



Sailing Conditions off Mission Beach, San Diego in August **Site of the 2006 North Americans**

Scott Finkboner

In the 1980s and prior the onshore winds were usually westerly 75% of the time and S-SW 25 % of the time. Since the '80s there has been an opposite shift to the SW. We seem to have more southerly to SW winds usually lighter in strength—4-12 kts. In August the constantly oscillating winds veer and clock up to 10 degrees. There may be a daily morning coastal low overcast marine layer, but that will usually burn off by race time. The onshore winds start about 9:30 AM and subside after 6 PM, so there is plenty of wind for all the races.

In 1988 the winds at the NAs here were steady at West for the WJM and NAs for the entire two-week event. This year I expect the winds to be anywhere from SW to W in the 6–12 kt range due to the warmer temperatures in August. Remember the WJM this year will be off Coronado, California and not Mission Beach, San Diego. Conditions there are similar but not always the same.

Races starting at 12:00 noon will have medium onshore winds, building up to 12 kts for the 2nd race and after about 3:45 PM local will begin to subside slightly on average. Remember who won in 1988?? It was Colin Park with the lightest crew—390 pounds !

There will be oscillations as you proceed upwind, so keep your eyes on the ripples upwind to tell wind strength and direction. In the '80s or whenever the wind is 270 degrees or higher, you would generally make out going right after a short bit off the line and playing the shifts from there. But the last 15 years there has been a drop in this direction to the SW and WSW.

Also there is a southerly current 1/2 to 1-1/2 kts, the 1-1/2 kts being stronger as you get towards the offshore weather mark. You do not want to cut the weather mark short as the current and swell with chop will set you onto the mark, not to mention the lots of scope of the anchor line. Also there can be eddy currents flowing either N or S as you approach the leeward mark near the shore. You can size this up when lining up some shore condos and other buildings like range markers on the offwind legs. I have many times seen those ever telling lines of slick on the surface defining two different and possibly converging water masses going in different directions. Lesson here is "keep all 6 eyes out of the boat and on the water!"

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Speaking of swell/chop, please consult all the articles you can find to sail fast in these ocean conditions. In very light air the tacking angles can approach 130 degrees! Keep the boat moving fast, steer up the swells, and down the upwind sides, watch and steer through the chop on top of the swells, maintain extreme mental discipline as this will be all challenging. Get into a groove and keep concentrating on each and every ripple, chop, and swell. Be careful not to catch any kelp!

Speaking of kelp, have one crew just looking for those darn strands every minute or so that drift from the La Jolla (north two miles) and Point Loma (south five miles) kelp beds. Be ready to yank the board up at any time. Have the middle crew constantly looking down the C/B trunk to check for kelp. Most of the kelp is visible on the surface, but there can be some large strands slightly submerged. If you start seeing yourself slowing down for no reason, pull the board up anyway "just in case." After some practice we can pull and drop our board in less than seven seconds losing very little. Also keep an eye on the marks anchor lines which can collect long kelp strands. I always keep the board half way up upon leaving the dock until about two minutes before the start so we don't catch any during the one-hour sail to the starting area.

Sail fast, sail smart, and have a great and fun time again in sunny San Diego. Bring lots of SPF 30+! Great weather web site is the www.wunderground.com. This site gives marine, etc. forecasts every hour for San Diego. Check it out before you leave for San Diego and during the NAs.

Chief Measurer's Column

Bill Clausen

As I write this Memorial Day it is hard to believe that summer is here and many District Championships are over. Many sailors are in hot pursuit of a club trophy or a cold one after the Sunday races. Others of you are planning to get to the East Coast for the Atlantic Coast Championships, which is also a regatta to qualify for the final Pan American games trials in Annapolis in October. Some of us also plan to travel across the country East to West to the WJM as well as the North Americans in the Pacific Ocean—then back to the East coast for fall regattas and the US Pam Am Qualifying Regatta.

I am happy to report that Nickels Boat Works is producing some new boats, and I am looking forward to seeing some of these at the Atlantic Coast Championships.

I hope the measurement process at the North Americans at San Diego goes as well as it did last year at Sheboygan. That was a cracker-jack crew that worked together well and did a great job. I am sure Jeff Coppens and his whole group will be set up to do an efficient measurement process at San Diego.

Please, if you are planning to attend the San Diego venue as a Woman, Junior or Master or to sail in the North Americans themselves, come with your Measurement Certificate and your boat ready to be checked and weighed. I will try to have the measurement done as quickly and simply as possible. I know you are looking forward to sailing, enjoying the sun, wind, sand, along



with food, drink and good friends—and not spending a day measuring in. So come ready! We will make it as simple as possible for you to compete and keep the class the best one design class in the World. I will do my best to keep it one design!

On another topic, please plan to attend the meetings at San Diego or send your proxy. This is how the Class is run, and we the officers find out what the Class wants. We have a great Class with some great old guys still going strong after all these years, and we

have some new boys and girls on the block waiting to show the old guys how it can be done. That again is why we are the best Class around.

Rumor has it that some new faces are on the ballot for future leaders in the Class. So keep the Lightning L list going. Please email me with measurement questions or new ideas, and I will act on them as quickly as I can.

Again, I want to thank Jim Carson for his diligence in updating the specifications that Bill Fastiggi and others have posted on the web site. Please refer to them BEFORE you change your boat.

Find me at any regatta, and I will answer any questions you have and be of any help I can to keep this Class progressing.

I love this job! I hope you let me do it awhile longer.

Sail fast, have fun, enjoy your Lightning!

North American Championships

August 12–19, 2006

Hosted by: Mission Bay Yacht Club, San Diego, CA

Visit: www.lightningnas.com

Contact: Jeff Coppens

jeffcoppens@aol.com



Women's, Juniors and Masters North American Championships

August 7–11, 2006

Hosted by: Southwest Yacht Club, San Diego, CA

Contact: Edna Johnson

kirkedna@aol.com

(619) 583-6476

Party at the North Americans

Are You Ready?

- | | |
|-------------------|--|
| Sunday: | Cheese Burger in Paradise BBQ with Jimmy Buffet type band |
| Monday: | Mexican buffet with California surf band |
| Tuesday: | Budweiser night BBQ with steaks, chicken, fish |
| Wednesday: | (Work still in progress...) to be announced soon! Hint—Mr. _____ night |
| Thursday: | Cook your own BBQ with a guitar player |
| Friday: | Banquet—Luau on the Beach—with hula dancers and an awesome band |

Official Notices

The ILCA Office is accepting bids for the 2008 Youth World Championships through July 20, 2006

August Governing Board Meeting

The August Governing Board Meeting will be held on August 13 at 10:00 AM in the Fleet Room of the Mission Bay Yacht Club in San Diego. The agenda is posted on the website.

The ILCA Annual Meeting will be held on August 15 at approximately 5:00 PM (after racing) at the Mission Bay Yacht Club. The agenda is posted on the website.

2007 ILCA Proposed Slate of Officers

Submitted by the Nominating Committee: Colin Park, Paco Sola, Bill Faude.

President	Steve Davis
Measurer	Bill Clausen
Secretary	Brian Hayes, Sr.
Treasurer	Rob Ruhlman
VP Internet	James Allen
VP Worlds	John Atkins
VP Rules and Regulations	Dean Cady
VP NA Liaison	Todd Johnson
VP California Circuit	Jeff Coppens
VP West Coast	John DeBenedetti
VP Midwinter Regatta	Carol Ewing
VP Canada	Valerie Holly-Tardif
VP Southern Circuit	Amy Smith Linton
VP World Championship	Bill Mauk
VP ISAF	David Sprague
VP Special Projects-Pan American Games	James Taylor
VP Special Projects	Todd Wake
VP Special Projects	Matt Burrige
VP Special Projects	John Faus
VP Classic Boats	Craig Thayer
VP Canada	Richard Walsh
VP Columbia	Mauricio Valenzuela
VP Brazil	John Bennett
VP Chile	Pablo Barahona
VP Ecuador	Paco Sola
VP Argentina	Hector Longarella
VP Peru	Francisco Ayulo
Appointed Positions:	
Assistant Measurer	Joe Buckowski
Assistant Measurer	Jaime Calderon
Assistant Measurer	James Carson
Assistant Measurer	Allan Terhune

2007 Lightning North American Championship Regatta

The Executive Committee of the International Lightning Class Association is pleased to announce that the 2007 Lightning North American Championship Regatta has been awarded and will be held in Annapolis, MD in August 2007. The Women's, Masters and Junior North American Championships have also been awarded to the 2007 NAC Organizing Committee and will be held at a nearby location soon to be finalized. The Executive Committee would like to acknowledge the efforts of Fleet #329 and #50 as well as the officers and members of the Severn Sailing Association and Eastport Yacht Club for their help in securing for the class this spectacular venue for one of our premier area championships on, what became, very short notice. Updates on dates, locations and qualifications will be posted soon on www.lightningclass.org and in Flashes.

2007 Steketee Trophy

The Executive Committee is asking for your help in "nominating" deserving fleets for the honor of winning the **2007 Steketee Trophy**. As described below, this award is bestowed upon a deserving Lightning Fleet in North America that has shown **outstanding commitment to the promotion and growth of Lightning sailing**. As per the deed of gift, this can be shown through any one of a number of ways. Has your fleet done something "special" this year to introduce sailors to the Lightning? Did you have lots of new sailors at your regatta? Did your fleet take the local junior kids on a daysail? Send your story to: office@lightningclass.org. Show the Lightning world that your Fleet should be the 2007 Steketee winner!!

The Neal Steketee Permanent Trophy will be awarded at the North American Championships to the North American Fleet who has been outstanding in furthering the purpose of the ILCA in promoting and developing racing in Lightnings.

Such things as maintaining entire fleet membership in good standing with ILCA; interesting new people in the sport; publishing the most interesting and best newsletter; conducting an outstandingly fine Regatta; insuring high activity in racing in its fleet; providing a top-notch Junior sailing program; placing a high percentage of its fleet in the Top Flight District and/or North American Championship; etc. The trophy will be placed in contention annually for one or a combination of the above or similar accomplishments, as determined and announced by the Executive Committee or a panel or judges appointed by the Executive Committee.

The trophy will be held by the Fleet until the next North Americans but is to remain the property of the ILCA who will have it properly engraved with the year, name and number of the Fleet receiving the award.

SPINNAKER NUMBERS & GRAPHICS

At the winter meetings in St. Petersburg the membership encouraged the creation of proposed changes to allow spinnaker numbers on one side and to allow graphics (approved by the Measurement Committee as non-promotional or obscene). The following proposals are presented for consideration:

NUMBERS

The current specification regarding sail numbers is unclear and has been interpreted as requiring numbers on both sides of the spinnaker. ISAF requires the sail number be displayed on the front side of the spinnaker but allows it to be placed on both sides. The proposed change uses the same wording used in the ISAF rule (RRS G1.3 d)). The positive effect of this change would be a savings in the number of characters needed for application to a sail. The negative effect would be in boat identification on downwind finishes particularly if the spinnaker were flown backwards (number on the inside of the spinnaker). The area designated for numbers by ISAF Rules includes the number area currently shown on ILCA Plans but is more definitive.

The following interpretations/ rulings would remain in force:

"National designation on the spinnaker is not required. Sail numbers must be made from cloth. Stenciled on numbers are illegal. (2000)"

The following interpretations/rulings with respect to the spinnaker would be eliminated:

"The Lightning Class will continue to require numbers on both sides. (2000)"

The following Specification change is proposed (**new wording in bold italics**):

Change ARTICLE V, Paragraph 75 to read:

"75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per Plans, and racing numbers with an optional class emblem will be on the **outside of the spinnaker or may be placed on both sides within the area designated by ISAF Rules**. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. **Boats sailing in** international events shall be identified by nationality **initials** as defined by the ISAF.

