

Lightning eflashes

Newsletter from the International Lightning Class Association
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WOODIES (AFRICAN STYLE)

Julian Calvin

LAGOS YACHT CLUB, Lagos Nigeria

This article is to bring to the notice of our world-wide Lightning colleagues the existence (and some history) of Fleet 510 based in Lagos, Nigeria.

Lagos is the largest port in West Africa and is situated on the Gulf of Guinea, six degrees above the equator. The city itself has a population of approximately (subject to much debate) fourteen million. Weather is generally temperate, rarely exceeding 35 deg C (95F) but humidity is always high, often over 90% . (to put this into perspective, imagine the difference in wind force/power on the sails with zero humidity up to 100%)

Seasons are split into rains between April – October and dry November – March. Thankfully sailing is generally able to take place throughout.

The first record of sailing is from photographs taken in 1907 showing gaff cutters, with crew wearing their compulsory 'topees' to protect their fragile heads from the fierce African sun. The Club itself was officially established in 1932 with a mixed fleet of nine boats and seventeen members. Interesting records that still exist include details of a regatta in 1932 between LYC and HMS Daffodil, which entered two whalers and one skiff.

Enter the Lightning Class (nearly!!)

The first 'one class' design was established in 1938.

However, by 1946 the fleet had waned and a new Class was sought. The decision was taken to build locally following the lines of the International Lightning. Plans and specifications were obtained from America and, aided by support from the Governor, His Excellency Sir Bernard Bourdillon (a keen sailor who was to get the first boat), the first craft were built locally in 1947. However, there was a problem. Some of the boats

continued on page 21



Woodie "T1" being rebuilt (around 55 years old)



Lightnings in Lagos Harbor 2002

INDEX

Woodies in Nigeria	pages 1-21
President's Column	page 2
Chief Measurer's Column	page 3
Official Notices	page 3
Inactive Fleets	page 4
Adventures Wooden Boating	
Down to Eight	pages 7-8
Calendar of Regattas	pages 11-18
European Championship NOR	page 14
NA Housing	page 15
WJM NA Entry Form	page 16
WJM NA NOR	pages 17-18
Boat Ownership Changes	page 19
MI Northern Circuit 2004	page 22
More California Circuit	page 23
Long John	page 25
Indy Open	page 26
Midcontinent	page 28
Round the Islands Race	page 29
Spring Classic Pymatuning	page 30
Classifieds	pages 31-32

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President's Column

Carter Utzig

I don't know about most of you but this has been one cold spring. I got my boat back – looking better than new. Well maybe not better than new but it was sure nice to have it back for our districts and to go sailing with my daughter (Meghann) and Lance. After the first day, people asked me how my finishes were. I honestly had no idea because it was so much fun just being out there.

The Class is making a couple of changes. We will be using Layline to act as our retailer/distributor for most of our "stuff". This will allow the class office to focus more on serving class membership and marketing the class. In addition, if you go the ILCA web site and then link to the Layline site, the class will get a percentage of anything that you purchase. We will do this for a defined period of time and then reevaluate what to do next.

Most of the amendments that the Class will next vote on will occur at the Worlds. However, we will conduct a mock vote at the NAs and make sure that proxies are in order

so that we don't waste time at the Worlds. The biggest change is to give the fleets more control over non-sanctioned events.

Look over the proposal from Jim Carson concerning the allocation of Worlds entries (it was published in May *Flashes* with the minutes and is on the web). That's definitely a topic for the Worlds meetings.

I am really looking forward to meeting Lightning sailors in Finland when I travel this summer and maybe even crewing for someone in one of their Tuesday night races. This is one of the things that I find truly amazing about our class – you can go so many places around the world, send an email, and have something in common.

Have fun out there! I look forward to seeing everyone at the NAs.

Carter

president@lightningclass.org ●

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!

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Chief Measurer's Column

Bill Clausen

Lightning sailors all over the world. This is the time of the year those of us in the Northern Hemispheres are getting the boats out of the barn and going over the rigging and will be sailing by the time you read this.

There have not been any measurement issues brought to my attention this month. I ask those of you who are sailing in your District Championships to be sure you have read the updated rules for use of the BAR as well as sail numbers.

Please see that boats are weighted and you have all the safety equipment required including FOAM in the mast. This is a specific requirement and can easily be checked at your Districts.

Spinnaker pole length, bands on mast and boom will all be checked at the NA's and the Worlds.

If possible check your centerboard thickness. This was a problem at last year's NA's. It is a real pain to have to fix a boat at a major regatta. So, please have your district measurer check your boat before you go to Milwaukee and Sheboygan.

I hope your fleet racing is progressing and you are encouraging new people to come out and sail!

Please contact me if you have a measurement question, and check the specifications on the web site.

Good sailing to all and I hope you make the trip to the Midwest this



summer so we can have a great NA's as well as JMW's.

Regards, *Bill Clausen*
measurer@lightningclass.org ●

OFFICIAL NOTICES

Youth World Championship

The ILCA has awarded the 2006 Lightning Youth World Championship to the Finland Lightning District. The Championship is being planned to be held in the late July early August timeframe 2006. The location of the Championship would be in Tampere, a city located between two lakes and 180 km north of Helsinki. The sailing area would be Lake Näsijärvi. For the USA, the qualifier will be the **2005 Junior NAs this August in Milwaukee**. For other countries, check with your ILCA Vice President or District Commodore. To qualify for the 2006 Lightning Youth World Championship neither Skipper nor crew can turn 20 in the year 2006. As more information becomes available we will post it both on the ILCA Website and as well as in the *Flashes*.

