thursday. The decision brought mixed emotions among the competitors.

Conditions on Thursday ranged from sun, clouds, rain, wind, calm, shifts to a steady breeze. Every condition imaginable, with the exception of snow, was experienced. Throughout the course of the day the race committee's patience was put to the test. After 2½ hours of sun bathing on a mill pond, and many abandoned starts due to a persistently shifting wind, the sea breeze finally filled in. When competition resumed conservative racing and consistent finishes proved to be victorious.

When the final scores were posted the results were as follows:

Jody Swanson, Jill Swanson, Kathryn Ritchie (E), 28¼
Joni Palmer, Joyce Ferguson Spring, Marcia Rohan (J), 32½
Betsy Alison, Bonnie Shore, Amy Hawkins (A), 44¼
Karen Balistreri, Vicky Matthews, Liz Merrifield (K), 46¾
Sandy Schoda, Gail Murphy Heausler, Penny Hall Roark (D), 48¼
Susan Lawser, Amy Lawser, Sarah Lawser (C), 49
Nina Cuccio, Wendy Lotz, Gisella Wagner Myerson (B), 66
Stephanie Wondollet, Sara Jane Makiexsi, Melinda Green (G), 71
Ann McLean-Henderson, Karen Christiansen, Allison Parker (H), 73
Denise Mitrano, Linda Dianne McKee, Joanne Weberlein (F), 90.

The event was concluded with a wonderful banquet and trophy presentation. Elaborate trophies were awarded to the top three finishers, and many door prizes were given out compliments of all the sponsors.

Congratulations are in order for all competitors, as well as all the organizers!

1989 Canadian Open

Pointe Claire Yacht Club and Fleet 499 host the
1989 Canadian Open Lightning Championships

The regatta was marked by some very unusual weather, predominantly light easterly winds, some brilliant sailing by a local crew who revel in heavy air and an excellent turn-out of Canadian and Americans sailors.

After an exhaustive press campaign and direct-mail effort mounted by the host club and Lightning Fleet 499 the fleet was expected to top the 21 who showed up for the 1988 Open hosted by Royal St. Lawrence Yacht Club. This year 24 boats and crews arrived from as far afield as Brick, New Jersey (Jody Lutz) and Thunder Bay, Ontario (Ross Bailey).

Due to the conflict with the European and World Championships many of the familiar faces and past winners including Peter Hall, Tom Allen and Larry MacDonald were sadly missing. But their absence did nothing to detract from a first rate job of race management by Peter McBride and his team, nor the weather which was ideal for inland lake sailors. There were two races slated for Friday the 23rd of June, three on Saturday and one on Sunday.

Due to extremely light conditions the fleet was wisely kept on shore for a full three hours until the first signs of a breeze. Perhaps it was the long wait that raised adrenalin levels, or perhaps it was the current of the mighty St. Lawrence but in any event, there were a few general recalls before Race One got underway. Eddy Martin, who finished second in the 1987 "Worlds" was a big winner. In fact he was so far in front we wondered if he hadn't learned some big secret in his new Tornado that made conventional Lightning sailing truly obsolete. Ross Bailey was second followed by Jody Lutz, Bill Fastiggi and the downwind flyer, Dave Sprague. That was all the racing for Friday and we repaired to the bar for a few glasses of cleansing ale thoughtfully provided by Labatt.

Saturday we faced more of the same light weather from the east. Somehow the RC managed to get a race away in extremely light air and at the first mark Jay Mann, Trevor Bain and Perry Owen in *Ugly* took off with a huge lead. For dedicated heavy air sailors who specialize in hiking their innards out this was quite a coup. And surprisingly, even though they themselves were not expecting to do too well in the light stuff, they excelled, opening up larger and larger leads on each leg of the course.

Bill Fastiggi, sailing with Christie Wardwell and Doug Lessing, managed to hang in for a well-earned second place in extremely trying conditions and Bill Cohen, with George Deyett and Barb Buck, finished in third place.

The third race was a replay of Race Two with Jay Mann leading the fleet to the first mark, opening a huge lead and winning by plenty, followed by Dave Sprague, Jody Lutz and Ross Bailey in *Sparkie*.

On Saturday afternoon after a number of very aggressive false starts and general recalls the most interesting race of the series ensued. Initially the wind was very light and shifty, and the Saturday afternoon motor boat wake made conditions as miserable as they can possibly be in a Lightning. Eddy Martin leapt to an early lead and never relinquished it. Far from the horizon job in the first race, he won narrowly from Jay Mann, who made the greatest comeback since Lazarus. Then following Keith MacDonald, Ross Bailey and John Swanson. According to the mark boat report Jay

Mann rounded the last leeward mark at least in eighth position and immediately went hard left, close to the Pointe Claire shore. He was trailing the leaders by nearly two minutes at the time and his choice was to prove decisive to the outcome of the entire weekend's racing.

Asked later what made him choose to bang the corner so hard, Jay said, "There was wind in the bay beyond and we knew it was only a matter of time before it filled in between us and the mark." In any event Jay Mann and his *Ugly* crew went from eighth to second and it was the first time all on board realized the title was truly within grasp. Paul Elvstrom once said something like, "What can be seen, must be seen". Crewman and all around character, Perry "I wanna hike" Owen said later it was truly Jay's call that sent them left and "with a bit of luck we could win it".

