

International

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Lightning eflashes

Newsletter from the International Lightning Class Association
P.O. Box 10747, Murfreesboro, TN 37129 USA
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2005 BRASIL X EQUADOR CHALLENGE

Salinas Yacht Club, Ecuador, January 23-24
John Bennett (Brazil)

After the South American Championships finished, we were all feeling very happy with the results, having made 1, 2 and 3 for Brasil. Three days of strong, shifty winds allowed the local teams to take charge of most of the races.

During the awards ceremony an idea to start a country challenge was discussed and by the end of the happy hour (see photo) the Salinas Yacht Club was established as the host for the event. In Brasil, we started getting our teams together, as we settled for the weekend of January 23 & 24 for the first challenge. 4 teams from Brazil took off, headed by Mario Buckup, with our Commodore Torsten Bojlesen, Nelson Schmitt and myself eager to get to know this famous club.

Nothing had prepared us though for the welcome we received and the absolutely fantastic Salinas Yacht Club. We ate shrimp in all kinds of formats and spices, and experienced every drink on the menu. Saturday night saw us at a party out on the deck overlooking the yachts, and making our famous Brazilian Caipirinhas. By midnight I was presented with the Salinas Yacht Club Commodore's tie, for I insisted he take it off. Karaoke followed and then we partied so much that the earth literally shook!

At 2:00am right after the tremor, waves starting pounding the beach right in front of the window were 3 of us were sleeping. Just a few hours before this was a flat pond... tsunami.... was one of the words that flashed through our minds!

On Sunday the sun and the wind continued to provide absolutely perfect conditions and by Monday most of the crews were ready to quit their jobs and move to this paradise. One of our most delightful parts was being towed behind the boats for shark bait.

Oh, the sailing ??? Well, that is another story... Those Equatorian guys really do know how to sail!! They made 1,2 3 and many more before Mario managed to squeeze in on the results board. The races were all very close because the boats are very equal. Juan Santos came away with the title, having won most of the races.

I guess all we can say is that this format of partying, I mean sailing, is what the Lightning Class is all about.



Let's do more of it !! Thank you Paco, Juan, Carlos Luis, Xavier and all of your families for providing such a great weekend. Next year we will meet again somewhere in South America. We will let you all know, and hopefully other countries will participate.

See you in Chile in November

Paco Sola (Ecuador)

It was truly wonderful to have our Brazilian friends over. It had been decades since we had been able to get together, as distances do not make sailing among us easy. We are delighted that they had a great experience in our SYC, this is something we take great pride in! On a personal note, I was very fortunate to have convinced my dad to sail with me. We finally settled on him crewing and calling the shots. We were slow on the first day, so we got behind, but on the last day we managed a first and a third, which made us feel a whole lot better, despite that darned OCS in the fifth race. There's lots to be done in South America to recover the shine that the Lightning Class has always had. This regatta, as well as the 2004 South Americans in Brazil, proved that it can be done if we put our hearts to it. The 2005 South Americans and Worlds in Chile will be a significant turning point for us too. See you all there!

Results page 15 ●

INDEX

Brazil/Ecuador Challenge	page 1
Official Notices	page 2
Adventures Wooden Boating	
<i>Fleet Captain</i>	pages 7-8
Calendar of Regattas	pages 11-19
Boat Ownership Changes	page 11
California Circuit	page 14
Classifieds	page 16

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OFFICIAL NOTICES

The Governing Board Meeting will be held Thursday, March 17, at 10:00 am, in the St. Petersburg Yacht Club, Quarterdeck Room. All Vice Presidents and District Commodores (or their duly named delegate) are expected to attend this meeting. Brunch will be available at your own expense.

The General Meeting will be held Thursday, March 17, at 6:00pm in the SPYC Regatta Room (immediately following the Competitors' Meeting).

ALL ILCA MEMBERS ARE WELCOME AND ENCOURAGED TO ATTEND!