Suspended Fleets

Fleet Dues **HAVE NOT** been received from the following fleets, and they are therefore automatically suspended. If your fleet appears on this list, the Fleet Secretary or Fleet Captain should immediately pay Fleet Dues (\$25 US) to return the fleet to "good standing":

5 Chicago Corinthian Yacht Club; 6 Housatonic Boat Club; 10 Onondaga Lake; 19 Chautauqua Lake Yacht Club; 25 Lake Mohawk Yacht Club; 27 Leatherlips Yacht Club; 33 Turkeyfoot Lake; 35 Dallas Corinthian Yacht Club; 62 Southern Yacht Club; 70 Red Bank of the Shrewsbury; 73 Club Nautico Del Muna; 85 Niantic Bay Yacht Club; 104 Lavallette Yacht Club; 108 Great Sodus Bay; 115 Cuba Lake Yacht Club; 121 Merrimac River; 134 Noroton; 137 Gull Lake Yacht Club; 145 Spofford Lake; 167 Lake Davenport; 175 Shreveport; 180 Conneaut Lake Yacht Club; 216 Saginaw Bay; 228 Riverton; 229 Chinook; 251 Yacht Club of Athens; 273 Massabesic Yacht Club; 277 Clearwater Bay; 280 Chequesset; 303 Cowan Lake Sailing Association; 318 Algarrobo Yacht Club; 342 Higuierillas; 368 Okanagan; 427 Killyleagh Yacht Club; 486 Valley Sailing; 490 Aculeo Lake; 496 Swift Creek; 499 Pointe Claire Yacht Club; 501 Club Nautico el Portillo; 509 Fishing Bay

Inactive Fleets

These are the most recent Fleets to become Inactive. If you are interested in re-activating a fleet, please contact the Class office.

3 Bay Head Yacht Club; 39 Chelsea Yacht Club; 71 Rocky River; 95 Awosting Yacht Squadron; 102 Santa Monica Bay; 118 Flying Beaver; 351 Flotilha de Lightnings de Niteroi; 498 Selkirk; 505 Lake Conroe Association

ILCA ADDRESSING SERVICE

ILCA Headquarters offers an addressing service to Fleets, Districts & Yacht Clubs. We can supply mailing labels at 10¢ per label for a specific fleet, state, district, or other criteria. An additional charge is made for the postage required to mail the labels to you. Allow enough time for printing the labels and mailing them to you. This service is also available to builders and sailmakers at 15¢ per label. Better yet, you may order this same addressing service as an electronic file, which can be emailed to you, for one time use, at an even cheaper rate - call for details.

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

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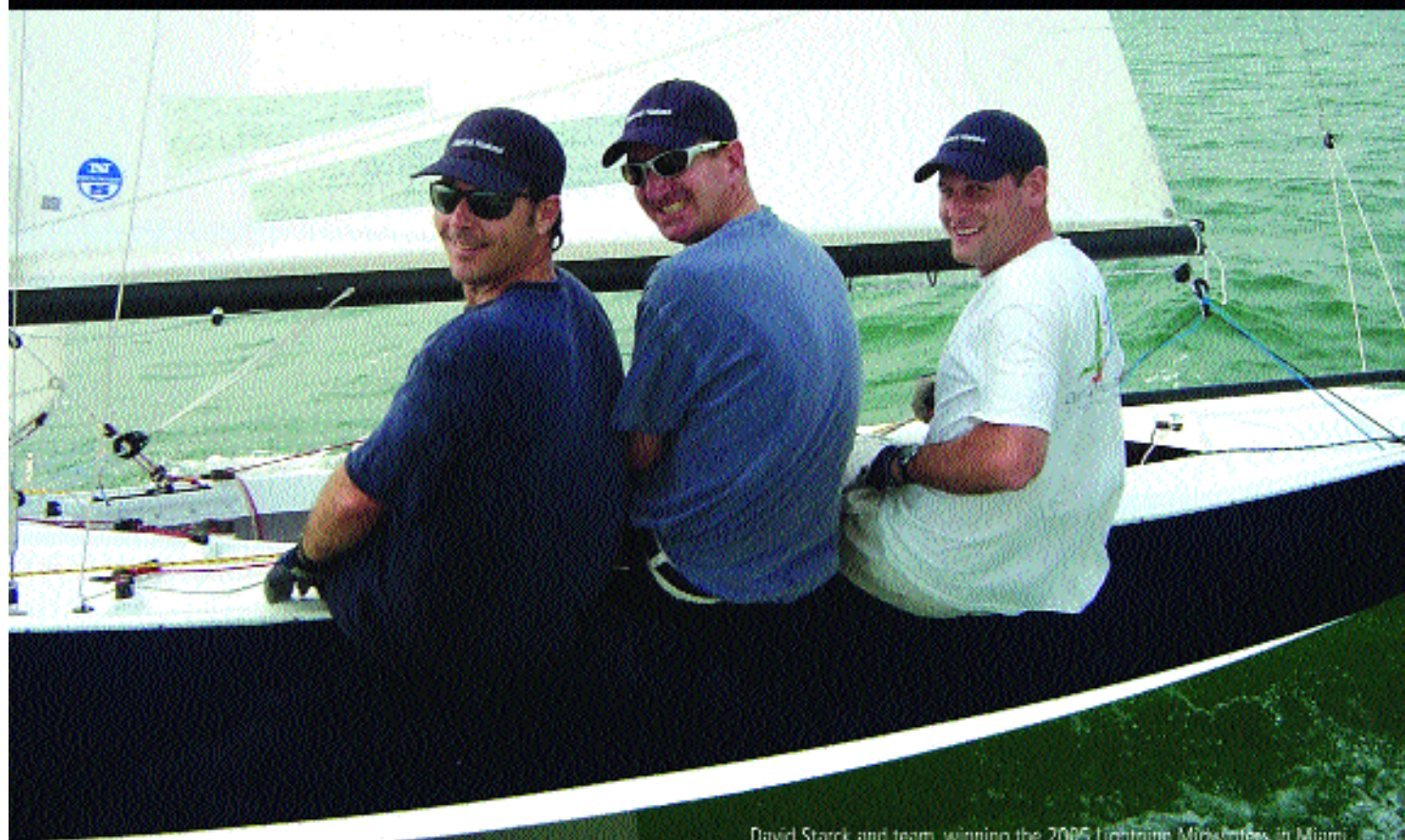
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or contact the Class Office 615-89FLASH or office@lightningclass.org

Inactive Fleets around the World. Call the Class office when you're ready to reactivate one!