The sail number that is assigned to the boat at the time of construction is the hull number. The use of numbers is subject to the By-Laws Racing Restriction and may not be arbitrary. All sail numbers are to be of a solid color contrasting with the sail material. (March 2005)."

GRAPHICS

Current Specifications do not allow graphics on the spinnaker. Many people feel graphics are fun to see and make boat identification on the water easier for spectators. Others feel they detract from the traditional clean look of the Lightning. The following is proposed (**new wording in bold italics**, deletions in ~~strikethrough~~):

Change ARTICLE V, Paragraph 77 to read:

77. There will be no displays or signs on the sails described above ~~mainsail and jib~~ other than class royalty label, sailmakers identification, and a small stamp signifying Measurement Committee approval. **Graphics are permitted on the spinnaker provided they are first approved in writing by the Measurement Committee who shall deny permission for any application that could be construed as advertising or obscene in nature. Graphics may not obstruct clear observation of the sail number. Application to the Measurement Committee shall include sketch of the proposed design.**

These items will be voted on at the August meetings in San Diego.

VHF RADIOS

Proposed Specification Amendment

Delete the following Specification shown under "Other Rulings" after Specification Article VI:
Electronic Equipment - the following electronic devices are allowed aboard a Lightning:

- ~~1) Battery-powered wristwatches.~~
- ~~2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection. This includes power supply and data inputs, such as wind information, boat speed or navigational features. It shall not have the ability to compute correlations between time, compass headings and VMG.~~
- ~~3) Cell phones, pagers, and handheld VHF radios with the following restrictions:~~
 - ~~a. for a sanctioned regatta, use of these devices is allowed only for emergencies and such use shall require withdrawal from the race;~~
 - ~~b. for a non-sanctioned regatta, use of these devices is allowed when not racing. In addition, organizing authorities can choose to restrict use to that of a sanctioned regatta. (August 2002).~~

Proposed By-Laws Amendment

Change BY-LAWS, Article VIII RACING RESTRICTIONS, Paragraph 5 as follows:
(New language in **bold**, deletions in strikethrough)

- ~~5. A boat must carry ground tackle of serviceable character for the locality, three life preservers, a compass, minimum one gallon bucket, throwable life preserver with attached whistle, and a paddle as approved by the Race Committee. In absence of special conditions, the ground tackle shall be a fluke-type anchor weighing not less than 4 pounds (1.8 kg) with 50 feet of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate. A boat must be fitted with a centerboard preventer.~~

5. PORTABLE EQUIPMENT

a) Mandatory

- i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.
- ii) Compass
- iii) Bucket with a minimum capacity of one gallon
- iv) Throw-able life preserver or cushion with an attached whistle
- v) Paddle
- vi) **Other life-saving equipment as required by government regulations.**

b) Optional

- i) Electronic Equipment—the following electronic devices are allowed aboard a Lightning:
 - 1) Battery-powered wrist watches
 - 2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection and shall neither provide wind or boat speed nor compute correlations between time and distance.
 - 3) **Other hand-held navigational devices. Use while racing is not permitted except for emergencies.**
 - 4) Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
 - A) For all sanctioned regattas, use is not permitted on the water except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if approved by the ILCA Executive Committee and so stated in both the Notice of Race and the Sailing Instructions.**
 - B) For non-sanctioned regattas use is not permitted while racing except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and the Sailing Instructions.**
 - 5) **Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.**
 - 6) **In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race unless the Race Committee deems use was for emergency reasons.**

These items will be voted on at the August meetings in San Diego.

Five Hot Tips for Trailer Boat Owners

The Boat U.S. Trailering Club has five hot tips to help prevent trailer boat owners from becoming a roadside statistic this summer:

- 1) Make sure your trailer tires were made for trailering. A "ST" designation on the sidewall indicates "special trailer" used for boat trailers. These tires have stronger sidewalls than "P" (passenger) and "LT" (light truck) tires. Also, never mix bias ply, commonly used for short trips or when a trailer is parked for long periods, with radial tires—preferred for high-mileage trips.
- 2) Inflation is the most basic tire maintenance issue. Tires should be inflated while cold, before the trip—not during. Buy a spare tire but be sure to bring a tire and rim combo when shopping for your spare, as not all are alike. Ensure your jack can handle the trailer as well.
- 3) A tire's worst enemy is dry rot caused by the sun's UV rays. If you store your boat and trailer outside during the winter, remove the tires and keep inside if possible. Tire covers can also help.

- 4) Moisture can also doom a tire, especially if the trailer sits idle for along time on grassy, damp ground. Again, removing the tire is best, but parking on plywood can also help. If parking on a hard surface, such as concrete, ensure that water freely drains away from the trailer after a rainstorm.
- 5) Lastly, ensure that you know your boat and trailer weight, as overloading can lead to premature wear and potentially dangerous blowouts.

Of the thousands of requests for roadside assistance made by Boat U.S. Trailering Club members in 2005, the most common call for assistance was for flat tires.

The percentages for all trailer breakdowns were:

Flats:	47%
Bearings:	26%
Axle:	13%
Tow Vehicle:	9%
Miscellaneous:	5%

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INTERNATIONAL LIGHTNING CLASS ASSOCIATION

AVISO DE REGATA

CAMPEONATO SUDAMERICANO 2006

SALINAS YACHT CLUB, SALINAS ECUADOR

- Fecha:** Noviembre 1-4 de 2006
- Sede:** Salinas Yacht Club
Salinas, Ecuador
Flota 405 del Distrito Ecuador
- Organizadores:** International Lightning Class Association - Distrito Ecuador
Federación Ecuatoriana de Yachting
Salinas Yacht Club, Flota 405.
- Reglas:** El Reglamento de Regatas ISAF 2005-2008
Las reglas de la ILCA
Reglamento de la Confederación Sudamericana de la Clase
Las instrucciones de regata disponibles al momento de inscripción.
- Categoría:** Se establece la categoría "A" según el apéndice 1, regla 20 con la siguiente restricción: sólo se permite publicidad en los cascos.
- Eligibilidad:** Todo velerista podrá participar si ha clasificado en su respectivo Distrito y está al día con la ILCA.
Se establece una limitación de 3 barcos de préstamo por país y el doble para el anfitrión, habiendo la posibilidad de otorgar más barcos luego de la fecha de cierre de inscripción, según se recepen las solicitudes, y dependiendo de la disponibilidad.
Los seis seleccionados Ecuatorianos tendrán derecho a navegar en sus propios barcos.
Cualquier competidor extranjero que haya clasificado está invitado a participar con su propia embarcación.
El Campeón Sudamericano 2005 tiene un cupo automático en el campeonato.
El Comodoro del país anfitrión tiene un cupo automático en el campeonato.
- Calendario:** Miércoles 1 de Noviembre
9h00- Medición de velas durante el día
9h00- Sorteo de Botes
11h00- Reunión de capitanes
14h00- Regatas de Entrenamiento
19h00 Inauguración del Campeonato
Jueves 2 de Noviembre
13h00- Primera Regata del día, segunda y tercera regata del día a continuación.
Viernes 3 de Noviembre
13h00- Primera Regata del día, segunda y tercera regata del día a continuación.
Sábado 4 de Noviembre
13h00- Primera Regata del día, segunda y tercera regata del día a continuación.
19h00- Premiación y Clausura
- Validez:** El campeonato será válido con un mínimo de cinco regatas cumplidas. Sólo habrá descarte si se completan las nueve regatas previstas.
- Inscripciones:** USD 125 por bote. Incluye, alojamiento "marinero" en el SYC, cena y licores en las ceremonias de apertura y premiación para la tripulación.
El cierre de inscripción es el 30 de Septiembre del 2006, de manera que podamos ofrecer con suficiente antelación cualquier barco disponible a los interesados.
El costo de la inscripción a partir del 1 de Octubre será de USD 175 por bote.
- Deposito:** USD\$ 300 reembolsables si no se presentan daños; el costo mínimo a primer daño reportado será de US\$ 50.
- Alojamiento:** Instalaciones del club (literas), información de hoteles se circulará en los próximos días.

Para mayor información escriba a Carlos Luís Lecaro, Comodoro del Distrito Ecuador: clecaro@fondosgenesis.com o a Paco Solá, Secretario: psola@norlopjwt.com.ec



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All About One Design Sailing

Lightning Family News

Welcome New Members Mathew & Carolyn Foulston

Matthew grew up in England, where he learned to sail dinghies on the southcoast near Portsmouth and continued sailing on the tidal rivers that run off the English Channel. He met his American wife, Carolyn, when they were both holidaying in the Greek Islands—she was with several friends exploring numerous islands, looking for great beaches and interesting historical sites, while he was with friends exploring the night life in all the bars and beaches of one island. In spite of meeting in a bar, living on two different continents and having different vocabularies (hers, relationship/commitment his, foot-loose/fancyfree), they navigated the tumultuous 'Sea of Dating,' and a year later she moved to England.

Carolyn fell in love with sailing when she learned to sail lasers (in Greece!), in spite of running over windsurfers, swimmers and the mooring buoys! The story fast

forwards twelve years, living in Michigan, with 11-year-old twin girls and no boat. Matthew & the girls stumble onto a little sailing club with a sign that says 'Summer Sailing Lessons.' Upon investigation, they find out about this hidden gem, 10 minutes from their house. Within two weeks, the kids are signed up for sail lessons, they've joined the club, bought a used Laser, and Carolyn decides they should have a Lightning too. Not because she knows anything about them, but Pontiac Yacht Club, that they've joined, has Lightnings as their primary fleet. She decided that they needed something the whole family can go out on. So after a lot of reading, searching and conversations with "Lightning people," she located one that spent most of its life racing in the hands of three generations of one family. Now it's resting in its new home on Cass Lake as we all try to learn the intricacies and subtleties of the Lightning world. Additionally, their good friends decided the entire enterprise seems too much fun and have asked to share ownership of the new 'baby' and join the club too—which currently boasts a fleet of 60+ Lightnings!

Welcome New Member—Tim Hornett

I first started sailing on the South coast of England with a friend in a Fireball some 35 years ago. I then got out of it for many years when I moved to Canada in 1987.

I 'got the bug' again about eight years ago, joined the Calgary Yacht Club and started crewing with a friend in a Wayfarer. I also got my skipper's ticket on the west coast so I could charter larger keelboats and sail the Gulf Islands and the San Juans. My job as a project manager keeps me indoors much of the time, so I study the wind and weather, and really look forward to getting out on the water whenever I can manage it.

I was fortunate enough to be able to obtain my current Lightning (#10891), "Old Blue," from a fellow member of the CYC, which is now one of eight at our small club here in Calgary (Fleet 507). The boat is an Allen, circa 1970, originally from Montana, has the wood interior and fiberglass hull, and is now in excellent shape with near new sails, refurbished interior and all new running rigging and fittings. I sail it in our Thursday night race series and the local regattas and really enjoy the boat.

My daughter also has the sailing bug and at 16, has now graduated from the Byte into a Laser Radial which she is campaigning on the provincial and national circuits and she is also instructing at local clubs.



My wife is less keen on the racing aspects but puts in many dedicated hours as shore support without which we could not enjoy the sport as much as we do.

I am proud to be able to play a small part in maintaining the long tradition and pure enjoyment that the fine Lightning design provides for us and look forward one day to meeting more of my fellow enthusiasts.

Tim Hornett



New Member—Ilkka Lilja, Finland

What brought you back to the Lightning Class?

Mostly the local Europeans plus the Masters in Jyväskylä next week.

Mr. Esko Saltevo, owner of 11359 (The 1st Finnish fiberglass boat built in 1970), has allowed his yacht to be removed from its shelter at his summer house. The wooden mast was replaced by an aluminum one, with royalty paid, from another summer house hidden boat (13919, Mr. Martti Nurminen—a master from 1960s).