PROPOSED AMENDMENTS

The following proposed amendments to the Specifications will be voted on at the Midwinter Governing Board Meeting in St. Petersburg. The proposed By-Laws amendment will be voted on at the Midwinter General Meeting of the Membership in St. Petersburg.

This change proposes allowing a bar above deck to permit shroud attachment to be moved forward on older boats without major structural alterations. *Reason: Some people perceive moving the point of shroud attachment forward on some older boats will improve performance.*

SPECIFICATIONS ARTICLE I,
HULL

Amend Paragraph 46 as follows (new wording underlined):

46. The upper shrouds shall be attached to the chain plates at a point no further forward than 584.2 mm (23") from the leading edge of the centerboard pin. The lower shrouds shall be attached to the chainplates at a point 304.80 mm (12") to 355.60 mm (14") aft of the upper shroud chainplate. There shall be no more than one upper and lower shroud chainplate on each side of the boat.

On boats built prior to January 1st, 1985, a bar may be permanently attached to the existing chainplates to extend the point of shroud attachment within the limits and restrictions specified. Such alteration shall receive Measurement Committee approval and be noted on the Measurement Certificate.

The current By-Laws and Specifications require sail numbers to match the number of the hull with which they are used. These proposed changes allow the sail number and

hull number to be different with some limitations. *Reason: To require sail numbers match hull numbers places a burden on those chartering boats, borrowing sails or acquiring second-hand sails.*

BY-LAWS ARTICLE VIII, RACING
RESTRICTIONS

Amend Paragraph 4 as follows (new wording underlined):

4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of the sailboat. A different number may be used if properly obtained by the user, applied as required by the Specifications, and subject to requirements detailed in Notices of Race and Rules Governing Sanctioned Regattas.

note correction to typo from last issue

SPECIFICATIONS ARTICLE V,
SAILS

Amend Paragraph 75. as follows (new wording underlined):

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 spinnaker. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. International events shall be identified by nationality as defined by the ISAF. The sail number that is assigned to the boat at the time of construction is the hull number. This specification is modified by the by-laws racing restriction. 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.

Your Executive Committee is:

Carter Utzig, President

Bill Clausen, Chief Measurer

Steve Davis, Treasurer

Brian Hayes, Secretary

Joe Buczkowski

(also please copy the Class office

president@lightningclass.org;

measurer@lightningclass.org;

treasurer@lightningclass.org;

secretary@lightningclass.org;

joebuczkowski@aol.com;

office@lightningclass.org)

LOOK TO THE
LIGHTNING CLASS WEB SITE
www.lightningclass.org
FOR ALL KINDS OF USEFUL INFORMATION!

- How to join the Lightning-L email list
- How to contact the officers (and who they are)
- Tips for optimizing exposure at your local boatshows
- Tips for Running a District Championship
- Updated regatta schedules and contact information

And much much more!

ILCA ADDRESSING SERVICE

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Contact

I.L.C.A. P.O. Box 10747 Murfreesboro TN 37129 USA
phone (615) 89-FLASH FAX (615) 893-5205 office@lightningclass.org

Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class. We do not rent or sell our mailing list to outside interests.

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A. Lightning Tapered Spinnaker Pole

Tapered poles are stiffer and stronger than straight tubes, and they allow you to use smaller, and therefore lighter, pole ends. The pole is shown here with Proctor ends, but other ends are available. Note on measuring for your Lightning pole: Lightnings measure their poles from the front of the mast. So, we will need to factor in the distance your particular ring adds to the equation. Just measure from the front surface of your mast to the outside surface of your ring, where the pole will be pressing. We'll do the rest of the math. Call us for more information.