2 Cedarhurst Yacht Club; 3 Bay Head Yacht Club; 4 Lake Delta Yacht Club; 7 Western Connecticut; 8 Delaware River Yacht Club; 9 Crescent Yacht Club; 13 Mayfield Yacht Club; 14 Centerboard Yacht Club; 15 Fair Haven Bay; 17 Black Rock Yacht Club; 18 Tri-State Yacht Club; 20 Michigan City Yacht Club; 21 Maple City; 22 Piscataqua River; 24 Erie Yacht Club; 28 Novice Yacht Club; 29 Lake Hopatcong; 30 South Haven Yacht Club; 32 Larchmont Yacht Club; 37 Mentor Harbor Yacht Club; 38 Sheepshead Bay; 39 Chelsea Yacht Club; 40 Southmost; 41 High Tor; 44 Canandaigua Yacht Club; 45 Edgewater Yacht Club; 46 Irondequoit Bay; 48 Lake Geneva; 49 Columbia Lake; 52 Rochester Yacht Club; 55 Little Neck Bay; 56 Burnham Park Yacht Club; 57 Cincinnati; 58 Hewlett Bay; 59 Niagara Sailing Club; 60 Jayhawk; 61 Pultneyville Yacht Club; 63 Branford Yacht Club; 65 Valleyfield; 66 Royal Victoria Yacht Club; 67 Neenah-Nodaway; 68 Grosse Ile Yacht Club; 71 Rocky River; 72 Indian River Yacht Club; 76 Leander; 78 Sandy Beach Yacht Club; 79 South Shore; 80 South Shrewsbury River; 81 Buffalo Yacht Club; 82 Candlewood; 83 Bayview Yacht Club; 84 Do Rio de Janeiro; 86 Shore Acres Yacht Club; 87 Sue Island; 88 Seawanhaka; 89 Cold Spring Harbor; 91 Spray Beach Yacht Club; 92 Tom's River; 93 Lewis Point; 94 Prouts Neck; 95 Awosting Yacht Squadron; 96 American Yacht Club; 97 Columbia Yacht Club; 98 Northport Bay; 100 Boston Harbor; 101 Taylor Pond; 102 Santa Monica Bay; 103 Commodore Perry; 105 Groton Long Point; 106 Execution Rocks; 107 Newport-Balboa; 109 St. Petersburg Yacht Club; 111 Miami; 113 St. Joseph Harbor; 114 San Diego Bay; 116 Gardiners & Peconic Bays; 117 Island Bay; 118 Flying Beaver; 119 Western Narragansett Bay; 120 Laurentian International; 122 Mamaroneck; 123 Eagle Lake; 124 Lower Lake Huron; 125 Red Jacket Yacht Club; 128 Patapskut; 130 Biscayne Bay; 131 Detroit Yacht Club; 132 Lake Washington; 133 Manhasset Bay; 136 Port Clinton Sailing Club; 138 Hempstead Harbor; 139 Thames Yacht Club; 140 Conesus; 141 Mattituck Sound; 142 Moriches Bay; 143 Hawaii; 144 Flotilha Carioca; 148 Genesee Yacht Club; 149 Owasco Yacht Club; 152 Tawas Bay Yacht Club; 153 Pequot Yacht Club; 155 Watkins Lake; 156 Lotawana; 157 Sparrows Point Yacht Club; 158 Bellingham Yacht Club; 159 Tocoma; 160 Ivy; 161 Southwestern Yacht Club; 162 Flotilha de Florianopolis; 163 Eastchester Bay; 165 Wollaston Bay; 168 Tampa Bay; 170 Honolulu; 171 Kingston Yacht Club; 172 Black Hawk; 174 Omena-Traverse Yacht Club; 176 Beaufort River; 177 Mendota; 181 Wequaquet Lake; 182 Club Nautico Sudeste; 183 Wadawanuck Yacht Club; 184 Leland Yacht Club; 185 Raritan Bay; 186 North Shore; 188 Britannia; 190 Portland; 191 Napoli; 193 Lake Placid; 195 Watch Hill; 197 Cooper River; 198 Chautauqua; 199 Jackson Park; 200 Oyster Bay; 201 Flotilla de Vitoria; 202 Northport Point; 203 San Isidro; 204 Macatawa Bay; 205 Tulsa Sailing Club; 206 Club Nautico Olivos; 207 Northeast Yacht Club; 208 Keystone Yacht Club; 209 New Orleans Yacht Club; 210 Mantoloking; 211 Bay Waveland; 212 Atwood Yacht Club; 213 Cape May Harbor; 214 Port Jefferson; 217 Brigantine Yacht Club; 218 Corpus Christie; 219 Lake Zurich; 220 Yacht Club Uruguayo; 221 Lasalle Yacht Club; 222 Gary Boat Club; 223 Sorrento C.R.V. Italia; 224 Shattemuc Yacht Club; 230 Norwalk Yacht Club; 231 St. Louis; 232 Lake Worth Sailing Club; 233 Ford Yacht Club; 234 Bandeirante; 235 Flotta di Marivela; 236 Gulfport Yacht Club; 237 Castellammare de Stabia; 238 Milford Yacht Club; 239 Biloxi; 240 Longhorn; 241 Kiser Lake; 242 Kentucky Lake; 243 Lake Dunmore; 244 Harraseeket; 245 Pernambuco; 246 Winnepesaukee Yacht Club; 247 Flotte Liguria; 248 Sandy Bay; 249 Flotta Del Garda; 255 Daren Boat Club; 256 Thessaloniki; 258 Buffalo Sailing Club; 259 Parana; 260 Greenhaven; 261 Club Regatas Lima; 263 Berlin Lake; 264 Yacht Club Ancon; 265 Yacht Club La Punta; 267 Brockport Yacht Club; 268 Lake of Biel; 269 Sachem's Head Yacht