Let see what happens now as we go among the class 'tigers.' Our age totals 154 years.

We have been on the racing mode always, thanks due to my wife Maire and children (Ms. Maire Halinen: her picture can still seen in the ILCA Yearbook from 1965 telling about the Worlds Championships in Naples where my 7983 was the best finish). We have 5 children (25–38) and nine grand children.

Maire and I were engaged in Naples and got married the next year (1966 at the age of 19.9).

PS—We have been sailing all the years, lately with my 35' Dynamic-35 Racer that I purchased from Slovenia (former Yugoslavia), where it was registered under US flag (Delaware yacht club).

Due to my Lightning background skippering a 35' racer, (www.dynamic35.ch) it is not a problem, as you may see from the picture attached.



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Bob Astrove — astrove@hotmail.com

Building a Lightning, Part Three

Carlton Simmons

This is the final article describing why and how I built my own wooden Lightning “Elaine” (15097). The first article described a little history of men who built their own boats and my own history of boat building. I also describe my decision process in choosing to build a Lightning. The second article described the construction of the hull and decking and what problems I encountered. This final article will detail the rigging process, acknowledgements and how and where Elaine has sailed so far.

Rigging the Lightning

You may remember from the previous two articles that I purchased a wooden mast off a defunct Lightning (Hull # 6424). Along with the mast came the centerboard, standing rigging, and some of the running rigging. I also got the chain plates and the stem band. One thing that you will need to come to grips with in building a boat from scratch is that you eventually will need to cut holes in the deck and hull. In the Lightning, I needed to cut holes for the chain plates and for the deck blocks handling the running rigging. As hard as it is to cut holes in your freshly built deck, it is even harder to cut holes in a perfectly good hull. On my Lightning I cut two holes for Anderson bailers that straddled the Centerboard (CB) trunk just forward of station 7 (aft end of CB trunk). I ended up keeping a piece of the hull planking that I cut out for the bailers to show that the hull thickness was the required 5/16”.



Starboard Side Chain Plates

The chain plates are screwed to a piece of mahogany that is epoxied to the inside hull and top butts just under the sheer. One of my earlier concerns is whether this mounting would be strong enough to handle the shroud tension. Thankfully, the chain plates have not shown any signs of stress.

Speaking of stress, installing the centerboard was a little nerve wracking. For those who don't know, the lightning CB weighs 130 pounds. I had visions of dropping the CB through the hull while trying to get it into the CB trunk slot. I did lay down plywood over the floor planks to help protect the hull in case I dropped it. Thankfully installing the CB went relatively easily.

At this point I would like to thank Dave Nickels



Rigging for the Adjustable Backstay

(Nickels Boat Works). Dave was my “ace in the hole” in building my Lightning. In addition to helping me with the running rigging and rub rails, he was an invaluable resource of information on building wooden Lightnings. I can't remember how many times Dave would recall measurements for wooden Lightnings that he hasn't constructed in decades.

The standing rigging installation was fairly straight forward. I did set up an adjustable backstay (supplied by Dave Nickels).

The running rigging was based originally on what was used on the old wooden Lightnings. This meant that there were very few adjustments. In addition to the backstay adjustment, there was the clew outhaul, cunningham, barber hauler and boom vang. I have since added a jib cloth adjustment and adjustable traveler. My original main sheet control was a Crosby rig. I have since switched to the adjustable traveler because it was very hard to keep the boom down the centerline when close hauled using the Crosby rig.

Rudder and Tiller

The wooden mast came fully rigged but I had to make the boom, rudder and tiller.

The rudder and tiller were made as simply as I could make them. I used plywood for the rudder blade and mahogany for the head. The blade was shaped and tapered according to the lightning specs and then coated with epoxy and painted. The varnished mahogany head was constructed to allow the blade to be replaced. The tiller was made from two pieces of oak that were laminated together at the handle with mahogany wedges and spacers to open the tiller up so it would fit over the rudder head. A bolt placed at the rudder end of the tiller that slide into a slot on the back of the rudder head. This bolt kept the tiller in place since it could be removed with the rudder in place.



Backstay and Crosby Rig

Boom and Spinnaker Pole

The boom and spinnaker pole were made from Sitka Spruce. Spruce is a lightweight wood that is commonly used for spars on boats. The boom was made in the original "T" configuration. This made the construction very easy with only tapering at the ends required. The boom hardware (also supplied by Nickels) consisted of the track for the sails, clew outhaul hardware, boom vang and gooseneck fitting.

The spinnaker pole was made by laminating two pieces of spruce together to help prevent warping. The pole was tapered and varnished prior to the hardware being attached.



Rudder and Tiller

Running Rigging

The running rigging was installed and terminated about as simply as you can. The main and jib halyards cleated on the mast. The clew out haul cleated on the boom. The CB winch control cleated back on the port side of the CB trunk, with the preventer cleating on the opposite side. The spinnaker halyard originally cleated on the back of the console deck. I have since moved it back to the starboard side of the CB trunk so that the skipper can raise and lower the spinnaker. The topping lift cleats on the console. The jib cars were mounted on the inside of the splash rail. The guy cleats and hooks were placed in the traditional locations, just aft of the lower shroud.



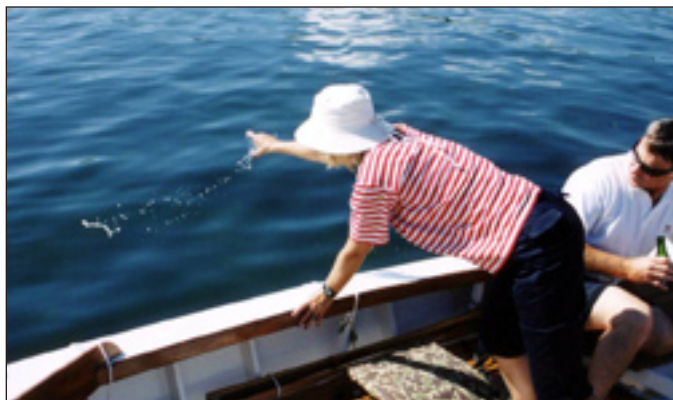
"T" Boom, track and adjustments

Sails

One of the problems that has plagued me is that the only sails available for the Lightnings today are designed for use with an aluminum mast. This means they are designed to be used with a mast that bends more than a wooden one. They also don't have slides for tracks found on wooden masts and booms. Thankfully, I was able to purchase a complete set of lightly used Shore sails. The main sail I sent to Shore to have the slides added and hull numbers changed. They also sent me new numbers for the spinnaker which I changed myself. The guys at Shore Sails also helped me tremendously in helping me tune my lightning to work with their sails.

Tuning and Launching

Needless to say there wasn't a lot of information still around about tuning a wooden lightning. I was able to find much of the tuning information from a collection of articles on wooden Lightnings from the ILCA.



Christening in Rockland, Maine

In May of 2003, my Lightning was finished (or at least ready to get wet). I launched her at the Indianapolis Sailing Club ramp with the help of my wife and our friend Pattie. We had been waiting for a gentle wind day but got tired of waiting and launched her in 10 to 15 mph winds. She floated high in the water (good sign) and the balance looked good. We left the harbor on just the main (wind at our backs) to get the feel of how she handled. I had been sailing Havens in Maine and the Lightning weighing less than half, with considerably more sail, took some getting use to. We made it to the main part of the lake where we decided to raise the jib. Talk about shifting gears. The change in response and quickness was immediate. After about an hour of fighting the wind, and trying not to break anything the first time out, we headed in. After a couple of dings with the dock and a couple unexpected jibes, we got her back home. All in all, it was a good first time out, with only a couple of minor problems to correct. One of the newly installed bailers was leaking and the rudder was very hard to pull off.

Elaine on the Road



Elaine (background) at the "Woody Get Together"

Later in 2003, we took our new Lightning to Maine to christen her. I decided on naming her "Elaine" after my wife's middle name. I originally thought of naming her Lois but, I didn't think it sounded like a boat name. I have since run across several boats named Lois, oops! We decided to do the christening without the mast up because we were in Rockland and would be driving later to Boothbay. Another reason for taking Elaine to Maine was that is where my wife and I were to be married. We got married on a Schooner off the coast of Vinalhaven. After returning to Rockland from Vinalhaven, we went to Boothbay Harbor for the honeymoon where we would have Elaine for day sails. Elaine has sailed primarily in Indianapolis at the sailing club in club races. We took her back to Maine in 2004 where we used her in the evenings after our sailing class at the Wooden Boat School (WBS) in Brooklin. Last year Elaine traveled to two regattas, the first at the "Woody Get Together" at Onondaga Lake, NY.



Elaine on home waters

The second was to a Lightning regatta at Lake Wawasee, IN. Elaine has been fun to sail and have enjoyed her tremendously. I have made several modifications over the years mostly to make her sail faster.



Elaine and crew waiting for wind

Future Plans and Thanks

We will be taking her back to Maine this year but it will be to stay. My wife and I are moving to Deer Isle which borders Eggemoggin reach, one of the best places to sail in the entire world. Elaine will spend most of her time day sailing around Deer Isle but we plan to take her back to New York for annual "Woody Get Together."

There has been countless number of people who have helped me get Elaine to where she is today. I already mentioned Dave Nickels and the guys at Shore Sails. In addition to them, I got some great advice from ask-

ing the "pros" on the Wooden Boat On-Line forum. I also got help with the planking from John Brooks an instructor at the WBS. With help sailing my Lightning, I got much needed tips from fellow Lightning sailors.

Finally I would like to thank my wife (and first mate) Lois, for her help and support in building "Elaine" and providing such an elegant namesake.

If you have any questions about my Lightning project or anything else you can reach me at: simmonscarl@hotmail.com

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Regatta Results

Florida District Championships Davis Island Yacht Club—May 5–7

The 2006 Florida Districts were held in May at Davis Island Yacht Club. The club is placed a short five-minute sail from the race course, which has a special set of challenges. Conditions on Hillsborough Bay are like racing on a mid-sized lake, as it is located on Hillsborough Bay, surrounded by land, but with a possibility of a sea-breeze working in from the Gulf of Mexico.

The racing was very competitive. Going into the last race, three of us were within one point of the championship. But even more than the nature of the competition, I had a fantastic experience sailing with two excellent junior sailors.

Going into the Districts, I needed crew, so I asked Mark Bryant (Florida's VP of Youth Development) for suggestions. When he found me Amanda Holm from Ft. Meyers and Zeke Horowitz from Sarasota, I was excited. Mark had coached both of the high school students. They started in strong Optimist programs and now sail Lasers and 420s on their school teams. Amanda even started

her high school's team and teaches sailing at the Ft. Meyers Sailing Center. Zeke has a passion for team-racing and has a full schedule of events around the country this summer, including high hopes for the Sears Cup. The only small downside was that neither of them had stepped foot on a Lightning.

Their solid sailing foundation made it fairly easy to become outstanding crew. Zeke sailed with me on Friday in the Masters competition. After the racing was over that day, Amanda joined us and we went out and practiced for about 90 minutes. Amy Linton talked through the mechanics of working the bow with Amanda and when the racing started on Saturday, we not only had great boat handling, but these juniors added much more.

We had thorough discussions on strategy which developed into solid judgments for most of the races. Zeke was particularly good on tactics during the race. His decision-making on fleet management always kept us in the hunt. Amanda was a genius at seeing the wind on the runs and judging were to place the boat for the next pressure.

When things were not going well they were patient and always stayed in the race. Sailing with Juniors turned out to be a fantastic experience for me.

After the regatta was over, they both said they really enjoyed the Lightning. They especially liked all the sail controls and both gained significant knowledge about what standing and running rigging could do to the shape of a sail and what it means to boat speed. They thought the three-person crew was really great and liked the ability to move the boat around with crew weight. They said they would talk the boat up with their friends.