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B. Bailers

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A564133 Super Max List \$122.06/Layline \$82.25

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C. Tacktick Race Master

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T040 List \$933.00/Layline \$699.99

D. Machine Tapered Mainsheet

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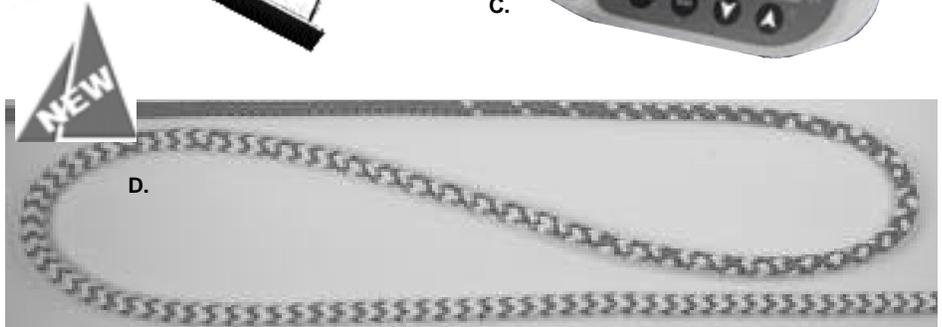
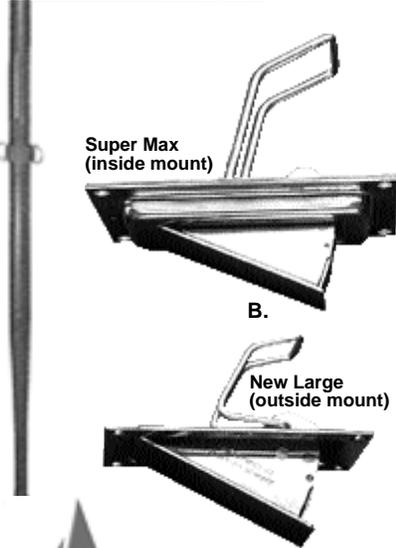
E. Tacktick Micro Compass

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T061

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SOUTHERN CIRCUIT - St. Pete 1',2,3,4,5,6,7,8',9,10
SOUTHERN CIRCUIT - Miami 1,2,3',4,5,6,7,10'
SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7',8',9,10

2003

WORLDS 1,2',3,4,5,6,7,8,9,10
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - Masters 1',2,4,5',6,7,8,9,10
NORTH AMERICANS - Junior 1,2,4,5,6,7
NORTH AMERICANS - Women 1,2,3,4
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7',8,9,10
SOUTHERN CIRCUIT - Savannah 1,2,3,4,5,6,7,8,10
SUGAR BOWL REGATTA 1,2,3,4,5,
ORANGE BOWL REGATTA 1,2,3,4,5,6,7,8,9,10,11,12
BLUE NOSE REGATTA 1,2,3,4,5,6,7,8,9,10,11
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FLEET CAPTAIN

Adventures in Wooden Boating

Copyright 2005 by Joel Thurtell

"You're the only person I know who has a fleet."

This comment from my old friend Pat Beck, a fellow *Plug Nickel* sailor, leaves me wondering.

Is it a good thing to have a fleet?

There is a twinkle in Pat's eye when she says it.

And a mischievous smile.

But I know that a fleet can spell more than mischief.

Trouble is what it means.

"You're obsessed with material things!" exclaimed my other crew member.

The one who out-ranks even the skipper.

These words were slung down the basement stairs at me with a moral force that prompted months of self-examination, soul-searching, heart-wrench, gut-throbbing probing of my motivational psyche.

And those words had plenty of weight, because the fellow sailor who hurled them at me is my wife, Karen Fonde.

Her staircase judgment was delivered the night last November when I came home and announced that I had indeed bought, purchased, secured ownership to and acquired a wooden Lightning sailboat.

Correction: ANOTHER Lightning woodie.

Now, in my behalf I must say that I believed in good conscience that I had permission to own a second Lightning. Had I not been told last spring that it was okay as long as I kept the other woodie out of her sight?

I blew that, readers may recall, by returning from an all-Saturday trek to Pennsylvania with the godawfullest looking hunk of mobile dry rot you'd ever want to see. A spore farm on wheels. And I blundered by parking it in the darkness in front of our house. In clear view of Karen, whose terse comment, "Looks like another one for the dump," I complied with inside of three days.

