

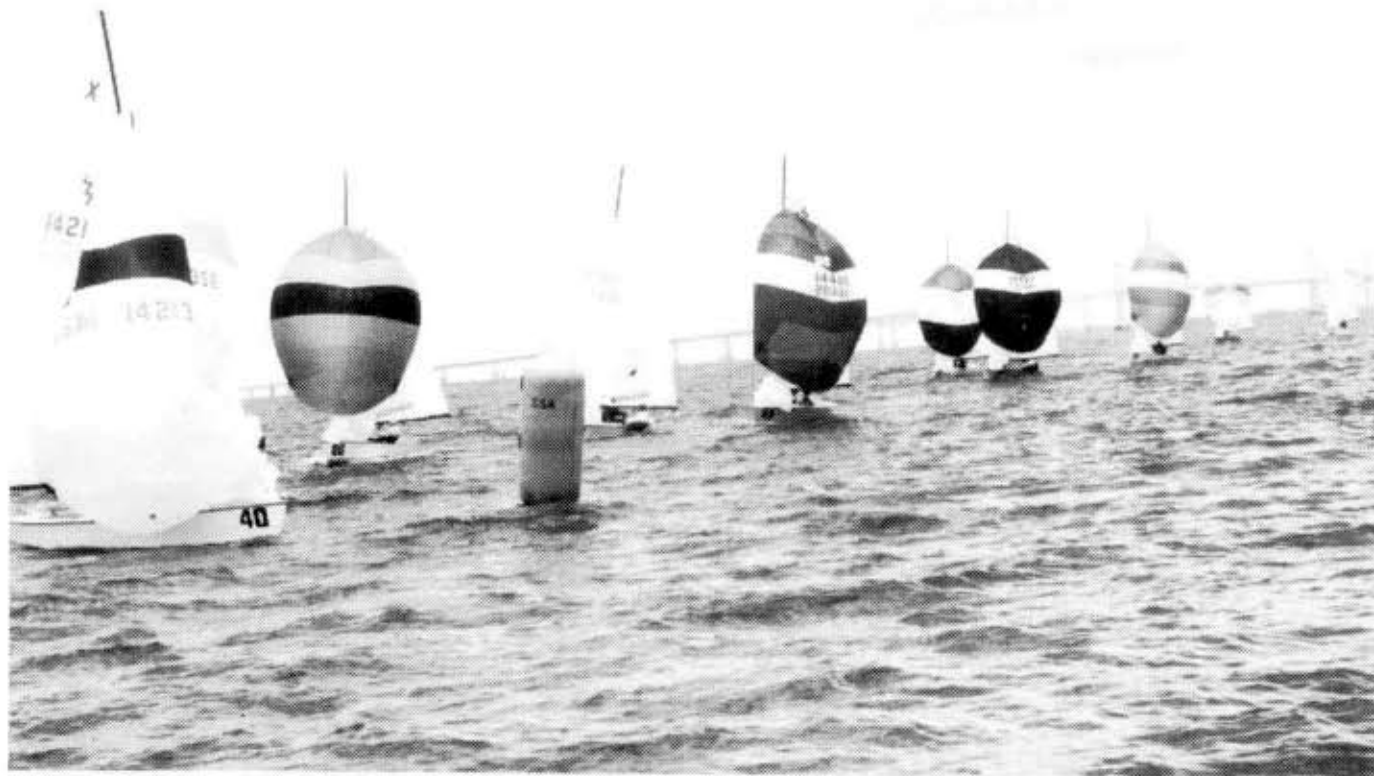


**WORLD'S '91
ANNAPOLIS, MD**



1991 World Championship

Annapolis, Maryland - Severn Sailing Association



A View From The Middle Crew

By Kip Hamblet

June 1, 1991, thirty-nine boats representing eight countries and three continents converged on Annapolis, Maryland for the 16th Lightning World Championship. The Severn Sailing Association and Fleet 329 members did an excellent job in all respects of administrating an event of this magnitude. Many additional Lightning Class members were there to lend a helping hand, delivering chartered boats, working on various committees, being on patrol boats, etc. This speaks highly for the people in our Class and makes me proud to be associated with such a quality organization.

Our team consisted of Dave Dellenbaugh, Hale Walcoff and myself. Our first goal was to arrive in Annapolis completely prepared, everything from towing vehicle, trailer bearings, and every aspect of boat and sails was examined. We felt this was important for our mental attitudes, not to be distracted from racing. We arrived fresh with expectations that we felt were realistic given our level of preparation.