What was surprising to me was they had not heard of the Junior North Americans or Youth Worlds. They had very little idea that the Pan American Games were comparable to the Olympic Games. They were excited about the possibility of competing and thought if more junior sailors knew of these events that it would be good for the Class.

If we are to grow the Lightning class, junior sailors should think of the Lightning as a one-design Class to advance into as they think about their sailing future. For this to happen we need to ask more Juniors to sail with us (we might even improve our finishes!) and get the word out on the Championship opportunities.

By the way, we finished tied for first, but lost the tie-breaker. The team of Jeff and Amy Linton and Mark Taylor is tough competition, but the future looks bright. I recommend junior sailors highly!

Bill Mauk

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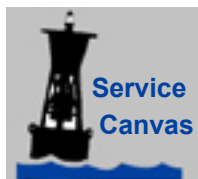
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Florida District Championships

Skipper/Crew	R1	R2	R3	R4		Total
Jeff Linton, Mark Taylor, Amy Smith Linton	1	4	4	1	*9	10pts
Bill Mauk, Zeke Horowitz, Amanda Holm	2	*7	3	3	2	10pts
Jim Alman, Laura Jeffers, Josie Williams	5	3	2	*7	1	11pts
**Colin Park, Karen Park, Hans Birkholz	3	1	*8	6	4	14pts
Frank Atkinson, Michele Sumpton, Tim King	*6	5	1	5	6	17pts
Travis Maier, Charlotte Sims, Fed Strammer	4	*9	7	2	5	18pts
Jeff Duval, Vladimir Kulichencko, Tommy Single	*7	6	5	4	3	18pts
Rod Koch, Andy Hayward, Tina Tinaret	10	2	6	10	*11	28pts
Bill Johns, Joanna Beaver, Bob Camp	8	8	9	*9	7	32pts
Dave White, Cort Steck, Kat Malone	9	10	*13/OCS	8	10	37pts
Bill Meyer, Colin Browning, Scott Schuman	*11	11	10	11	8	40pts
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Southern District Championships

Jackson Yacht Club—May 6–7

Club	Helm	Sail #	R1	R2	R3	R4	R#5	Score	Points	Position
Southern YC	Larry Frost, III	15211	1	1	2	1	1	1	1	1
Delta SA	Kennon Batton	15169	4	2	3	3	2	2	3	2
Delta SA	Crit Currie	14666	2	3	1	4	6	1	2	3
Buccaneer YC	Robert Bernhardt	15201	6	6	6	2	3	2	3	4
Jackson YC	Ian LaCour	14736	3	4	8	5	5	3	4	5
Mt Olive, MS	Thomas Niles	14737	7	6	7	8	4	4	6	6
Buccaneer YC	Chris Frost	13781	8	8	4	7	7	4	7	7
Pass Christian YC	Buddy Clark	9696	5	7	5	9	8	5	5	8
Pass Christian YC	Pete Furze	14355	9	9	8	6	DNS 10	6	9	9

Potomac Cup Regatta

Leesylvania State Park, Jackson Yacht Club—May 7–8

Allan Terhune topped a fleet of 36 boats that competed in the Doc Gilbert Memorial Potomac Cup Regatta at Leesylvania State Park 20 miles south of Washington, DC on May 6 and 7. He demonstrated great speed and an ability to claw his way back from some very deep positions. Jon Guth was 8th after the 3 races on Saturday, but his two bullets on Sunday jumped him up to second place by the end of the regatta.

Sailors came from as far south as Wrightsville Beach, North Carolina (Pierce Barden and Dave Pyle), as far north as upstate New York (Mark Grinder, Phil Lange, and Jack Jones), and as far west as Nashville (Chandler Owen).

The Old Dominion Brewing Company, which produces some of the finest micro brews in northern Virginia sponsored the regatta and Washington's Lightning Fleet 50 put on a fine dinner of steak and salmon to complement the great beer.

The race committee headed up by local Lightning sailor Rob Tompkins and the competitors had to deal with a building northwest breeze on Saturday that ranged from 5 to 15+ and shifted 20 degrees or more. The shifts and puffs flipped several unwary skippers and auto-tacked many others. On Sunday the breeze moderated and shifted to the northeast, so that the sailors could not remain complacent with what they learned the previous day.

Just to make it interesting, the bluff at the northeastern end of the park was responsible for some land effects as one sailed in toward that point. On a historical side note, during the Civil War that bluff served as a Confederate cannon emplacement, which restricted Union shipping on the Potomac.

Sailors from Annapolis and Havre de Grace dominated the top 6 positions – Allan and Jon were followed by Steve Constants, Jason Werner, Pat Phelan, and Jamie Brickell. All that light air and chop on the Chesapeake must train those guys to sail fast in tough conditions.

Seventeen of the 36 competitors were from Fleet 50—they continue to grow and grow. Nabeel Alsalam was the top finisher from that fleet in 8th place. Ron Buchanan with son Mark was the second Fleet 50 finisher in 10th place.





Russ Roberts, the regatta chair and competitor, organized a host of volunteers that made the event possible. His home, a 42-foot Cheoy Lee Gold Wing, was the line boat. To sail it south to Leesylvania, he had to shut down the Washington Beltway in both direction (and, consequently, the east coast) on a Friday afternoon while the Wilson Bridge was opened and the huge crane working on the replacement bridge was moved out of the way.

Leesylvania State park is a bucolic setting for a regatta. It is hard to believe it is a mere 20 miles for Washington, DC. For you old timers, it is just up the river from the site of the old Quantico frostbite regatta that sported as many as 100 Lightnings on the line. When the park was created in the early 1990s, it was specifically equipped to handle sailboat regattas. It has two cranes and two ramps and a huge parking lot for cars & trailers. In the woods to the north of the parking lot is a beautiful new pavilion that hosted the dinner, beer, and post mortems.

The “foresight” of the designers of this park can be credited to long-time and recently retired Virginia State Delegate and Lightning sailor, Jim Dillard.

Chandler Owen faithfully comes from Nashville every year to sail in Doc Gilbert Memorial Potomac Cup. Chandler crewed for Doc before his death in 1994 and like his mentor just does what it takes to get the boat across the finish even if it involves shimmying up the mast to retrieve a halyard or making a temporary repair in Mac-Gyver-like fashion.

This year the challenge was to get himself across the finish line as well. Before the race, Chandler had his crew, Harvie Geddin, tie the hiking straps securely to their anchors. Harvie later admits he may not have used the right kind of knot—I think you see where this is going. Fifty yards from the finish line of the first race, both Chandler and Harvie are hiking as hard as they can, when all of a sudden Harvie hears a “whump” as Chandler’s hiking strap gives way. Harvie looks back and sees nothing—just a mainsheet trailing behind the boat! A few seconds later, at the end of the mainsheet, a single hand emerges from below the surface and extends upward making a desperate grasping motion. Then Chandler’s head appears, and, using the mainsheet, he begins pulling himself toward the boat that is still pulling hard for the finish line. As he gets close to the transom, he reaches up, grabs the traveler, and with just one arm pulls himself into the boat, sits down, grabs the tiller, and sails smartly across the line, 24th out of 36 boats. We are not making this up!



Maryann Gallagher & Matt Fitzsimmons



Jim Dillard (left) organized the Old Dominion Brewing sponsorship



Ron & Mark Buchanan & Cat Cieri

Fleet 50's Potomac Cup

Place	Sail #	Skipper/Crew	From	R1	R2	R3	R4	R5	Total
1	15232	Allan Terhune, Katie Terhune & John Townsend	Annapolis	1	1	5	5	9	21
2	14548	Jon Guth, Stacy Landssman & Peter Rich	Annapolis	15	9	10	1	1	36
3	15240	Steve Constants, Jim Ward & Mike Constants	Annapolis	3	2	17	6	8	36
4	15024	Jason Werner, Heather Dodd & Matt Jay	Havre de Grace	5	6	8	8	10	37
5	14366	Patrick Phelan, Rich Morris & Sharon Slieter	Havre de Grace	22	10	4	4	5	45
6	15016	Jamie Brickell, Kimberly Brickell & Susie Brickell	Annapolis	2	3	20	19	2	46
7	14942	Dick Moyer, Helen Moyer & Sam Septembre	Riverton NJ	4	8	16	7	11	46
8	15142	Nabeel Alsalam, Lisbet Kugler & Ian Mutnick	Washington, DC	11	11	1	13	13	49
9	15272	Mark Grinder, Kristen Lopez & Jeff Kuhn	Buffalo, NY	18	4	13	15	3	53
10	14485	Ron Buchanan, Mark Buchanan & Cat Cieri	Washington DC	9	15	14	10	21	69
11	15276	Phil Lange, Dan Pope & Jonathan Lange	Rochester, NY	19	5	23	11	16	74
12	12416	Bob Astrove, Billy Astrove & Jill Williamson	Washington, DC	14	21	22	12	7	76
13	14566	Frank Gallagher, MaryAnn Gallagher & Matt Fitzsimmons	Washington, DC	23	12	18	2	27	82
14	15159	Frank Hanson, Taylor Hanson & Danielle Prior	Susquehanna	31	7	25	17	4	84
15	14932	John Pelosi, Howard Brozdwel & Dale Ollev	Wrightsville Beach	20	20	2	24	19	85
16	15141	Avis Bridgers, Henry Bridgers & Mike Didyk	Wake, NC	26	29	3	3	24	85
17	14321	Jack Jones, John Boxberger & Michelle Wolpe	Henderson Harbor NY	16	19	37 DNF	9	6	87
18	15118	Starling Mikell & Gene Shue	Susquehanna	10	23	15	22	17	87
19	15195	Pat McGee, Ian MacLeod & Paul Mahre	Washington DC	7	18	6	37 IOCS	25	93
20	14627	Jim Dillard, Justin Morris & Christy Lavigne	Washington, DC	17	27	19	20	12	95
21	15202	Russ Roberts, Craig Huzway & Vince Wawrzynski	Washington, DC	25	14	9	21	28	97
22	14969	Chandler Owen & Harvie Geddin	Nashville TN	24	22	12	26	14	98
23	11767	Harry Keith, Henry Keith & Katie Keith	Washington DC	13	28	7	23	29	100
24	11462	Drew Hudson, Tony Vernon & Sousan Arafah	Washington, DC	8	13	27	37 DNS	15	100
25	14553	Rick Welch, Aaron Boesenecker & Ben Bruce	Washington, DC	12	16	28	14	30	100
26	5142	Ben Forman, Tim Olson & Pushan Gunasinghe	Washington DC	27	26	11	18	23	105
27	15241	Pierce Barden, Chip Till & Tommy VanArsdale	Wrightsville Beach	6	37 DSQ	21	37 DNF	18	119
28	14525	John Bates, Gary Hoffer & Trevor Pryor	Susquehanna	28	25	24	25	26	128
29	48	Bucky Buchanan, Keith & Mark Buchanan	Annapolis	32	24	26	28	22	132
30	14395	Bob Wilbur, Henry Cheng & Genie Williford	Washington, DC	21	37 DNF	37 DNS	16	31	142
31	14100	Red Fehrle, Patrick Cullen & Brian Cullen	Washington DC	33	30	29	29	33	154
32	15256	Jeff Storck, Cathy Bleakly & Rose Gentile	Washington, DC	29	17	37 DNS	37 DNS	37 DNS	157
33	15156	Dave Pyle, Dave Chervene & Carolann Brumfield	Wrightsville Beach	37 DNF	3 7 DNF	37 DNS	27	20	158
34	14521	Joe Anderson, Leesa Anderson & Steve Wiseberger	Washington, DC	30	31	37 DNF	30	32	160
35	10226	Jim Greenwell, Rob Holzbach & Jamie Underwood	Washington, DC	35	33	31	31	34	164
36	15228	David Thompson, Gary Skillicorn & Joe Kimak	Washington, DC	34	32	30	37 DNS	37 DNS	170

Southeast District Championships

Wrightsville Beach Yacht Club—June 3–4

The 2006 Southeastern Lightning District Championships was hosted by the Wrightsville Beach Yacht Club over the weekend of June 3–4. If you have not visited this club, you are missing something special. As one of the oldest yacht clubs on the east coast there is a lot of history and pride with the membership. The club house is a fantastic facility located on the beach and the sailing venue is in the Atlantic Ocean just in front of the club which make for good viewing for your family or friends in tow.