What a relief to get rid of that junker.

What a great feeling to know that I owned only one Lightning, good old *Plug Nickel*, the industrial artifact turned sailing vessel that has propelled me through 50-plus *Flashes*

columns, not to mention the hind end of a dozen or so sailboat races.

True, I still own five Sunfishes and a Wayfarer - the majority of the fleet Pat mentioned.

But once rid of the last-but-one Lightning, there was no rival to the plug, which could enjoy my undivided attentions.

Or rather could dip into my wallet without competition from another boat project.

Yes, indeed, the virtues of owning only one Lightning definitely outweigh any arguments I might imagine for having yet another.

Then came the fatal call from Brian Nickels last fall.

Brian owns a fiberglass repair business near Fenton, Mich.

He sails Lightnings and deals in used boats, trailers and sails.

He's the grandson of Herman Nickels, who founded the Nickels & Holman Boat Works in Fenton back in the late 1940s.

His dad is George Nickels, who sold me the plug in mid-November, 1994.

And his uncle is David Nickels, until recently owner of Nickels Boat Works and my key adviser in turning a male fiberglass mold into a boat.

So Brian calls me one day and outlines the deal: Somebody is offering to sell him a wooden Lightning that sits on a nearly-new Nickels trailer. Brian wants the trailer, not the boat.

Now, what do I need with such a boat?

Ahh, but hark to what this boat has: It's hull number 6402, a double-planked Nickels & Holman Lightning built in 1956. At one time the hull had been fiberglassed. Bad idea. Trapped between the glass and the outer mahogany layer of planks, water started the disintegrative growth of rot, ruining the mahogany. Since western red cedar doesn't rot (so I've been told by Dave Nickels himself), the inner planks were okay. The most recent owner before Brian had removed all the glass, removed the two layers of planks, encapsulated the cedar inner planks in West System epoxy, replaced them and then epoxy-glued new Honduran mahogany outer planks to the bottom. He faired down the outer planks and saturated them with many coats of epoxy.

He also removed the canvas from the deck and replaced it with a fiberglass cover.

"He did it the right way," Brian said. Meaning the guy used lots of epoxy, but - except for the deck - didn't replace the glass he took off bottom and sides.

For \$700, this boat with wooden spars and nice sails could be mine.

How about \$500? I said.

Hmmm, well, no, it would just about have to be \$700, said Brian. Just kind of works out that he could swing it if I paid him \$700.

He would be keeping the nice new Nickels trailer, of course.

This gave me something to think about. I mean, I have two, no, really, THREE empty trailers, each able to carry a Lightning.

Here would be a boat to occupy one of those trailers.

Now, what kind of argument is that?

Not one for buying a boat.

Is it?

Well, not by itself...

All the arguments for having only one Lightning ran through my brain: One boat, one trailer. One boat license, one trailer license. One summer and one winter storage fee. One set of sails to replace. One summer-long string of maintenance, repair and improvement projects to contemplate, frustrate and confound. And, who knows, maybe even do.

As opposed to the spiraling-out-of-control cost of keeping two boats in sailing trim.

But then I'd hear Brian's words: "He did it the right way."

Double-planked, epoxy-encapsulated bottom.

Must be leak-proof.

Hmmm. *Plug Nickel* leaks a little. The wet stuff creeps in, I think, around the centerboard. Not much.

Plug Nickel is single-planked on the bottom. Western red cedar planks glued together.

And I did it the wrong way. Contrary to advice from Dave Nickels, I had the bottom and sides covered with a skin of fiberglass. Early on, I planned to sail the boat in Georgian Bay amongst some of the nastiest shoals

continued next page

you can imagine. I wanted to protect the bottom.

Probably a mistake.

Sure looks pretty, though.

And hey, if water gets between the glass the bottom planks, what harm?

Western red cedar doesn't rot!

Right?