Club; 271 Roma; 272 Guayaquil Yacht Club; 275 Club Naval Refugio Del Muna; 276 Casino Espanol de la Habana; 278 Anzio; 281 Vierwaldstattersee; 282 Lake Dallas Corinthian Yacht Club; 284 Ouachita; 285 Eastern Point yacht Club; 287 Dolphis; 288 Charleston; 289 Argonafts; 290 Flotilha de Antonina; 291 Rocky Point; 292 Rosario; 293 Fort Gibson Sailing Club; 294 Saugatuck Yacht Club; 295 Richmond County Yacht Club; 296 Odd Winds; 297 Kokkola; 298 Kotka; 299 Loviisa; 300 Woodmere Bay Yacht Club; 302 Sheffield Island; 304 Flotilhade de Pernambuco; 305 Flotilhade de Salvador; 306 Pori; 307 Oulu; 308 Raahe; 309 Greifensee; 310 Kemi; 311 Dunkirk Harbors; 312 Lega Navale Italiano Anzio; 313 Jolly Roger Sailing Club; 315 Burlington; 316 Muskegon Lake; 317 Yacht Club de Chile; 319 Capricornio; 320 Royal Lake of the Woods Yacht Club; 321 Flotta Della Spezia; 322 Chaparral; 323 Setauket Yacht Club; 324 Pensacola; 327 Flotilhado do Jangadeiros; 330 Crab Orchard; 331 Junin; 333 Palm Beach; 334 Paqueta; 336 Aeolian; 337 Veleiros do Sul; 339 Ocean Gate Yacht Club; 340 Pentwater; 341 Lake Murray; 343 Oklahoma City/Sooner; 344 Pettipaug Yacht Club; 345 Lake Geneva Sailing Club; 346 Pichidangui Bay; 347 London; 349 Lahti; 350 Harveys Lake; 351 Flotilha de Lightnings de Niteroi; 352 Flota de los Andes; 353 Hoover Yacht Club; 354 Marine Corps Schools; 355 Flotta Degli Estensi; 356 Yacht Club Olivos; 357 Red Dragon Canoe Club; 359 Southernmost; 360 Capri; 361 Santa Lucia; 362 The Georgian Yacht Club; 363 Springfield; 364 Holland; 366 Normandy Beach; 367 Flota Quilmes Pcia; 369 Cohasset; 370 Rogue Yacht Club; 371 Royal Geelong Yacht Club; 373 Flotilha de Lightnings de Pernambuco; 375 late Clube de Brasilia; 376 Hudson; 377 Smith Mountain; 378 Les Cheneaux; 379 Galveston Bay; 380 Forest City Yacht Club; 381 Sabazia; 382 Thousand Islands; 383 Pataya Bay; 384 Kennebunkport; 385 Enoshima; 386 Sandusky Bay; 389 Flotta di Formia; 390 Flotta del Faro; 391 Lake Hartwell/Western Carolina; 392 Canaveral; 393 Manitowoc; 394 Nasijarvi; 395 Kallavesi; 396 Airisto; 397 Kokane; 398 Garrison Reservoir; 399 Lake Charles; 400 St. Marys; 402 Lake Keystone; 403 Neahtawanta Yacht Club; 404 Bodensee-Untersee; 406 Parkway Sailing Club; 407 Port Arthur; 408 Tred Avon Yacht Club; 409 Great Lakes Sailing Club; 410 Pamlico; 411 Armada del Ecuador; 412 Lappeenranta; 413 Sprite Island; 414 Juanita Bay; 416 Clark Lake Yacht Club; 417 Pontoosuc; 418 Norwalk Shore and Country Club; 419 Club Nautico del Calima; 420 Mississinewa Reservoir; 421 Hueston; 422 Penn Manor; 423 Yacht Club Paysandu; 424 Club Universitario de Ragatas, La Pinta; 425 Tippecanoe Lake Sailing Club; 426 Hampton Roads; 428 Pyhaselka; 432 Club Nautico del Tomine; 433 Stockholm; 434 Oyster Bay; 435 Rush Creek Yacht Club; 436 Kamloops; 437 Comox Bay; 438 Perry; 439 South Skaneateles; 440 Palmetto; 441 Lake Arthur; 443 Morgan City; 444 lake Glendale; 445 Club Nautico Bahia Blanca; 446 Club Universitario de Buenos Aires; 448 Galveston Bay; 449 Marsala; 450 Androscoggin; 451 Bombay Harbour; 452 Peruvian Naval School; 453 Flotta Del Trasimeno; 454 Thunersee; 455 Klamath; 457 Granite Lake; 458 Union Lake Yacht Club; 459 Wateree; 460 Muncie Sailing Club; 461 North Florida; 464 Lake Monroe Sailing Club; 465 Syros Island; 466 Flotta Del Conero; 467 Flotta del Lario; 468 Valkeakoski; 469 Jamsa; 470 Louisville; 471 Casco Bay; 472 not chartered; 473 Chandlers Landing; 474 Escuela Naval Militar Argentina; 475 The Clark Lake Sail Club; 476 Flotta del Savio; 477 Old Port Yacht Club; 478 Cedar; 479 Flotta Roma; 480 Flotte del Delfino; 482 Club de Yates Pucon; 483 Salto Grande Argentine Shore; 485 Port Oswego; 487 Provincetown Yacht Club/Vest End R.C.; 489 Racine Yacht Club; 492 Bronte Harbor; 494 Quarter Barrel; 495 Pioneer Valley; 497 Club Regatas Union; 498 Selkirk; 500 Tennessee Valley; 503 Louisville; 504 Clearwater; 505 Lake Conroe Association

Fast sails, big smiles



David Starck and team, winning the 2005 Lightning Midwinters in Miami.