Saturday's racing saw weather conditions over the entire spectrum. We started the first race in 15 to 18 knots of breeze with three to four-foot waves with leads changing often between the top two boats and ultimately going to Pierce Barden. Race two was started in a cold rain and 20 knots and was won by Barden again followed by local talent Steve Johnston and District regular John Pelosi. After a lengthy capsized rescue race three and four were sailed in lighter winds but with the same big waves. Bob Harkrider and team took the honors followed by Barden, Tyner and Pelosi. Race 4 was a shorter course and sailed in a dying breeze which was managed best by John Sawyer and team followed by Harkrider and Bob Cowan's team.

Regatta organizer's Ellie Stone and Pierce Barden arranged for a fantastic southern buffet and open bar for those in attendance, which made for a perfect ending to a great day of sailing.

Sunday's races were sailed in a light but building sea breeze and set up for a duel between the top two boats. The points were such that first and second were going to either team Barden or team Harkrider barring any unforeseen disasters. Team Harkrider had a 1–2 and team Barden scored a 2–4 for the last two races giving Harkrider the victory with 8 points and Barden a secure 2nd with 10 points. Rounding out the top five with only three points separating 3rd from 5th was team Tyner, team Pelosi, and team Sawyer (breaking a tie with Johnston).

A great regatta with outstanding race management, a fantastic venue and of course the most important factor of all, great friends!

Skipper	Boat	R1	R2	R3	R4	R5	R6	Total
Bob Harkrider	14532-N	2	6	1	2	1	2	8
Pierce Barden	15241-N	1	1	2	4	2	4	10
Terry Tyner	14825-N	3	4	3	9	8	5	23
John Pelosi	14932-A	4	3	4	5	9	8	24
John Sawyer	14318-N	6	5	8	1	6	40	26
Steve Johnston	15236-N	5	2	5	7	7	44	26
Taylor Team	9398-L	7	7	9	6	3	3	26
Bob Cowan	14682-?	8	44	14	3	5	6	36
Avis Bridgers	15141-N	10	44	14	14	4	1	43
Stone/ King	14356-?	9	8	11	44	10	9	47
Bill Sloger	11771-L	13	44	10	8	11	7	49
	14062-?	12	9	6	10	14	44	51
Dave Pyle	15156-A	11	10	7	44	12	12	52

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Boat #	Skipper	Crew	Crew	R1	R2	R3	R4	R5	Race 6	Points
15260	Bill Faude	Tom Starck	Jared Drake	2	8	2	1	4	1	18
14880	Skip Dieball	Derek Gauger	Kristin Medwid	4	1	3	3	1	12	24
15208	Jim Allen	Jane Allen	Valerie Tardiff	5	3	4	10	2	2	26
15082	Jamie Allen	Mike Holly	Jay Deakin	3	2	1	8	17	7	38
15112	David Werley	Jonette Werley	Greg Maras	1	7	5	11	11	5	40
14957	Ryan Ruhlman	Nick Turney	Erin Whistler	11	5	9	7	5	4	41
14922	Jack Huntsman	John Huntsman Jr	Marshall Huntsman	17	6	6	5	6	3	43
14249	George Sipel	Jeff Hahman	Carl	10	9	12	6	7	6	50
15213	Jeff Schmahl	Stuart Webster	Brad Wagnon	6	17	8	4	13	9	57
15257	Rob Ruhlman	Abby Ruhlman	Garry Condon	9	10	13	2	9	14	57
15075	Dave Vieregg	Tina Vieregg	Caroliine Sundman	7	14	11	14	8	8	62
10638	Ernie Dieball	Jim Starck	Brooke	8	4	7	DNS	18	11	80
15172	Tom Varley	Zack Austin	Jon Varley	14	15	19	15	16	10	89
15015	John Werley	Bertie Werley	Tim Werley	12	13	14	9	12	DNF	92
15251	Debbie Probst	Sarah Paisley	Jacqueline Voight	18	11	16	13	3	DNF	93
14573	John Woodall	Steve White	Nora White	16	21	15	16	22	13	103
12151	David McBrier	Pat Bloomstine	Ryan Sitter	23	19	21	20	19	15	117
14067	Bob Shutt	Skip Yarger	Rick	27	28	22	19	24	16	136
14479	Kevin Robinson	Kelly Jordan	Benjamin Maloney	DNS	18	10	12	DNS	DNS	136
14897	Kurt Andrews	Bridget Ireland		13	16	DNS	DNS	15	DNS	140
14543	John Heagy	Mike Stark	Ben Mercer	20	20	23	DNS	14	DNS	141
14828	Ira Johnson	Glenn Everett		15	25	17	DNS	20	DNS	141
14546	Vic Maras	Samantha Maras	Beth Werley	25	12	DNS	DNS	10	DNS	143
14420	Dean Caley	Kay Sees	Johnathon Dean	19	DNS	18	17	DNS	DNS	150
14390	Jim Stone	Ed Auer	Marty Calabrese	28	24	20	18	DNS	DNS	154
11515	Jeff Pugh	Dick Pugh	Becky Young	21	22	DNS	DNS	21	DNS	160
14925	Mike Brock	George Auer	Mike LaVullo	22	23	DNS	DNS	23	DNS	164
14523	Lenny Ciccone	Tom Petroski	David Weihe	24	26	DNS	DNS	DNS	DNS	178
14657	Justin Proctor	Laura Stumpff	Mark Nussbaum	26	27	DNS	DNS	DNS	DNS	181
12593	Bob Baumgardner	Cody Signor	Nate Signor	DNS	DNS	DNS	DNS	DNS	DNS	192
14885	Doug Blackburn	Scott Blackburn	Andy Sees	DNF	DNS	DNS	DNS	DNS	DNS	192
15022	Garry Condon			DNS	DNS	DNS	DNS	DNS	DNS	192

Texas Districts Championships

Corinthian Sailing Club, White Rock Lake, Dallas, Texas—June 3–4

Sailed on White Rock Lake in Dallas, seven boats signed up to sail in this year's Texas District Championship. We had two boats travel from outside the district to help us have a good regatta. The Texas District is in the process of re-building with a combination of new sailors and some experienced sailors taking the sport back up again.

The first race was started in an easterly breeze of around ten knots. The boats that held left on the first beat lead at the first windward mark. As the leaders approached the windward mark, a shift to the right meant an immediate gybe set for the run. The middle paid off on the second beat. The wind died as the leaders sailed the second run. The second beat had spread the fleet out, but, as the wind filled back in, the fleet bunched up again resulting in nail-biting, overlapped finishes.

The wind died again, and we didn't get any more racing in on Saturday. On Sunday morning, we had a steady ten to twelve out of the South. We got three good races in. The second race started in a right phase, but with the mark tucked in under the shore, it paid to hold on starboard to the left shore. The second beat played out the same way, resulting in a lead change.

In the third and fourth races, the beats demanded playing the shifts up the middle. Downwind, it seemed to pay off to sail deep along the left, which was important because we had downwind finishes on Sunday morning.


White Rock is a small inland lake with no wave action, so, clear air and boat speed were critical. The leaders consistently had the best speed. In the end, we had some good racing, and Texas will send at least two boats to San Diego. See you there!!

Number	Fleet	Skipper	Crew	Crew	R1	R2	R3	R4	Total	Place
13806	35	Clarke Newman	Kelson Elam	Deanna Newman	1	2	1	1	5	1
15169	274	Batton Kennon	Stephanie Laughlin	-----	2	1	2	2	7	2
14817	35	Scott Anderson	Brad Winslett	Angela Loud	3	3	3	3	12	3
14737	388	Tom Niles	Evan Niles	Kenneth Niles	4	4	4	4	16	4
10275	35	John Womble	Christie Womble	Amy Williams	DNF	7	5	5	25	5
13311	35	Beth Richard	Gery Osowiecki	-----	DNF	5	6	6	25	6
11118	35	Ralph Bilnowski	Sylvan Newman	-----	5	6	DNC	DNC	27	7

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Dixie District Championships Hampton Yacht Club—June 9–10

Sail	Boat	Skipper	Crew	Crew	R1	R2	R3	R4	R5	R6	Ttl Pts	Pos
15232		Allan Terhune, Jr	Katie Terhune	Dave Perkowski	1	1	1	1	1	(2)	5.00	1
15240		S Constants	David Constants	Michael Constants	2	2	3	(7)	2	1	10.00	2
1142	Beedobeat	Ben Formen	Tim Olson	John Butler	4	4	(8)	5	4	3	20.00	3
14566	Resistance Is Futile	Frank Gallagher	Mary Ann Gallagher	Matt Fitzsimmons	3	3	4	(8)	6	5	21.00	4
15142	Shadowfax	Nabeel Alsalam	Geof Bishop	Russ Roberts	5	6	7	2	3	(10)	23.00	5
14548		Jon Guth	Jim Ward	Lisbet Kugler	8	8	5	4	(9)	4	29.00	6
15221	Bonk	George Nagy	Jeff Cox	Mike Arndt	6	7	(10)	6	8	6	33.00	7
15202		Todd Johnson	Kimberly Brickey	Barbara Vosbury	12	5	2	3	(17/DNC)	17/DNC	39.00	8
15084	Irie	Joe Buczkowski	Kevin Crossett	Rick Eilenfield	9	9	6	10	(12)	11	45.00	9
14348		John Parker	Ryan Parker	Sam Hostvedt	7	(12)	9	11	10	9	46.00	10
15159	Worn Burner	Frank Hannson	Taylor Hanson	Allison Hoffmann	13	11	12	(17/DNC)	5	8	49.00	11
7603	Pandora II	Bob Astrove	Billy Astrove	Doug Dixon	11	10	(17/DNC)	17/DNC	7	7	52.00	12
14627	No More Excuses	Jim Dillard	Justin Morris	Anne Mytnik	(15)	13	11	9	11	12	56.00	13
14221	Iwakuni	Mark Witson	Joelle Williams	Nick Turcotte	10	(14)	13	12	13	13	61.00	14
15195	It's the Water	P McGee	Red Fearle		14	16	14	13	(17/DNC)	17/DNC	74.00	15
15228	Blue Two	Walter Thompson	Barb Thompson	Catherine Calvin	16	15	15	(17/DNC)	14	14	74.00	16

Notes: 4 races on Saturday in 10 to 15 knot breeze from 270 to 330. 2 races on Sunday in 4 to 12 knots from 300 to 360. A left to right current both days that was a factor on Sunday.