Okay, so I'm thinking that up there in Fenton this boat number 6402 might just be a super-woodie.

And for only \$700!

Why, the guy sunk \$1,800 into epoxy and Honduran mahogany, Brian said.

Hmmm. I owe it to myself to have a look.

Really, another wooden Lightning might propel me through a second five years of *Flashes* columns.

Give me some new projects to write about.

Fresh insights into the woodie mentality.

"He did it the right way."

Yeah.

So my buddy, Wylie Gerdes, he who 20 years ago advised me, "You can work on boats or sail them," agreed to ride with me to Fenton for a look at 6402.

I had tried to prepare Karen: "I'm going to look at a wooden Lightning," I said.

Now, it seems to me that those few choice words convey my true mean-

ing well enough: Could be I'll buy it.

I don't remember what else I said.

Probably something along the lines of, "He did it the right way."

Anyway, if I'm committing a whole evening after work to driving a long distance to look at a boat, doesn't that signal that I'm thinking of buying the watercraft in question?

Had already decided to buy it, in fact.

Maybe I didn't realize that myself.

In the car, I told Wylie about this boat.

"He did it the right way."

What more did anyone need to know?

The next day, I emailed photos to Pat.

"Look at it as another adventure," came back her laconic reply.

Later, she had these encouraging words: "Remember that a boat is a hole in the water..." and she pretended to pour dollar bills from a pitcher.

Not your ideal enabler.

It was quite an adventure on the staircase that night.

"All you think about is material things!"

Indeed, I thought, I do care too much for things.

Adventure or no, I must sell this boat.

I considered putting the photos on eBay.

A friend expressed interest. I offered him a lowball price.

He counter-offered with an offer to trade some things.

Time came for me to write another *Flashes* column.

If the guy who saved 6402 did it the right way, he'd make a good topic for a column.

How exactly, step by step, did he do it so correctly?

After an hour on the phone with Bob Colwell, the star of the 6402 show, I was convinced.

He really did it the right way.

How could I unload such a classy boat?

The next day I found myself in a marine store comparing paint colors.

I gleaned many things from my talk with Bob Colwell, including the fact that he never named 6402.

I have a name.

My main Lightning is "*Plug Nickel*," right?

6402 will be "*Wood Nickel*."

I can't sell this boat - I've given it a name!

Question is, How do I sell it at home? Stay tuned.

Joel Thurtell can be reached at 734-453-8303, thurtell@freepress.com or joel_thurtell@hotmail.com ●

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UPCOMING MAJOR REGATTA CALENDAR

A Regatta Calendar is posted on the ILCA Web Site - check <http://www.lightningclass.org>

DISTRICT SECRETARIES - PLEASE FORWARD A COMPLETE REGATTA SCHEDULE FOR YOUR DISTRICT TO THE CLASS OFFICE. PLEASE INCLUDE DATES, VENUE, AND CONTACT INFORMATION. WE WILL INCLUDE REGATTAS BY DISTRICT IN APRIL FLASHES.

2005 Southern Circuit	Deep South, Savannah Yacht Club Miami Midwinter, Miami FL Winter Championship, St. Petersburg Yacht Club	March 12-13 March 15-16 March 18-20
2005 Women's, Juniors' & Masters' North American Championships	Milwaukee Yacht Club, Milwaukee WI	August 2-5
2005 North American Championship, Sheboygan Yacht Club, Sheboygan WI		August 7-13
2005 International Masters Championship, Vina del Mar, Chile		November 15-19
2005 World Championship, Vina del Mar, Chile		November 19-26