We sailed the Intergalactic "Practice" Regatta primarily to learn about the conditions. This turned out to be a challenge. Windshifts — with no particular pattern, holes which seemed to be the size of the Grand Canyon, and current. I had a feeling that the difficult conditions (which is an understatement to say the least) might improve our chances for success.

The first day presented us with 10 to 15 knots from the Northeast. No particular mind set prevailed in our boat prior to the start. Our overall strategy was to stay in the top ten, out of the corners and capitalize on others' mistakes. With these guidelines we started near the middle of the line and the first beat proved interesting as everyone was very close. At the first mark, Juan Santos from Ecuador was first, followed by Matt Fisher, Colin Park, Rob Ruhlman and ourselves. We had accomplished our first goal, be in the hunt at the first mark. The race progressed almost as expected, we were faster downwind than we thought. Our psyche was in place and our conservative upwind tactics were working — until the last beat. The dying breeze mixed things up and made tactical calls a nightmare. This would set the tone and challenge for the regatta.

Colin Park positioned his team well to the left and took advantage of the left shift to win. Juan Santos sailed excellently and finished second, followed by Jim Crane, Keith Taboada and Rob Ruhlman. We had lost two boats but considering the conditions, our speed and our goal to be in the top ten, our 7th would play.

Day 2. Two races scheduled back to back.

We were greeted with mother nature's offering of 15 to 25 knots of breeze from the Northeast. This is a condition that

our team feels very comfortable in. We looked forward to the race with anticipation.

Race 2. We started in the middle of the line and sailed as hard as we could and rounded the top mark sixth. An unusual thought occurred to me. In this condition there were certain competitors I would have expected to see in the top five...they were not there. I was too busy to give it much thought at the time but reflecting on it now tells me the depth of the field was significant.

The boys from Chile came to play, Manuel and Tito Gonzalez were 1-2, followed by Jim Alman, Stu Nickerson and Brad Read. We rounded, set our chute and the fun began. Manuel went swimming at the jibe mark — we passed a few boats but more importantly we closed significant distance on the leaders. In the end we ground our way to 2nd wishing the race were a little longer. Manuel Gonzalez had a fantastic recovery to 3rd and his brother sailed excellently to win.

Race 3. We started with virtually the same conditions. Larry MacDonald recovered from a bad start and was first at the weather mark, followed by Jim Alman, John Oldham and us. The leaders stayed approximately the same throughout the race until the last beat. The last leg proved to be a crazy affair. The breeze softened dramatically and became shifty. We were caught on the wrong side of a 15° right shift. Larry MacDonald and John Oldham were too far out front to be effected. Benefitting from the shift were Frank Mergenthaler, Brad Read, and Jim Crane. Our 10th place finish, as it turns out, was our worst race — interestingly it did not shake our spirit. We analyzed our mistakes and kept “Truckin”.

Day 3. Things were getting interesting — Matt Fisher, Jim Alman and Tito had DSQ's, Jim Crane and Juan Santos had DNF's. All serious “Hitters” who had sailed their throwout.



Kip Hamblet at the '91 N.A.'s. Such concentration — what is he contemplating?

Race 4. We started in a dying 5 to 10 knot Northeaster. Light, shifty and current = STRESS. Tough is far too kind to describe the day. Matt sailed his usual excellent first beat...followed by Greg Fisher, Dave Starck and us. By the last beat, the race had turned into a drifter. Brad Read and crew had sailed perfectly to win on the left side. We were hung out on the right. We worked our side hard resisting the temptation to go left realizing a trip across the middle would be suicidal. We hung on to finish 8th. Several boats in the race were PMS and later reinstated. The net effect in scoring was to put a little more pressure on the leaders, Brad and Dave D.

Race 5 started in a 10 knot northerly. Matt Fisher again was first “flawless”, followed by brother Greg, Dave D., then George Fisher and Brad. I recall remarking to Hale that I felt we were at a family reunion. Hale reminded me we were not invited guests. The reaches were uneventful but the second beat proved how difficult Annapolis could be. Brad Read made one fairly short clearing tack — I am hard pressed to say it was a mistake — it cost him five boats. We round the second weather mark in a close 4th and set the chute for the run. We were fast and the Fisher reunion with ourselves and Larry MacDonald being uninvited guests, converge on the drop mark. Brad is uncomfortable back in approximately 8th. The last beat was brutal for all but Brad's throw-out was in the making. George Fisher showed his sons and everyone else he is a force to be reckoned with by winning. Larry MacDonald sailed a great race to be 2nd. Greg was 3rd, we were 4th and Matt 5th. Brad wound up 17th.