2005

SOUTHERN CIRCUIT - OVERALL 1,2,3,5,6
SOUTHERN CIRCUIT - St. Pete 1,2,3,5
SOUTHERN CIRCUIT - Miami 1,2,3,5
SOUTHERN CIRCUIT - Savannah 2,3,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5
LONG JOHN REGATTA 1,2

2004

NORTH AMERICANS - CHAMPIONSHIP 1,2,3,5,6,7,8,9
NORTH AMERICANS - PRESIDENT CUP 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - GOVERNOR CUP 1,2,3,4,5,6,7,8,9,10
SOUTHERN CIRCUIT - OVERALL 1,2,3,4,5
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
BORDERLINE REGATTA 1,2,3,4,5,6,7,8,9,10
FRIGID DIGIT REGATTA 1
CENTRAL ATLANTIC DISTRICTS 1,2,3,4,5
CT/RI DISTRICTS 1,2,3,4,5,6,7,8,9,10
OHIO DISTRICTS 1,2,3,4,5,6,7,8,9,10
DIXIE DISTRICTS 1,2,3,4,5
TEXAS DISTRICTS 1,2,3,4,6

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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
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DOWN TO EIGHT

Adventures in Wooden Boating

Copyright 2005 by Joel Thurtell

It's better sometimes not to answer questions.

This was one of those times.

The clerk at the secretary of state's office was puzzled. She frowned at her computer screen, then shouted across the floor:

"Is it possible that you own seven boats?"

Several sets of eyes turned toward me.

Not so loud, I thought.

I gave her a blank look.

Of course, it was possible that I owned seven boats.

But it wasn't true.

That's why I kept my mouth shut.

Because if seven boats appalled her, if the thought that one person might pay license fees on one-two-three-four-five-six-seven boat hulls was a source of amazement to this bureaucratic mind, I didn't want to take responsibility for the shock she might suffer if she learned the truth.

Okay, maybe I found it a bit embarrassing, too.

The number was not seven.

Nor was it eight.

The true digit would be closer to, well, ...

I never did tell her.

What difference could it possibly make to the Michigan Secretary of State whether I own one boat or 100?

At somewhere around a million registered boats in Michigan – more than any other state – a hundred or two hundred or even a thousand boats one way or the other means nothing.

It's important to notice what I'm doing now.

I'm still not answering the question.

The state computer is capable only of discerning those boats whose license fees have been paid.

Boats that have been bought wantonly, with complete disregard for nautical decorum, may not show up in those records.

So, as I say, I stayed mum. But all the same, the question galvanized me to take action.

It was not the total number of vessels for which I pay fees, but the fact that

two of them were Lightnings, that concerned me.

Or maybe I should say, it concerned someone close to me who calls a lot of the shots around here.

I promised Karen I'd find a home for Lightning 6402, and that's what I did.

Her objection was simple: You can only sail one boat at a time.

My response, of course, is that you have different boats for different purposes.

But two Lightnings? My argument doesn't wash.

Getting rid of that second Lightning is how I got soaked in four different places in Michigan on a Saturday in early May.

And I can report now that Lightning 6402, the boat I thought I couldn't get rid of because I'd already named it, no longer is registered in my name.

But it wasn't registered to me the day the clerk shouted and raved about the seven boats she thought I owned, either.

I had not bothered to register the boat in my name before selling it to my fellow Detroit Free Press reporter and friend, John Masson.

That was an oversight that cost me fifty-some odd bucks when we learned that in order for me to transfer ownership to John, I had to be the legal owner.

A logical situation I'd neglected to consider.

So on one day, I became the owner of 6402.

That same day, John's wife, Mary, stopped at my office and picked up the papers. The next day, the boat belonged to John, legally.

To this point, John had not seen the boat.

I'd sent him photos, and told him how the bottom was repaired in the best way with lots of WEST System epoxy and new mahogany. But it was only on that rainy Saturday that he got a look at this beauty, the one I hated to let get away.

John met me at Pontiac Yacht Club and we hauled one of my trailers up to Fenton. This deal had been cooking all winter and spring. We got nipped by rain at Pontiac, but only as we were tying the boat to the trailer did the deluge begin. Seconds before that, John had discovered a small bit of softness in the center-

board trunk of 6402. And we noted that the mast, after lying outside all winter, was starting to come apart in a couple places.

Oops. Well, I have more masts.

We got drenched again when we came out of a hamburger joint. It rained on us all the way back to his place in Grosse Pointe Woods, where we'd hoped to launch the boat.

The boat seemed harder to haul.

Could it be? Yes, we'd forgotten to open the bailer. We were hauling a Lightning and a half, by weight.

John already had a name: "*The Golden* –"

Golden what?

Golden Hind!

Already taken, by Sir Francis Drake a few hundred years ago, Mary pointed out.

At John's house, he revealed a minor miracle: He had actually cleaned his garage before our trip. There was enough room to wedge the boat into the garage, slantwise.

Forget launching it.

Down came more rain, just as we finished pinching it into his garage.

I originally bought 6402 with the thought that its restoration would inspire more columns.

Now, each day, John calls with a report.

He'd had it for two days when I got the call: John had epoxied and clamped the mast, re-laminating the wooden slats that make up a mast.

One day last week, I put a Ziploc bag full of mahogany sawdust into the mail.

Today, John tells me he chipped the little bit of rot from the centerboard trunk, mixed the sawdust with epoxy and filled the gap.

He's varnished the splashboard and cockpit coaming.

With all that epoxy and varnish, it's now for sure the *Golden Hind*.

Today, we were planning to launch it on Lake St. Clair.

But it rained, again.

See how this works?

It's great. John, like me is a history major.

He prefers wood to plastic.

He's excited about 6402.

Even though he knows little about woodworking, he's game to make something of this boat.

It's fantastic. The boat has a great new owner who loves the idea of wooden boats.

Better yet, he's working on the boat and telling me about it.

I get to write about it without doing it.

What a deal!

Okay, okay. I've dodged the question long enough.

How many boats do I own?