PARTIAL LISTING UPCOMING REGATTAS

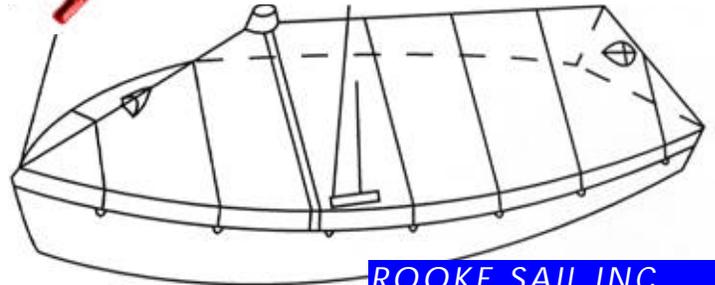
March April May - see website for more details

MARCH		MAY	
5-6	Leukemia Cup, Southern YC (SO)	7-8	Lightning Labs, Tidewater Marina (DIXIE)
19-20	Spring Fling, Jackson YC MS (SO)	7-8	Spring Classic, Pymatuning YC (OH)
APRIL		13-15	4th Annual Voodoo Regatta / Southeastern District Championship, Lake Norman YC (SE)
16-17	The Tennessean, HIYC, Nashville (MV)	14-15	Spring Regatta, Buccaneer Yacht Club (SO)
16-17	Lake Murray Sailfest, Lake Murray Sailing Club (SE)	14-15	Hornblower, Cherry Creek YC (US@L)
23-24	44th Annual Long John Regatta, Monmouth Boat Club - Fleet 70 (METRO)	21	Sodus Bay One-Day (CNY)
23-24	Cottonwood Regatta, Catawba YC (SE)	21	Lake Lansing 40th Annual Lightning Regatta - One Day (MI)
30-5/1	Doc Gilbert Potomac Cup, Fleet 50 (DIXIE)	21-22	Early Bird Regatta, Cedar Point YC (CRI)
30-5/1	Burl Harmon Memorial Indiana Open Regatta, Fleet 270, Indianapolis Sailing Club (IN)	21-22	No Gas, Severn Sailing Association (DIXIE)
30-5/1	MidContinent, Carlyle Sailing Association (MV)	21-22	Hernando Desoto Regatta, Delta Sailing Association (MV)
		28-29	PRSA Spring Regatta, Potomac River Sailing Association (DIXIE)
		28-29	Juby Wynne Memorial & Southern District Championship, Southern YC (SO)

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Active Class Members are published in blue type.

New Owners who have recently become Active Members are indicated by red *

"A" indicates amateur builder building own boat.

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CALIFORNIA	8450	Jon Pope, 7620 Del Rio Road, Atascadero CA 93422	U
CENTRAL ATLANTIC	*13184	Tony White, 2120 Keystone Drive, Hilltown PA 19440	491
	15154	Mark Schneider, 113 Somers Avenue, Moorestown NJ 08057	228
	15232	Allan Terhune, 828 Lincoln Avenue, Pine Beach NJ 0871	99
	15235	John Faus, 121 Washington Street, Rocky Hill NJ 08553	335
CENTRAL NEW YORK	2850	Charles Snyder, 5275 Red Fox Drive, Canandaigua NY 14424	U
	9442	Brian Donovan, 84 Harvest Drive, Rochester NY 14626	U
CONNECTICUT/RHODE ISLAND	15239	Randy Shore, 7 Merton Road, Newport RI 02840	85
DIXIE	6709	Wilfred Tilton, 5621 Hatteras Road, Virginia Beach VA 23462	U
	*11329	Joseph Lauver, 1841 Clarks Valley Road, Dauphin PA 17018	253
	12710	Peter C. Tucker, PO Box 71, Oxford MD 21654	U
	*14629	Tom Compton, 813 North Country Club Drive, Newark DE 19711	192
	*15117	Marian Bruno, 1617A Hunting Creek Drive, Alexandria VA 22314	50
	15240	Steve Constants, 1245 Turkey Point Road, Edgewater MD 21037	329
FLORIDA	*13665	Kingsley Purton, 918 Centerborrk Drive, Brandon FL 33511	502
LAKE ERIE	8366	Lou Drumond, 2 William Street, R3 Simcoe, Port Ryerse ON N3Y 4K2	U
	*11070	Lamar Wingate, 192 Water Street North, Cambridge ON N1R 3B6	U
MICHIGAN	*14531	Steve Park, 3631 Brookside Drive, Bloomfield Hills MI 48302	54
	15230	Bob Mathers, 14336 Ramblewood Street, Livonia MI 48154	
		& John Mathers, 3057 Beacham Drive, Waterford MI 48329	54
	15233	Joe Dissette, 6121 Thornberry Court, Midland MI 48640	216
MISSISSIPPI VALLEY	*10537	Brad Hamby, 3073 Glenshaw Drive, Beaver creek OH 45434	266
	*14089	Joseph Petitjean, 2302 Fayview Drive. St. Louis MO 63114	486
SOUTHEASTERN	*14266	Robert Modzel, 125 Chinquapin Circle, Columbia SC 29212	U
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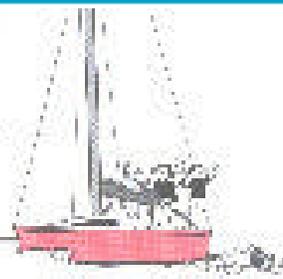
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CALIFORNIA CIRCUIT 2005