Mississippi Valley District Championships Harbor Island Yacht Club Nashville Tennessee—June 10-11, 2006

Skipper	Crew	Crew	Club	Place	R1	R2	R3	R4	R5	R6	R7	Total
Paul Hanson	Matt Burrige	Ian Moriarty	CSA	1	3	6	1	1	1	4	5	15
Cully Ward	Barbara Ward	Kat Ward	HIYC	2	5	4	3	3	2	1	12	19
Scott Zerban	Marc Shillebeeckx	Bobby Lacker	CSA	3	6	12	2	4	7	2	4	25
William Hofmeister	Mandy Hofmeister	Becca Hofmeister	HIYC	4	7	1	7	2	8	3	7	27
Ian Shillebeeckx	Beth Ward	Lucas Hofmeister	CSA	5	8	2	5	5	3	6	6	27
Terry Burke	Edd Burke	Bryan Burke	CSA	6	9	8	4	9	5	RAF	1	36
Bruce Richards	Carly Summers	Mary Schmid	HIYC	7	2	5	6	7	6	10	11	36
Batton Kennon	Dick Blain	Patrick Gallagher	DSA	8	1	3	9	8	10	7	10	38
Bill Killebrew	Dennis Colby	Larissa Podust	HIYC	9	11	10	11	6	4	11	3	45
Robert Mattix	Jan Mattix	Jamie Hoffman	HIYC	10	10	9	10	11	9	8	2	49
Bob Cotton	Mark Stanley	Bruce Campbell	HIYC	11	4	7	8	13	13	9	9	50
David Young	Bill Young	Ross Young	HIYC	12	13	11	13	10	12	5	8	59
Tom Niles	Kenneth Niles	Evan Niles	JYC	13	12	RAF	12	14	11	12	DNS	76
Rob Hempel	Cris Hempel	Celestia O'Donnell	HIYC	14	14	13	14	12	DNS	DNS	DNS	83

Pacific Northwest District Regatta
June 10-11, 2006

Skipper	Fleet	Position
Doug Hickman	283	1
Darrell Peck	283	2
Phillip Parshley	283	3
John DeBenedetti	283	4
Jerry Neuburger	283	5
Dave Collins	283	6
Randy Anderson		
Jerry Martin	283	7
Roger Hicks	283	8
Matt Henley	90	9

Connecticut/Rhode Island
District Championships
Housatonic Boat Club—June 17-18

Position	Sail	Boat	Skipper/Crew	R1	R2	R3	R4	Total
1	14900		Jim Crane, Brenda Crane, Billy Crane	1	3	1	2	7
2	15215		David Peck, Ellen Starck, Bryan Lilley	2	2	2	6	12
3	14665	Mike's Boat	Bill Healy, Nicole Breault, Meredith Killion	4	1	5	3	13
4	15171	High Cheese	Josh Goldman, Jamie Ewing, Srah Himmelfarb	7	5	3	1	16
5	10801	Woody	R Neil Hayes, Todd Vetrano, Amy Warren	5	9	4	4	22
6	15130	Vann Bros.	Chris Vann, Leonard Vann, Joel Vann	3	4	9	7	23
7	15220	Odyssey	David Spira, Bob De Roeck, Brian Smith	9	6	10	5	30
8	15055		Hugh Hutchison, Marc Venables, Charles Swanson	6	8	7	10	31
9	15051		David Howe, Bob Martin, Steve Wexler	8	10	6	9	33
10	14515	Sprocket	Ryan Sprole, Susi Sprole, Chris Sprole	10	11	8	8	37
11	14848		Daniel Hertzter, Marti Hertzter, Aaron Hertzter	11	7	11	13DNS	42
12	14821	Tom Tom Club	Ched Proctor, Jay Lurie, Kathryn Josenhaus	13DNC	13DNC	13DNC	13DNC	52

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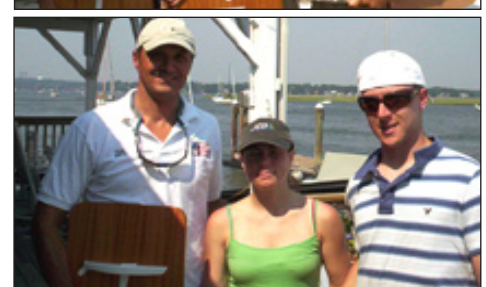
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Central New York Districts, Caz Flash Bash Cazenovia Lake—June 17–18

27 boats met at Cazenovia Lake on June 17–18 for the 2006 Central New York District Championship. This was an open regatta, and we had two out-of-district guests, the Bushs from Massachusetts and Benjamin Forman and crew from Washington, DC.

The weather was great and the wind was typical Caz! Velocity was good most of the time on most of the lake, but those shifts kept everyone on their toes!

Kirk Reynolds and crew were more alert than anyone else and put on an amazing performance.



The Champs

Place	Boat #	Skipper	Crew	Crew	R1	R2	R3	R4	R5
1	14781	Kirk Reynolds	Allister Thompsen	Lynn Thompson	2	3	1	2	2
2	15164	Jed Dodge	Bill Dodge	Bill Healy	1	d 9	8	1	3
3	15205	Bob Wardwell	Mike Healy	Sarah Costich	3	2	3	3	5
4	15255	Richard Hallagan	Rick Ten Eych	Pam Tuttle	4	4	4	7	d 14
5	14369	Federico Meira	Julie Lesinski	Mark Lesinki	8	7	6	d 9	1
6	14849	Clay Murphy	John Steiner	AJ Murphy	11	1	5	d 15	15
7	15250	Dan Pope	Eliza Pope-Collins	Lori Pietroy	7	15	d 15	5	4
8	14321	Jack Jones	Graham Leonard	Kristen Likez	5	5	11	d 13	10
9	15165	Alan McReynolds	Logan McReynolds	Tamara Farmer	9	12	d 12	6	7
10	14654	Bob Bush	Sterling Bush	Deb Aerhart, Alexis Ellis	10	8	d 18	8	8
11	1 142	Benjamin Forman	Tim Olson	Arne Cody	6	11	2	10	d 21
12	14923	Bob King	Conor Healy	Emily Moloney	14	d 19	7	4	13
13	14949	Landy Atkinson	Gordon Wright	Jillian Stokes	d 17	13	10	12	6
14	14397	John Atkins	Lori Foster	Erin McReynolds	12	10	9	14	d 16
15	14465	Dick Tuttle	Joe Homola	Tom Gahagen	15	6	20	11	9
16	15276	Philip Lange	Jonathan Lange	Carolyn Bick	21	17	d 22	16	11
17	14799	Jesse Miller	Virginia Miller	Mary Lou Carlucci	13	14	21	d 23	12
18	15161	John Koricosz	Adrianne Koricosz	Bob Hinman	16	20	14	17	20
19	12004	Campbell Woods	Eric Magnuson	Ian Oviatt	20	d 21	19	18	19
20	15188	Ed Seyerlein	Steve Little	Jeannette Little	22	16	13	19	22
21	14527	Alex King	Pete King	Tom King	19	d 22	17	21	17
22	15279	Jim McIntosh	Josh Goetz	Andy Smith	18	18	DNF	d DNS	18
23	14212	Tom Shaw	Jeff Shaw	Andrew Smith	d 24	23	16	20	21
24	14706	Rich Hartt	Elaine Hartt	Mike Hartt	23	d 25	23	22	24
25	13933	Richard Ryczek	Carl Bye	Bruce Pushter	25	24	24	25	d 26
26	14772	Duane Cramer	Deborah Cramer	Leigh Cramer	DNF	d DNS	25	24	25
27	14240	Stephen E. Little	Ed S.	Jeannette Little	DNS	DNS	DNS	DNS	DNF



California Districts

Mission Bay Yacht Club—June 17

This year we decided to have a one-day event for maximum attendance. We had a 20+ year record of boats from the Mission Bay fleet—12 boats, with 11 on the water. It turned out to be a great tune-up for the upcoming NAs in San Diego in August.

This year the wind was solidly from the South, and it stayed about 180 all day with winds in a hiking 7-11 kts. There was little kelp thank goodness. With new sails and great foredeck crew Jennifer Lyons and center old crew Gregg Tondreau I was very confident. The competition in our fleet is very close with many boats capable of coming out on top so it was anyone's to win. There were no throwouts so every race had to be mistake free. All courses were W/Ls.

Due to the big confused swell and chop, I avoided the pin and played it conservative, starting mid line in every race. In the 1st race Ken Manzoni from WJM host Southwestern Yacht Club nailed the start at the pin and was gone. Boats that went left toward the Mission Beach surf line always came out ahead in every race. He won going away. I unfortunately cut the weather mark close, snagged the long-scooped anchor line and hit the mark. After doing the penalty turn I was in 9th place but caught 4 boats on the short leg to the finish for a 5th. To win we would have to nail the next 3 races and the odds were against us in the highly competitive fleet.

In the 2nd race we duked it out with Coppens, Bellin, and Kirk Johnson with at least 3 lead changes in the twice around W/L. We were fortunate to be ahead at the finish. Some boats in the top five in the 1st race ended up in the bottom five and vice-versa so after two races we found ourselves tied for 1st with Kirk Johnson and a point ahead of Bellin and two ahead of Coppens and Manzoni.

We had a great start in Race 3 going hard left and lead the entire race, covering a hard charging Coppens and Bellin at the finish in a tacking duel. Our strategy in Race 4 was to start clean, make no mistakes and sail clean. The wind was diminishing somewhat so concentration on steering fast in the confused chop and swell was the key. We had a good start and climbed out on top of everyone for some clean air. We followed Coppens around the course and maintained a 2nd to win by two points.

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I can't thank Jennifer and Gregg enough for sailing a perfect mistake free regatta. They were fantastic. I believe there was more current near the shore that day flowing south rotating the boats up the left side. Of course there were the usual oscillations we also took advantage of. Going right was a killer so we never went that way out to sea. Also, we would always lee bow any competitor keeping on their left if we timed the next shift correctly and it seemed we called every little shift all day.

Scott Finkboner

Position	Sail	Skipper/Crew	R1	R2	R3	R4	Total
1	14904	Scott Finkboner, Jennifer Lyons, Greg Tondreau	5	1	1	2	9
2	14924	Jeff Coppens, Larry Schmitz, Kevin Laube	6	2	2	1	11
3	14263	Pete Bellin, Scott Hoffman, Evan Hoffman	4	3	4	3	14
4	13742	Ken Manzoni, Julie Ardagna, Bryan Buffaloe	1	7	3	4	15
5	14095	Kirk Johnson, Edna Johnson, Richard Hoffman	2	4	6	6	18
6	14202	Mike Poltorok, Moni Lampe, Michael Brown	3	6	5	5	19
7	14846	Mike Brewer, Dick Brewer, Katie Ham	8	5	7	8	28
8	14308	Dale Bull, Brian Anderson, Heather Brownsea	7	8	8	7	30
9	13860	Dan Gravatt, Donna Collins, Fred Misa	9	10	11	9	39
10	13842	Pete Colantuono, Jerry Griffin, Jeff Smith	10	9	10	11	40
11	14720	Jay & Kate Johnson, Jolene & Jolee Northrop	13DNC	11	9	10	43
12	13856	Ek Petit De Mange	13DNC	13DNC	13DNC	13DNC	57

Ohio District Championships Cleveland Race Week—June 17–18

Boat #	Skipper/Crew	Club	R1	R2	R3	R4	R5	R6	Total	Finish
15252	David Starck, Tom Starck, Brian Starck	Buffalo Canoe Club	1	9	1	1	1	1	14	1
15112	David Werley, Greg Maras, John Woodall	Pymatuning	7	6	2	2	2	4	23	2
15172	James Taylor	Cowan	3	1	6	7	4	3	24	3
14957	Ryan Ruhlman, Annie Jackson, Kevin McLaughlin	Pymatuning	4	4	3	3	7	5	26	4
15181	George Fisher, Matt Fisher, Joe Stark	Buckeye	2	13	9	9	3	2	38	5
15015	John Werley, Bertie Werley, Kate Werley	Pymatuning	8	2	4	6	5	17c	42	6
15257	Rob Ruhlman, Abby Ruhlman, Erin Whistler	Pymatuning	5	3	8	4	6	17c	43	7
15075	Maegan Ruhlman, Arron Bailey, Ian Gilliland	Pymatuning	9	7	7	8	14q	6	51	8
13308	Bill Buckles	Cleveland	10	8	14	14	9	7	62	9
15191	Erick Brandt	Leatherlips	6	10	10	11	8	17c	62	10
14925	Mike Brock	Cowan	12	5	11	10	14q	17c	69	11
15288	David Viereggs	Pymatuning	17q	12	5	5	17c	17c	73	12
14067	Bob Shutt	Mansfield	13	11	15	15	17c	8	79	13
15185	Bruce Finsilver	Pontiac	15	14	12	13	10	17c	81	14
14657	Justin Proctor	Pymatuning	11	15	16	12	11	17c	82	15
14390	Jim Stone	Mansfield	14	16	13	16	17c	17c	93	16