When that motor vehicle clerk made her comment about the seven boats, what she didn't know about was 6402, which I had not registered, and the Blue Jay.

Both are registered and what's more, with 6402, aka *Golden Hind*, sold off, the magic number is...

Yes, counting the Blue Jay, which still has no name, I'm down to...

Yes, I believe it is...

Eight.

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



John Masson writes: I'm the new owner of the yet-unnamed Lightning 6402 ... and apparently the subject of Joel's recent musings. He asked me to send along a picture of my kids and the new boat, along with some ID's ... so here they are. The girl is Sophie Masson, age 7, and the boy is Ian Masson, age 5. Both belong to the proud photographer, John Masson. They're looking at the new acquisition - before it attained that large deck-top collection of varnish cans, epoxy containers, putty knives, sandpaper, and all the other stuff that goes into getting a boat ready for summer. The picture was taken sometime last week, on what seems to have been the only sunny day since I bought this vessel.

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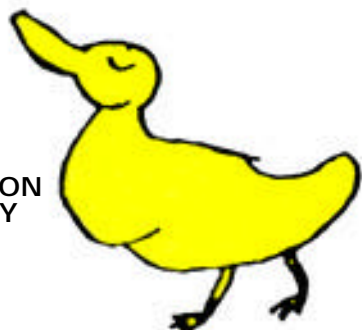
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11803 Priscilla Lane Plymouth MI 48170 joel_thurtell@hotmail.com or 734/453-8303

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"Don't Miss This Shift" Sale!

Moving Sale

We are moving our operation in January 2005, so everything must go. We will be working our stock down methodically, so keep checking back for the latest deals on the best stuff.

Rigging Sale

Enjoy extra discounts (up to 25% on rigging assemblies and 15% on "rigging parts") this fall and winter. As in the past, discounts are on a sliding scale. The sooner you order, the greater your savings! See the complete details at www.layline.com.

Loyalty Rewards

Available for immediate redemption. If you shopped with us in 2004, you have points. These are available on top of all other discounts! Don't know how many you've got? Call us!

Thank you for your business!

Wait

Add up Layline's Fall Savings Opportunities:

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+ Rigging Sale - Up to 25% off

+ Don't forget your Loyalty Points for extra discounts on **top of all sale prices**

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Photo courtesy Jim Kranzberger

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UPCOMING MAJOR REGATTA CALENDAR

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

2005 European Championship, Porto San Giorgio, Italy	July 13-17
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

UPCOMING REGATTAS

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

JUNE 4-5

4th only Champagne, Keuka (CNY)
Delaware Governor's Cup, Rehoboth Bay (DIXIE)
Macatawa Bay Invitational Lightning Regatta,
Macatawa Bay YC (MI)
Lighthouse Regatta, Fond du Lac, WI (MW)
Mississippi Valley District Championship, Delta SA
Lake Champlain Spring Regatta, Malletts Bay (NE)

JUNE 11-12

11th only Annual Regatta, Brant Beach (CAD)
11th only BBYC Annual, BBYC (FL)
Dixie District Championship, Fleet 50
Magnus Pedersen Regatta, Nyack Boat Club (METRO)
Mississippi Valley Junior District Championship, Carlyle
Windshift, Leatherlips (OH)
Saint Lawrence Valley District Championship, RStLYC
Bottoms Up Regatta, Lake Murray (SE)

JUNE 18-19

18th only Bay Head-Metedeconk Tune-Up, Metedeconk
(CAD)
New Jersey Governor's Cup, Riverton YC (CAD)
Caz Flash Bash, Cazenovia (CNY)
NFIR Invitational, Buffalo Canoe Club (LE)
Cleveland Race Week, Edgewater YC (OH)
Governor's Cup, Kerr Lake (SE)
Lightning Invitational, Pass Christian YC (SO)

JUNE 25-26

begin 24th Central Atlantic District Championship, BBYC
begin 24th Midwest District Championship, Chicago
Connecticut/Rhode Island District Championship,
Niantic Bay YC
Indiana District Championship, Wawasee Yacht Club
Bay City Regatta, Bay City Yacht Club (MI)
Dave Fitch Regatta, Spofford Yacht Club (NE)
Ohio District Championship, Mansfield
The Lowcountry Regatta, Beaufort Y&SC (SE)
26th only Henderson Harbor One Day (CNY)

JULY 2

Firecracker, Union Reservoir (US@L)

JULY 3-4

Undependence Day Regatta, Pymatuning (OH)

JULY 9-10

8th only Lake Erie Junior District Championship BCC
begin 8th Centrals at Fairhaven (CNY)
begin 8th New England District Championship,
Massabesic YC
Lake Erie District Championship BCC
Michigan District Championship- Open Districts,
North Cape Yacht Club
P&T Regatta, Milwaukee Yacht Club (MW)
Edenton Sailing Social, Edenton NC (SE)

JULY 16-17

Central New York District Championship,
Henderson Harbor
Tawas Bay Yacht Club, Tawas Bay Yacht Club (MI)
Stumpbuster, Indian Lake (OH)
SAYRA Open, Charleston YC (SE)
17th only - MAYRA Regatta, Ocean City (CAD)

JULY 23-24

Third Annual Wooden Boat Get Together,
Onondaga Yacht Club (CNY)
Connecticut Governor's Regatta, Niantic Bay YC (CRI)
Evans Regatta, Green Bay WI (MW)
Summer in the Pass Regatta, PCYC (SO)

JULY 30-31

begin 29th Brotz Leukemia Cup Regatta,
Sheboygan YC (MW)
30th only Long Island District Championship, Orient YC
Atlantic Coast Championships, Carolina YC
Canadian Open Championship, Buffalo Canoe Cl.
Ithaca 2-Day Regatta (CNY)

WOODY REGATTA AND GET-TOGETHER JULY 23-24

Pack up your woody and get to
Onondaga Yacht Club
for the 3rd Annual Woody GT!
Please contact Craig Thayer at
thayer@a-znet.com
so he can make plans for the
number of boats to expect.
It gets bigger every year!