reported by Jeff Coppens, 14924
MBYC

Day One

Greetings from sunny California. Wait a minute, greetings from rainy California. After going more the 350 days without rain, we are having an El Nino winter and rain was scheduled for yesterday. Moving in with a southwesternly breeze, this clashed with a desert onshore breeze. The result was drifting conditions on Mission Bay for the noon start. The storm breeze prevailed and twenty minutes later we started in 10 knots from the southwest.

Our marathon race is probably the longest Lightning race sailed yearly in the US. It originated when the circuit was held both in Coronado and Mission Bay. After two days of racing in San Diego Bay, the third day would be a 17 mile race from the Coronado Bay Bridge to MBYC. The last marathon race had the top three finishing within one minute of each other. This year, we sailed a modified course from MBYC out to the ocean and then a diamond shaped course totaling 15 miles.

So back to the race. Tight racing ensured out the channel with Pete Bellin, Scott Finkboner, and Jeff Coppens leading the pack in close racing. A right turn spinnaker reach of 3.2 miles started the ocean portion. We made a port rounding to weather and the breeze shutoff completely as the storm system stalled. After two hours of painful sail flapping agony,

the top six boats finished and three boats were collected just outside the surfline by one of the tenders. We all enjoyed a rain filled tow back to the club. Spirits were lifted as we all met at the Cass Street Grille, a famous Pacific Beach haunt for burgers and beverages

Day Two

Day Two at the California Circuit featured five races on Mission Bay. A strong storm system moved in overnight with heavy rain. To our surprise, the club was dry with a weak easterly breeze. The first race was sailed under light conditions and featured close racing in shifty conditions typical for the bay. Within fifteen minutes, the southernly storm breeze filled and the last four races were sailed in a strong, 12-15 knot wind with gusts to 20+. The circuit features a special trophy, the "bowling trophy" to the sailing team with the most troubles. Our first candidates for the trophy started as Edna Johnson flipped out of her boat after a line she was pulling snapped. Pete Bellin's boat capsized at the reach mark while they had a four length boat lead in the third race.

Day Three

Day three at the circuit was scheduled for ocean racing to be sailed in conjunction with the SCYA Midwinters. A strong storm greeted us Saturday morning and racing was

moved to the bay. The first race was sailed in heavy rain and a strong, southern breeze at 15-20 knots with gusts to 30 knots. The weather cleared for races two and three, but the wind remained strong and gusty with a steady right hand shift up the course. Scott Finkboner scored two bullets to gain a three point lead with two races remaining. Kirk Johnson may have gained a slight lead in the "Bowling Trophy" by getting t-boned by Capri 22.