Indiana Districts Indianapolis Sailing Club—June 17–18

Place	Boat	Skipper	Crew	Crew	R1	R2	R3	R4	R5	R6	Total w.Throw
1	13910	Bill Allen	Peggy Lehman	Greg Johnson	2	1	1	1	1	1	5
2	14359	Joe Lassaus	Mike Naughton	Joan Naffziger	1	3	2	2	2	2	9
3	13657	Mike Francescini	Tom Kling	Dan Ramsey	3	2	3	3	3	3	14
4	13339	Dake Krcek	Mary Gemberling	Jeff Harrison	4	4	4	4	4	4	20
5	11537	Bill Saeger	Ashlie Saeger	Louise Holmilk	5	5	5	DNC	6	6	27
6	14537	Walt Tinsley	Steve Tinsley	Bud Frait	DNC	DNC	DNC	DNC	5	5	31
Throwout After Races					DNC	7	7	7	7	7	

Metropolitan Districts Monmoth Boat Club—June 24

Boat #	Skipper	R1	R2	R3	R4	Total	Place
14786	Jon Schwartz	2	5	1	1	9	1
14727	Dave Watts	1	4	2	4	11	2
14888	Bob Sengstacken	9	2	4	2	17	3
14706	George Harrington	5	1	8	6	20	4
15093	Joan Hurban	6	3	7	5	21	5
14276	Dale Barney	4	9	6	3	22	6
14175	Ted Duffy	7	7	3	7	24	7
14073	Gary Hurban	3	6	12 (DSQ)	9	30	8
15203	Sandy Huntsman	8	10	5	8	31	9
14363	Larry Decker	10	8	10	10	38	10
15178	Dan Parietti	11	11	9	11	42	11
152??	Ryan Sprole	DNC	DNC	DNC	DNC	48	12



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Midwest Districts

Milwaukee Yacht Club—June 24–25

Place	Sail	Skipper	Total	R1	R2	R3	R4	R5	R6
1	15234	Wake,Todd	7	3*	1	1	3	1	1
2	15158	Orlebeke,Peter	18	7	2	10*	1	6	2
3	13817	Phelan,Brian	20	9*	7	2	2	5	4
4	15119	Larson,Ric	21	1	3	5	6	7*	6
5	14938	Stix,David	21	4	5	3	7	2	8*
6	14994	Reichelsdorfer,Dan	21	5	4	4	9*	3	5
7	14911	Coleman,Edward	31	2	10	7	5	12*	7
8	15189	Reak,Paul	38	8	9*	8	4	9	9
9	15137	Adamski,Steve	41	11*	8	9	11	10	3
10	14958	Lindgren,Kathy	41	6	11*	11	10	4	10
11	14508	Cushman,Martha	50	10	6	15*DNC	15 DNC	8	11
12	14162	Slater,Mac	54	13	12	6	8	15*DNC	15 DNC
13	11589	Gruneberg,Brad	59	12	13*	12	12	11	12

Canadian Open Buffalo Canoe Club—June 24–25

Family Fun in Canada

When Marc talked about going to Canada for a weekend, I thought that was pretty crazy, but I decided to accompany him anyway, so he would not drive by himself, and I could watch the kids sail. We left Friday morning at 6:00 AM, with the boat in tow. Twelve hours later, we were at the south shore of Lake Erie, just on time for a nice dinner outside in the sunset. That gave us plenty of time to get to Buffalo, New York airport to pick up Ian and his two crews, Beth Ward and Lucas Hofmeister, who flew from Nashville, where they are in charge of the children's sailing camp during the month of June. We then crossed the bridge over Niagara River, the border to Canada, and stayed at a local motel for the night.

Saturday, very early morning, we headed to Crystal Beach on the North side of Lake Erie, to the Buffalo Canoe Club, a very fancy sailing club, to participate at the Canadian Open Championship. The weather was quite cold, with a big fog on the entire lake and NO WIND (or very little). Traffic was intense to get all the boats in the water: 32 Lightnings (our Class) + 43 Thistles (pretty similar to our Class boat in terms of size), + multiple Lasers and Optimists (smaller one-person-boats). The water is very shallow way into the lake, so boats were "walked" into the water and left there on anchor.

With an hour delay, everybody finally got onto the water. Marc and I were on a motor boat and saw how the fog was slowly dissipating at the same time that the wind was coming. We could really see on the water the line created by the shade of the clouds, and the same line where the wind was touching the water. It was 2:00 PM by the time there was enough wind to start the first race. Ian, with an 18th and an 11th place that day ended up 15th, still very honorable considering he was the only junior skippering. Many of the other sailors are in the top 20 in the US and are world class sailors! As one of the sailors had to go back to shore, I jumped into one of the Lightnings for the 2nd race, in which my skipper ended up 6th.

Saturday night was the usual "cook out" on the lawn in front of the club and chat with the participants. After ten years in the Class, we are beginning to know quite a few of them. Marc and I then had a nice walk on the beach and looked at the gorgeous houses around.

Sunday morning, the wind was very good and we all headed out, wishing the kids good luck. We were thrilled to realize that Ian had had an excellent start and was actually dominating the entire fleet! He was first at the first mark, and maintained his first place through the four legs, finishing in front of all the "big guys" (# 2 world champion etc...). In the following race, Ian had a good start and was again far forward in 5th position. Unfortunately the wind died completely and all boats had to be towed to shore. Despite the disappointment, the kids got what Marc wanted them to have, a huge boost of self confidence to face the Lightning Youth World Championships in three weeks in Finland!

Back on shore everyone was busy getting the boats out of the water, on their trailers, and ready to leave. After "packing" the boat, and after distribution of the trophies, as a storm was about to drench everyone, we rushed back to the bridge and the border, leaving the boat behind. Already the traffic was heavy with the crowd head-

ing back to Buffalo from the beach. After getting lost in Buffalo, we luckily got the kids to the airport on time for their flight back to Nashville. Later on we heard from the kids that they finally arrived at 4:30 AM the next day... what a delay!

Marc and I wanted to enjoy a few more hours of vacation, so we headed back again to the bridge to Canada. Surprise! The ramp to the bridge was closed because of the rain! After another detour, we finally headed back to the Club to pick up the boat. By then, everyone had left. It was almost ghost town, a big contrast compared to the febrile activity of earlier in the day. Marc decided to show me Niagara On the Lake, a small Victorian town on lake Ontario at the north end of Niagara river. There was an amazing huge Victorian Hotel with the entire first floor in wood "parquetries" designs. Still I was anxious to see the other town where the Niagara Falls are located, about midway between Lake Erie and Lake Ontario. So we headed back south and arrived just as it was starting to get dark. Well the Falls are pretty impressive. The mist they create keeps the immediate area wet all the time (including us!). At night they are illuminated—in colors!. Turning our back to the Falls, the town is like another Las Vegas, with the casinos and all the lights fighting for attention. There was even some fireworks to entertain the many tourists.

Back to reality, we thought it might be wise to drive a few miles that day, so we left and drove until midnight. On Monday we left early and drove about twelve hours to St. Louis, parked on two parking spots on Lindell, and had dinner with our son Maxime, who lives there in the Moolah building while doing his summer internship. The long drive was pretty nice and peaceful. Marc and I caught up on conversation and reading, in between Marc's business phone calls, as usual. Next weekend, we go to Carlyle Lake. It's only 1 3/4 hour from home where Ian will be doing another US Sailing Laser regatta to keep his sailing skills up!

Roselyne Schillebeeckx

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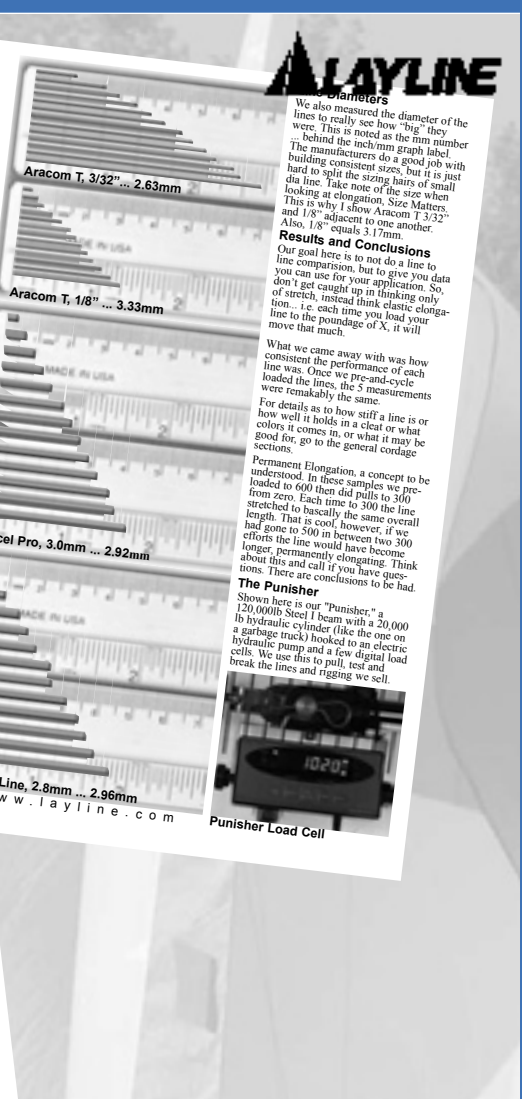
Canadian Open Regatta

Sailed: 3, Discards: 0, To count: 3, Ratings:None, Entries:30

Rank	Fleet	Sail #	Helm	R1	R2	R3	R4	Total
1	Lightning	19 - 15252	David Starck	6	2	3		11
2	Lightning	10 - 15246	Larry MacDonald	2	9	2		13
3	Lightning	12 - 15082	Jamie Allan	3	8	9		20
4	Lightning	32 - 15232	Allan Terhune Jr.	1	15	4		21
5	Lightning	15 - 14957	Ryan Ruhlman	5	10	6		21
6	Lightning	24 - 15298	Ian Jones	13	4	8		25
7	Lightning	22 - 15202	Neal Fowler	10	5	11		26
8	Lightning	25 - 15125	Tom Starck	9	1	17		27
9	Lightning	16 - 15164	Jed Dodge	7	3	18		28
10	Lightning	9	Thomas Allen Jr.	4	19	5		29
11	Lightning	06 - 14901	Ian Schillebeeckx	18	11	1		30
12	Lightning	08 - 15257	Rob Ruhlman	12	7	12		31
13	Lightning	11 - 15272	Mark Grinder	11	6	15		32
14	Lightning	05 - 15206	Bill Faude	14	12	10		36
15	Lightning	28 - 14768	Peter Hall	20	16	7		44
16	Lightning	21 - 15251	Deb Probst	8	14	22		45
17	Lightning	07 - 14261	Ed Roseberry Jr.	15	18	16		50
18	Lightning	14 - 15064	Richard Walsh	24	17	13		54
19	Lightning	26 - 15075	Macgan Ruhlman	23	20	14		57
20	Lightning	13 - 14479	Kevin Robinson	26	13	23		61
21	Lightning	03 - 15015	John Werley	19	13	DNF		63
22	Lightning	23 - 14580	Carissa Cox	17	25	21		64
23	Lightning	04 - 14811	Tom Allen	16	22	28		67
24	Lightning	27 - 15125X	Bill Neal	28	23	20		71
25	Lightning	02 - 14502	Tom Ward	25	29	19		73
26	Lightning	20 - 14612	Ross Bailey	22	26	26		74
27	Lightning	31 - 14174	David Sprague	27	24	24		75
28	Lightning	17 - 14268	Warren Emblidge	30	21	27		78
29	Lightning	01 - 14410	Pat Buckley	29	27	25		81
30	Lightning	18 - 15284	Dick Aubrecht	OCS	28	29		89



Ian Schillebeeckx just after winning a race at the Canadian Open



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New England Districts Spofford Yacht Club—July 8–9

The New District championships are over and Bill Fastiggi was unstoppable. The only thing Bill did not win was the Hull handicap scoring which is mathematically impossible for the newest boat (which Bill was sailing) to win. Bill did not get much sympathy from this competitor!