Race 6. Early Saturday morning with a light northerly breeze, five boats could win the regatta mathematically. Our closest competitor was Brad but we could not ignore Larry MacDonald or Matt Fisher. Everything that had happened on the water to this point in the regatta would pale in comparison to the last day of sailing. All of the competitors would have to endure an on the water power boat show at 1/4 throttle for maximum waves. The committee and patrol boats did the best they could and a race was sailed in trying conditions.

There was very serious discussion in our boat on the way to the starting line. With five boats capable of winning, how tough do we want to be on Brad prior to the start. It was agreed that we could intimidate Brad in any legal way we could until approximately 1:30 before the start, then we would completely drop off and sail our own race. Our thought was to keep his mind on everything except the race. After we broke the pursuit, we started in the middle of the line. The entire race was brutal and the first beat was no exception. We rounded the weather mark 4th and everyone we needed to beat was behind us. As the race progressed, the wind became lighter and the power boats came in droves. The course seemed incredibly long — the waves were like mountains, each having to be climbed. It was excruciating! I recall thinking it would never end. Annapolis had made the challenge as hard as possible for all competitors and we had finally won. We finished 4th in the last race and won the Worlds by six points.

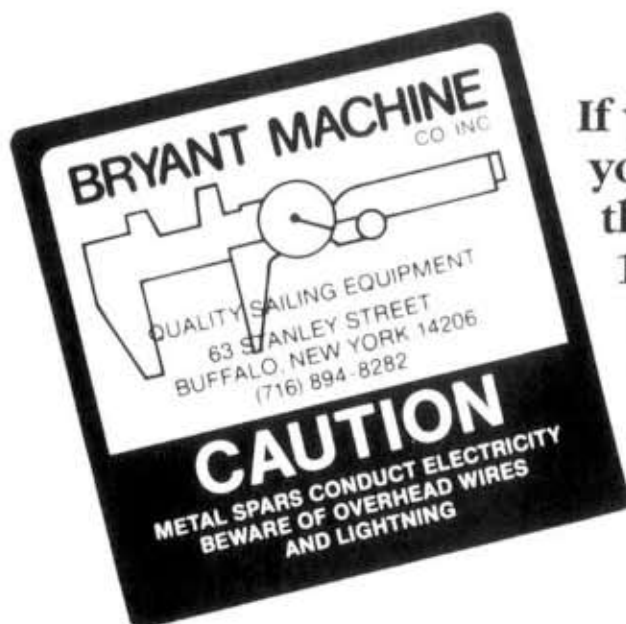
Sailing with Dave and Hale is an experience I will not soon forget.

Thanks to all who worked on the event, thanks to all the competitors who travelled so far and to the Lightning Class for being such a fine organization.