Day Three and Final

The heavy weather system continued on Sunday with a strong southern wind at a consistent 20 knots with gusts exceeding 30 knots. The Coast Guard opened the Mission Bay Jetty so we headed to the ocean course for the final day of racing. The circuit is down to a match race situation between Scott Finkboner and our boat with Scott leading by three points. Scott secured the win as our main halyard snapped in a gust up the first leg of the day. We limped back to the club under jib only. Carnage was the theme of this year's circuit with over half the fleet missing at least one race due to breakdowns. Pete Bellin won the coveted "bowling trophy". On Friday, he capsized while leading a race and eventually retired. Saturday, he snapped his forestay in the first race. Sunday, he snapped his vang on the sail out. ●

CALIFORNIA CIRCUIT RESULTS OVERALL

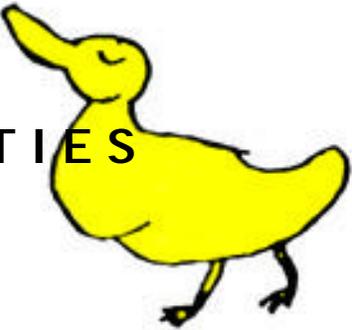
	Marathon	Bay#1	2	3	4	5	6	7	8	9	10	total
Finkboner	1	1	6	1	3	2	2	1	1	1	1	20
Brewer	2	4	3	3	5	4	5	3	4	2	2	37
Coppens	6	3	1	2	1	1	1	4	2	10	10	41
Neuburger	3	2	4	4	2	3	6	2	5	4	10	45
Gravatt	7	6	5	5	4	5	7	6	6	3	3	57
Johnson	5	8	7	6	9	9	3	5	3	10	10	75
Bellin	4	5	2	9	9	9	10	10	10	10	10	88
Green	9	7	8	7	6	6	10	10	10	10	10	93

BRAZIL / ECUADOR CHALLENGE RESULTS

1	14671	Juan Santos, Juan Rafael Santos, Jorge Norero	1	1	2	4	1	(DNS)	9
2	14676	Carlos Luis Lecaro, Jimmy Pazmiño, Francisco Soriano	(9)	3	3	3	3	1	13
3	11365	Julio Vélez, Kiko Quintero, Quique Granja	5	2	1	(7)	2	6	16
4	15094	Tito Plaza, Juan Carlos Plaza, Ángel Lema	3	4	(15)	5	8	2	22
5	14675	Olaf Dyck, Ada Dyck, Gustavo Cordovez	4	(16)	4	10	4	4	26
6	14461	Mario Backup, Telma Backup, Alberto Maspons	8	(DSQ)	5	6	6	5	30
7	14405	Lars Dyck, Carlos Pérez, Luis Martínez	(12)	11	6	2	5	8	32
8	15150	Paco Solá, Paco Solá Medina, Joao Casals	11	10	14	1	(OCS)	3	39
9	14674	Alfredo Ochoa, Benjí López, Samuel Herrera	6	(17)	9	12	9	7	43
10	15095	Johnny Meira, Juan Manuel Meira, María de Romero	10	8	8	9	(OCS)	10	45
11	14379	Jaime Calderón, Santiago García, Karla Villena	7	13	7	14	7	(OCS)	48
12	14160	Marcelo León, Pedro Vélez, Ole Emick	13	7	(17)	13	12	9	54
13	11928	Sebastián Herrera, Carlos Drouet, Manuel Granja	2	5	11	(DNC)	DNC	DNC	56
14	4845	John Bennet, Pedro Soares, Mauro Pannunzio	14	12	13	(15)	10	12	61
15	15152	Nelson Schmitt, Cecilia Jahnel, Arturo Iturralde	17	6	(18)	16	13	11	63
16	15096	Xavier Monge, Cristina Monge, Gustavo Maenz	(16)	14	16	11	11	13	65
17	14845	Torsten Boilesen, Rasmus Jorgensen, Carlos Bomeisel	18	15	12	8	(DNF)	DNS	72
18	14099	Miguel Plaza, Juan José Ferretí	15	9	10	(DNC)	DNC	DNC	72

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