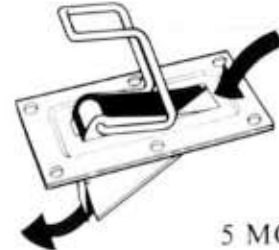
Race Five on Sunday morning was perhaps the biggest horizon job of the season. Again Jay Mann picked the right side of the course, crossed the start line on port tack after having to avoid a favoured pin end starting line melee and found himself almost laying the first mark. He proceeded to round the first mark in second place behind Sue MacDonald-Rogers. With a very light breeze to propel them up river against the current and in light and shifting wind they went on to record another win and a lock on the 1989 Canadian Open.

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Worried about possibly fouling out, or in any way tempting fate, they elected to sit out the sixth and final race. The title was safely in the hands of three local sailors, and not a professional sailmaker, boatbuilder or outfitter among them.

"The fact that we won makes us very happy", said Perry Owen, "but that we are strictly amateurs shows us how far hard work, preparation and commitment can take you." Asked about the next goal in their '89 campaign, Perry mentioned the St. Lawrence River Districts which are the local qualifiers for the North Americans, to which they plan to send themselves with a real chance of hunting down some gaudy metal.

Second overall was Jody Lutz with crew Jody Swanson and Mike Montani, followed by Bill Fastiggi. Fourth was Ross Bailey and fifth, John Swanson.

So, until 1990, the local boys from Fleet 215 at the Royal St. Lawrence Yacht Club can claim bragging rights over all the Canadians. Another Fleet 215 member, Peter Hall, has just won the World Championship in Greece. This, following Eddy Martin's (with crew Perry Owen and Jay Mann — sound familiar?) second place at the last "Worlds" in Colombia, and Peter Hall's silver medal at the 1987 PanAm Games proves there's at least one yacht club around that is teaching the juniors well. At any rate the local boys were heroes and their victory was even more remarkable because Trevor Born had only just signed on and was, according to Jay Mann, "the lightest and quickest crew we ever had on the foredeck."

Certainly, sailboat racing on a long weekend isn't the worse way to spend three days, and for a couple of hours leading up to prize-giving and for the few after, there were three very happy sailors who couldn't think of any way to spend the time better. Congratulations are in order to this crew and keep an eye open for them at the NA's this year, because the boat they roll just might be yours.

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RESULTS

1986	3rd Champagne Regatta (Keuka Lake, N.Y.) 1st Fleet Champion 2nd District Championships
1987	2nd N.A.'s Presidents' Cup 2nd District Championships
1988	1st District Championships 2nd N.A.'s Juniors Mission Bay Yacht Club Champion
1989	1st Fleet Champion 2nd Pacific Coast Championships



CANADIAN OPEN 1989

Fin. Pos.	Sail #	Skipper & Crew	Races						Pts.
			1	2	3	4	5	6	
1	14175	Jay Mann, Perry Owen, Trevor Born	7	1	1	2	1	DNS	12
2	14341	Jody Lutz, Jody Swanson, Mike Montani	3	4	3	(13)	6	3	14
3	14326	Bill Fastiggi, Christy Wardwell, Doug Lessing	4	2	8	7	5	(9)	35
4	13587	Ross Bailey, Nancy Bailey, Brant Carter	2	10	4	4	(18)	8	28
5	14194	John Swanson, Tom Starck, Jim Starck	12	7	5	5	(15)	6	35
6	13927	Eddy Martin, Jean Francois, Robert Julien	1	9	DNF	1	DSQ	1	37
7	14371	Susan Rogers, John Rogers, Larry MacDonald	6	12	9	8	4	10	37
8	14200	Tony McBride, Andrew Shea, Tom Fisher	5	(17)	10	9	11	2	37
9	11174	John Aitchison, Leslie Aitchison, Bryan Milne	10	(21)	7	6	10	7	40
10	14174	David Sprague, John Gorrie, Jamie Gorrie	8	5	2	DSQ	16	20	51
11	11177	Pete Sulman, Kathy Sulman, Kim Sulman	9	6	15	(17)	13	12	55
12	13609	Dave Wood, Graham Jones, Mark Wolfe	14	15	11	11	7	(15)	57
13	11289	Keith MacDonald, Evelyn MacDonald, Kevin Robinson	17	18	6	3	(22)	14	58
14	14056	Raymond Harrington, Ken Deyette, Julie Mann	11	13	14	12	9	(16)	59
15	13859	Bill Cohen, George Deyett, Barb Buck	13	3	12	16	20	(21)	64
16	11331	Nabil Tabet, Deborah Rourke, Tom Wheatley	15	(22)	21	14	12	4	66
17	4200	Marc Gagnier, Tyler Bjorn, Claude Prevost	18	(19)	16	15	8	13	70
18	11631	Brian Curtner, Ted Shore, Brad West	(19)	16	17	18	3	17	71
19	13150	David Browne, Jan Browne, Margaret Berwick	16	14	13	(19)	17	11	71
20	14017	Russel Scrim, Harald Mueller, Francois Gagnon	22	20	18	10	PMS	5	75
21	13577	Adrian Niderost, Peter Vutcher, Norm St. Cyr	20	11	(23)	21	2	22	76
22	13603	Gordon Worley, Brian Lesage, Bill Lewis	DNS	8	19	22	19	19	85
23	13519	Timothy Harris, James Parkyn, Michael Fog	21	23	22	(23)	14	18	98
24	13708	Jim DeCesare, Stephen Nosal, David Lazar	23	DNS	20	20	21	DNF	109

DNS = DNF = PMS =



Jay Mann approaches the leeward mark as Sue Rogers sails away.

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