Sweet Corn Regatta, Susquehanna Yacht Club (DIXIE)
 Higgins Lake Boat Club Invitational Regatta (MI)
 Birthday Regatta & GYA Championship, PCYC (SO)

AUGUST 6-7

LBIYRA Race Week (LBIYRA Cklub members only) ,
 Surf City (CAD)
 Dillon Open, Lake Dillon (US@L)

AUGUST 13-14

begin 12th SAYRA Open Invitational, Wrightsville Beach (SE)
 13th only 1-Day, Newport YC (CNY)
 Down Bay Invitational, Little Egg Harbor YC (CAD)

AUGUST 20-21

Bowen Memorial, MBYC Ocean (CA)
 Duck Challenge, Tidewater Marina/Fleet 192 (DIXIE)
 Cuba Lake Regatta (LE)
 The Leukemia Cup Regatta in memory of Brian Hughes,
 American Yacht Club (NE)

AUGUST 27-28

27th only Onondaga One Day Invitational, Onondaga YC (CNY)
 Squam Lake Regatta, Squam Lake (NE)

SEPTEMBER 10-11

10th only New Jersey State Championship, Toms River YC (CAD)
 10th only One-Day Skaneateles (CNY)
 10th only BCC Back to School One Day (LE)
 Leukemia/Presidents Cup, PRSA (DIXIE)
 47th Whitecap Regatta, Pontiac YC (MI)
 Massabesic Regatta, Massabesic YC (NE)
 55th Harvest Moon Regatta, Atwood Lake (OH)

Augusta Invitational (SE)

SEPTEMBER 17-18

Harvest Regatta, Silver Lake (LE)
 Lake Wallenpaupack (METRO)
 This One's For Fun! Devil's Lake YC (MI)
 Cotton Pickin' Regatta, DSA (MV)
 GYA Race Week, Pass Christian (SO)

SEPTEMBER 24-25

24th only Canon Manahawkin Bay Cup Regatta, Surf City (CAD)
 24th only One Day Cazenovia (CNY)
 24th only Ed Hinds Memorial, Bow Lake (NE)
 SMSA Small Boat Invitational Regatta (DIXIE)
 Red Flannels, Chicago (MW)
 Bare Bones Regatta, Mansfield (OH)
 Lake Waccamaw Regatta (SE)
 Colorado Governor's Cup, Carter Lake (US@L)

OCTOBER 1-2

Fall Classic, Cedar Point YC (CRI)
 51st Annual Hoosier Regatta, Wawasee YC (IN)
 Atlanta Cup (SE)
 Wadewitz Regatta, Fairhope YC (SO)

OCTOBER 8-9

8th only Last Blast! Nyack BC (METRO)
 8th only Wandering Moose Sheboygan YC (MW)
 Leaf Peeper, Malletts Bay BC (NE)
 Snowball Regatta, Buckeye Lake (OH)
 Hospitality Regatta, Jackson YC (SO)
 Columbus Day Regatta, Chatfield Reservoir (US@L)
 9th only Frostbite, Ithaca (CNY)

OCTOBER 15-16

Frigid Digit, Severn Sailing Association (DIXIE)

The Brotz Regatta just got better...

THE LEUKEMIA CUP REGATTA



The Leukemia &
Lymphoma Society

Sheboygan Yacht Club July 29-31, 2005

For more information and to register please visit

<http://www.brotzleukemicup.org/>

The Leukemia & Lymphoma Society, Wisconsin Chapter
 4125 North 124th Street, Unit A, Brookfield, WI 53005

1-800-261-7399 Ext. 109

presented by

The Brotz Family Foundation

- Mt. Gay Rum Party
- Live Bands
- Quality Racing
- Youth Events

- Silent & Live Auctions
- Regatta Awards
- And much more!

Clam Bake Regatta, Southampton YC (LI)
McDougall Open (MV)

OCTOBER 22-23

22nd only Pumpkin Bash Regatta, Cherry Creek (US@L)
Fall In Regatta, Cowan Lake (OH)
Borderline Regatta, Kerr Lake (SE)

OCTOBER 29-30

29th only Pumpkin Bowl, Barnegat Light (CAD)

NOVEMBER 5-6

Lightning Fling, Hampton YC (DIXIE)
Bluenose Regatta, Harbor Island YC (MV)

NOVEMBER 19-20

Turkey Regatta, MBYCbay (CA)
US SAILING One Design Sailing Symposium,
Annapolis MD

NOVEMBER 25-26

Thanksgiving Regatta, Davis Island (FL)