16th World Championship

Annapolis, MD — 1991

Fin. Pos.	Ctry.	Sail #	Skipper/Crew	City, State	Races						Tot. Pts.
					1	2	3	4	5	6	
1	US	11346	David Dellenbaugh, Kip Hamblet, Hale Walcott	Fairfield, CT	7	2	10	8	4	4	25
2	KC	14499	Larry MacDonald, Jody Swanson, Trevor Born	Carlisle, Ontario	9	13	1	13	2	6	31
3	US	14296	Bradford S. Read, Elizabeth Alison, Terry Hutchinson	Newport, RI	6	6	5	1	17	13	31
4	US	14045	Matt Fisher, Ian Jones, Joyce Ferguson	Westerville, OH	8	8	dsq	4	5	9	34
5	US	14384	Colin Park, Karen Park, Glenn Hallett	Midland, MI	1	33	13	16	8	2	40
6	US	14073	John Oldham, III, Jim Gannon, Maria White	Cupertino, CA	19	7	2	26	6	7	41
7	US	11739	Keith Taboada, Russ Schon, Brian Taboada	Brick, NJ	4	17	7	4	12	28	44
8	US	14405	Greg Fisher, Joe Hunt, Greg Griffin	Columbus, OH	10	18	16	2	3	18	49
9	US	14455	James R. Crane, Brenda Crane, Tom Allen, Jr.	Norwalk, CT	3	dns	3	16	10	17	49
10	EC	11928	Juan Santos, Carlos Lecaro, Oscar Viteri	Guayaquil, Ecuador	2	dnf	9	9	29	1	50
11	US	14176	David L. Starck, Cory Sertl, Ned Roseberry	Buffalo, NY	17	5	18	2	15	27	57
12	US	14355	Bram Palm, Jean Palm, Mark Sertl	Oswego, NY	20	15	12	3	7	24	57
13	US	14441	Jody Lutz, John Schnorr, Will Jeffers	Monroe, CT	12	11	11	5	32	22	61
14	US	14345	George V. Fisher, Barry Vanderhorst, Scott Taylor	Hilliard, OH	23	23	19	9	1	10	62
15	X	14307	Manuel Gonzalez M., Pablo Barahona, Roberto Hill	Las Condes, Chile	11	3	15	17	22	34	68
16	US	14285	Robert G. Ruhlman, Abby Ruhlman, Greg Maras	Euclid, OH	5	dnf	20	21	11	15	72
17	X	11011	Tito Gonzalez, Valentin Menendez, German Schacht	Santiago, Chile	dsq	1	8	19	16	30	74
18	KC	14507	Jim Cameron, Charles Spence, William Evans	Thunder Bay, Ontario	25	16	23	12	24	3	78
19	US	12065	Jim Alman, Kevin Burnham, Morgan Reeser	Miami, FL	16	10	dsq	7	31	16	80
20	US	14388	William Faude, Jared Drake, David Adams	Chicago, IL	18	30	22	12	20	8	80
21	US	11136	Stu Nickerson, Barbara Nickerson, Sean Campbell	Marshfield, MA	27	4	6	23	21	pms	81
22	US	11958	Frank Mergenthaler, Dave Watts, Ben Lucarelli	Red Bank, NJ	31	22	4	25	28	11	90
23	X	14213	Rodrigo Zuazola, Antonio Benvenuto, Cristian Corssen	Del Mar, Chile	14	14	33	11	35	20	92
24	X	13650	Rufino Melero Urrestarazu, Javier Kelero Urrestarazu, Rodrigo Guzman	Santiago, Chile	26	9	14	ymp	38	25	92.5
25	US	14449	Bruce Goldsmith, Sherry Goldsmith, David Laidlaw	Manitou Beach, MI	21	27	36	6	18	21	93
26	KC	14457	Jay Mann, Perry Owen, Chris Winlo	Montreal, Quebec	22	12	28	30	14	dnf	106
27	BI	14101	Michael Norris, Christina M. M. Norris, Jim Allen	Sao Paulo, Brazil	24	32	34	14	9	29	108
28	US	14190	Philip Lotz, Wendy Lotz, Jeff Beckwith	New Canaan, CT	dsq	dnf	17	26	13	12	108
29	AR	11037	Roberto Ricoverti, Rolando Turrado, Gabriel Carlos Berberian	Buenos Aires, Argentina	34	21	24	10	33	26	114
30	US	13862	Eric R. Larson, Mike Elmergreen, Mary Reid	Sheboygan, WI	29	24	29	15	19	31	116
31	X	11023	Luis Herman, Francisco Leon, Pablo Amunategui	Santiago, Chile	35	19	25	20	39	19	118
32	US	14427	Mark Bryant, Claudia Gardiner, Eamonn DeLisser	Ft. Meyers, FL	pms	dnf	30	21	23	5	119
33	PR	14182	Ed Cabassa, Robert Pincus, Barr Batzer	San Juan, PR	13	dnf	35	27	26	23	124
34	KC	13927	Jean Francois, Simard Derek, Robertson, Luc S. D'Aoust	Laval, Quebec	28	25	31	35	27	14	125
35	X	11450	Angel Fantuzzi F., Patricio Middleton K., Sergio Prieto L.	Mapu, Chile	15	28	21	dnf	25	pms	129
36	US	14339	Tim Rumph, Paul Krzenski, Mary Alice Hoyt	Hampton Bays, NY	32	26	27	18	34	32	135
37	KC	11174	John Aitchison, Bryan Milne, Dave Ellison	Burlington, Ontario	30	20	26	28	36	35	139
38	I	14406	Hannu Hurskainen, Antero Puntilla, Maija Pyy	Pori, Finland	36	31	32	22	30	36	151
39	BI	14353	Nelson Schmitt, Thomas Schmitt, Katin Niewerth	Sao Paulo, Brazil	33	29	dnf	24	37	33	156



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