After a great Friday of sailing with the Womens, Juniors, and Masters, Saturday brought a hazy sky and very little wind. Many sailboats went out (few were Lightnings). You could make progress—if you sailed within 50 yards of the shoreline, but there was nothing in the middle of the lake. PRO Fred Turner postponed on shore, and we never even put our boat in the water. One of the advantages of Spofford Yacht Club is what to do when there is no wind. There is a great beach and swimming area, swings and tetherball for youngsters and those who want to act like youngsters. With plenty of shade in among all of trees, it is never hot—such is life, at what I like to call “Sailing Camp.” No matter how nice the shore time activities, we were here for sailboat racing, which was not possible on Saturday. The races were called off at 4:15, and at 4:42 the wind came in—for about 20 minutes. As regatta chair, I was very glad to have that little bit of wind die off.

Sunday morning 7:30 AM, a nice southerly of 5 mph. Unfortunately this died out at 8:30. Nonetheless, Fred gave the area a wake-up call with the very loud harbor gun at 9:15 AM, and gave the whole fleet a cardiac when he started the sequence at 9:45 with 1 mph blowing at the RC boat. I think there is a bit of an imp in Fred when the RC postponed with 10 seconds left. After a short delay, with much swimming, and one general recall, we were off. A light air race ensued, with Bill starting his dominance of our fleet. The wind came (5–8 mph) and went (1 mph), but the boats were always moving. Race 1 was 45 minutes, 1 lap.

One more light air race was next where it is clear from the results that the lake sailors were in their element. Unfortunately, Bill is a lake sailor too! Race 2 was 33 minutes, 1 lap.

Finally, a little more wind, a third race with no slow downwind leg. 1 lap, 20 minutes

Now, with the three required races completed, and even more wind, enough to have two on the high side at times, we went the full two laps. Bill completed his sweep of the rest of the competitors. Race 4, two laps, 33 minutes, Race 5, 2 laps, 32 minutes. And back in by 2:00 PM.

Congratulations to Bill Fastiggi, Suzy Coburn and Lauren Harris. Thanks for the lessons! Brian Gibbs, Beth Holland, and Mike Boardman led the rest of the pack with some consistent finishes and great recoveries.

Bretton Gardner won the Hull Handicap Scoring, and Heather Ambrose won the tiebreaker for the Mid-Fleet award.

Besides the sailing lessons, Bill also is finishing his two years as District Commodore. Thank you Bill. We discussed some of the upcoming votes that will take place at the NAs this year. Please read the proposed changes to our rules, and please email Bill or Bob Shapiro with your thoughts. This is your chance to discuss and be part of decision making process of the Class.

During our extended break on Saturday, we had our District meeting and Bob Shapiro was elected to be our next District commodore. A number of us can attest to Bob's skills—at least his skills at the Bowling Alley, where he whupped our butts. Bob sails out of Bow Lake, where they have a very fun 1 day regatta in late September. Please consider putting this regatta on your schedule.

Thanks to all who came. You are all welcome back to Spofford next June. Many thanks also to some very hard working fleet members, especially Karen Wallace and Sterling Bush. Also thanks to Ben and Karen Wallace, and Alex and Sandi Gemmell for putting up many of the out-of-towners.

Bob Bush

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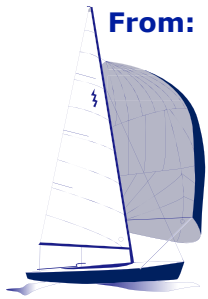
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New England Districts

Rank	Skipper	Crew	Crew	Sail #	R1	R2	R3	R4	R5	Total	Rank
1	Bill Fastiggi	Suzy Coburn	Lauren Harris	15238	1	1	1	1	1	5	1
2	Brian Gibbs	Beth Holland	Mike Boardman	14345	4	3	4	4	3	18	2
3	Bob Bush	Sterling Bush	Tom Fitch	14654	2	2	5	6	7	22	3
4	Chad Miller	Tanya Miller	Allyson Russell	14119 Jr	6	14	3	10	4	37	
5	Bretton Gardner	Scott Thibault	Justin Dorey	14050	15	4	12	3	5	39	
6	Nick Aswad	Pete Hazelett	Connor Aswad	14146 Jr	8	9	2	11	11	41	
7	Don Brush	Lea Ann Smith	Robert Smith	14640	16	6	17	2	2	43	
8	James Unsworth	Derrick Deming	Brad Harris	14131	5	5	13	8	12	43	
9	Ben Wallace	Karen Wallace	Tris Wallace	14621	9	8	8	9	9	43	
10	Joel Humphrey	Molly Hopkins	Rick Humphrey	15010	10	12	7	7	15	51	
11	Joe Ray	Walt Colantuono	Walt Mercier	14895	3	16	6	17	10	52	
12	Heather Ambrose	Tim Ambrose	Chip Kaupp	15060	13	10	20	5	13	61	
13	Ned Hinds	Jeff Baker	Stacey Baker	14296	11	13	18	13	6	61	Mid-Fleet
14	Pat MacQueen	Amy MacQueen	Ralph Dileone	14360	7	15	10	18	14	64	
15	Joe Rosen	Ben Craig	Joe	13792	12	7	11	19	16	65	
16	Bob Shapiro	Karen Hinds	Mike Dewane	14667	17	17	15	12	8	69	
17	Kip Hamblet	John Hughes	Amy Byron	11346	14	18	9	14	18	73	
18	Dan Egan	Richard Gar Corcoran	Susie Radcliffe	14881	19	11	16	15	23	84	
19	Paul Henkel	Steve Shriner	Joe Calabro	14072	20	19	14	16	17	86	
20	Alex Gemmell	Elliot Rowsey	Ray Fitzpatrick	10254	18	20	19	20	19	96	
21	Michael Aversa	Jullian Avers	Amy Byron	14418	23	23	23	23	23	115	Tie
22	Mark Gardner	Lynn Garner	Marilynne Johnson	15237	23	23	23	23	23	115	Tie

HNH	Skipper	Crew	Crew	Sail #	R1	R2	R3	R4	R5	Total	Rank
1	Alex Gemmell	Elliot Rowsey	Ray Fitzpatrick	10254	19	21	20	21	20	101	9
2	Kip Hmablet	John Huges	Amy Byron	11346	16	20	11	16	20	83	7
3	Joe Rosen	Ben Craig	Joe	13792	15	10	14	22	19	80	5
4	Bretton Gardner	Scott Thibault	Justin Dorey	14050	19	8	16	7	9	59	1
5	Paul Henkel	Steve Shriner	Joe Calabro	14072	25	24	19	21	22	111	12
6	Chad Miller	Tanya Miller	Allyson Russell	14119 Jr	12	20	9	16	10	67	2
7	James Unsworth	Derrick Deming	Brad Harris	14131	12	12	20	15	19	78	4
8	Nick Aswad	Pete Hazelett	Connor Aswad	14146 Jr	16	17	10	19	19	81	6
9	Ned Hinds	Jeff Baker	Stacey Baker	14296	20	22	27	22	15	106	10
10	Brian Gibbs	Beth Holland	Mike Boardman	14345	14	13	14	14	13	68	3
11	Pat MacQueen	Amy MacQueen	Ralph Dileone	14360	18	26	21	29	25	119	15
12	Michael Aversa	Jullian Avers	Amy Byron	14418	35	35	35	35	35	175	21
13	Ben Wallace	Karen Wallace	Tris Wallace	14621	22	21	21	22	22	108	11
14	Don Brush	Lea Ann Smith	Robert Smith	14640	30	20	31	16	16	113	13
15	Bob Bush	Sterling Bush	Tom Fitch	14654	17	17	20	21	22	97	8
16	Bob Shapiro	Karen Hinds	Mike Dewane	14667	33	33	31	28	24	149	18
17	Dan Egan	Richard Gar Corcoran	Susie Radcliffe	14881	36	28	33	32	40	169	20
18	Joe Ray	Walt Colantuono	Walt Mercier	14895	21	34	24	35	28	142	16
19	Joel Humphrey	Molly Hopkins	Rick Humphrey	15010	29	31	26	26	34	146	17
20	Heather Ambrose	Tim Ambrose	Chip Kaupp	15060	33	30	40	25	33	161	19
21	Mark Gardner	Lynn Garner	Marilynne Johnson	15237	44	44	44	44	44	220	22
22	Bill Fastiggi	Suzy Coburn	Lauren Harris	15238	23	23	23	23	23	115	14

Hull Handicap score = Boat HNH + Race score



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14810 Nickels. White hull and deck with 1" orange boot stripe. Max. thick and weight board, trailer, covers, North M,J,S. \$10,500 Jeff Maludy, jcmaludy@hotmail.com (OH)

14781 Allen. White hull, grey deck, adjustable jib cars, gal. trailer, North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (w), 315-685-5149 (h) reyn685@yahoo.com (NY)

14710 Nickels. Triple white, red boot and deck stripe. Fresh water, dry sailed. North J,M,S., trailer. \$10,500 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14524 Allen. White hull, gold lightning. 1992 North American Masters champion. Two sets of sails. Fresh water, stored on lift or trailer. Chautauqua Lake. \$7900 James Patterson 216-409-8264 (h) mbp3@po.cwru.edu (NY)

14510 Nickels. North sails, covers. More sails available. \$8,600 Hank Hodgson 941-955-7958 owindsong@gmail.com (FL)

14486 Nickels. Covers, North M-5 main and 5-A+ jib, trailer. \$8,500 John Northrop 760-745-7245 john.northrop@cox.net (CA)

14324 McLaughlin. White hull w/maroon chine stripe, light grey deck, teak rub rails, Tacktic compass, race ready with updated controls, Hand I locks on lowers, Tennessee trailer, North M/J/S ~25 races, Fisher M/J/S, all covers. Fresh water boat in excellent condition, \$6500. Ben Williams 217-244-9650 (w) 217-344-8508 (h) bdwillms@life.uiuc.edu (IL)

14309 Allen. Blue. Not sailed for 10 years, stored inside. New sails. Tacktick compass. \$5,500. David Kurtz 305-273-9456 (h), 305-460-5333 (w) goombay2@bellsouth.net (FL)

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14023 Nickels. Off white. 2 suits of sails, covers and trailer. Excellent condition. \$6,000. Ken Irwin 513-761-5977. kirwin@cinci.rr.com (OH)

13714 Allen. White hull, white deck. 2 suits of sails, spinnaker, 2 covers, trailer, 770 lbs. \$2000. Paul Malone 585-343-1391 (h) pjmalone14020@msn.com (NY)

13484 Paceship. White. SS board, many sails, and extras. Trailer, cover. Can be sailed single handed. Good condition. \$2200 Bruce Belden 802-773-9004 (w) 802 468-5874 (h) BKBandV@aol.com (VT)

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9904 Allen. Fiberglass hull, aluminum mast, newly refinished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 7175334301 (w) 7175334301 (h) cbcassel@msn.com (PA)

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