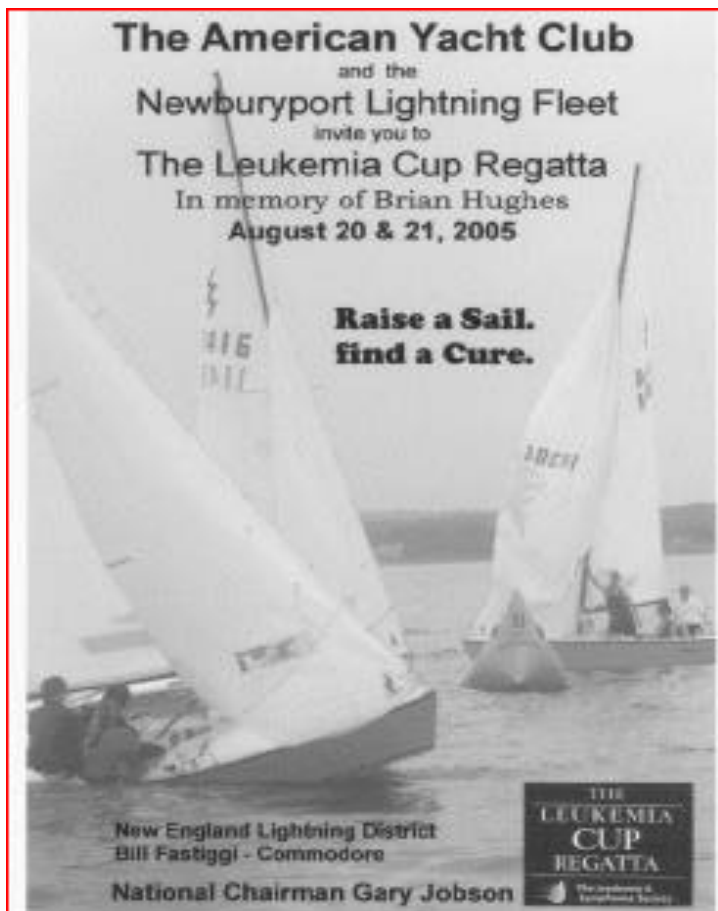
DECEMBER 11-12

Hot Rum Regatta, MBYCbay (CA)

DECEMBER 17-18

Sugar Bowl Regatta, New Orleans YC (SO)

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



**Carolina Yacht Club
Wrightsville Beach, NC**

Invites you to the
Atlantic Coast Championship
July 30-31, 2005

Join your friends in Lightnings for 2 days of sailing on the open Atlantic Ocean. CYC-NC is located on the beach at Wrightsville Beach, NC, 1½ hours north of Myrtle Beach and 4 hours south of Richmond. We are a family/sailor friendly yacht club with facilities on the beach and on the sound. Join us for a great sailing event. Details will be in the June *Flashes* and will available at www.carolinayachtclub.org



NOTICE OF RACE
EUROPEAN LIGHTNING CHAMPIONSHIP
LIGHTNING CLASS ITALIAN NATIONAL CHAMPIONSHIP
Porto San Giorgio
13 – 17 July 2005

1. ORGANIZING AUTHORITY

Gruppo Vela Lega Navale Italiana
Porto San Giorgio (AP)
Lungomare Gramsci Tel. 0734/678705 (06)
 Fax 0734/678706
 e-mail: portosangiorgio@leganavale.it

X Zona F.I.V. - Marche

2. VENUE AND DATE OF REGATTAS

Area of sea in front of Lega Navale Italiana, Porto San Giorgio
Warning signal for first race: 1p.m. on 14 July 2005
Further races as in Sailing Instructions

3. EVENT RULES

9 races are scheduled, no more than 3 per day

Results:

- less than 4 races: all results considered
- from 5 to 8 races: minus 1
- with 9 or more races: minus 2

The European Championship will be valid if at least 4 races are completed.

The National Championship will be valid if at least 3 races are completed.

4. REGULATIONS

Races will be competed in accordance with:

- ISAF Racing Rules 2005 – 2008 with FIV (Italian Sailing Federation) supplementary rules
- Lightning Class Rules
- FIV rules
- Race Rules
- the race is Class C
- the organizing authority can ask the competing boats to display advertising stickers of the event sponsor
- Appendix P of the ISAF Racing Rules will be adopted (immediate penalties for rule number 42) as specified in FIV notes

5. PARTICIPATION

Boats of the Lightning Class may take part in the race. It is an Open Race.

6. MEASUREMENT AND INSPECTION

The boats, sails and masts will be measured from 9.30a.m. to 6.30p.m. on 13 July 2005. If necessary the measuring will continue from 9.30 to 11.30 a.m. the following day.

7. ELIGIBILITY

Competitors can register for the event only if they have a National Sailing Association membership card valid for the year 2005, stamped for the health regulations and in order with the Class Association, and an RC third-party insurance policy with a minimum rate of 1,036 Euro, as in FIV rules.

8. ENTRY

Notice of entry must reach the organizing authority by 8 p.m. on 1 July 2005 and be completed at the Club Office by 10 a.m. on 13 July. The entry fee is 200 Euro.

9. SCORING

Minimum Score as in Appendix A in the ISAF Racing Rules

10. SAILING INSTRUCTIONS

Race Instructions will be available to competitors at the Club Office from 9.30 a.m. on 14 July 2005

11. PRIZES

- for the first five in the European Championship
- in the National Championship for the first three Italians

12. SOCIAL EVENTS

- dinner for all competitors on Friday 15 July 2005
- opening cocktails
- refreshments at the prize-giving

13. LIABILITY

As in ISAF basic rule 4, each boat will decide to take part in or continue the race and the competitors will take part under their own exclusive responsibility or that of their parent/tutor in the case of minors. The Organizing Committee, the Race Committee and all those involved in the organization of the event decline all responsibility for damage or injury to people and /or things both on land and water that may derive from participation in the above-described event.

14. LOGISTICS

The boats will be berthed at the Club House of the Lega Navale Italiana on Lungomare Gramsci (seafront) in the centre of Porto San Giorgio.

HOUSING in Sheboygan for the 2005 North Americans Championship

Sail Sheboygan, Ltd., Lightning Fleet #187, and the Sheboygan Yacht Club are looking forward to hosting the 2005 North American Championship. Summer is very busy in the Sheboygan area as there are many weekend ethnic and music festivals, championship golfing, and auto races at near by Road American. Fortunately, the week of the 2005 NAs is relatively free from some of these events, which tie up all available motel rooms throughout the area. Additionally, this area has almost no private cabins, cottages, or houses that are available for rent so you will have to rely on motels or B&Bs for housing. Therefore, we encourage you to call as early as possible to book your rooms.

For those who are inclined to hold your costs down to the barest minimum we will be offering "urban" camping. We have available 10-12 sites very near the club for camping in members' back yards and each house will have a porta pottie. Along with the "urban" camping, the local YMCA is allowing use of their facilities for visiting sailors. The Y is located 2 blocks from the Sheboygan Yacht Club and directly across the street from the regatta dry boat storage. Their facilities include locker rooms with showers, whirlpool, sauna, and steam room. The small fee for urban camping is \$75 per boat.

If your camping is a bit more luxurious and you are looking for a place to park your motor home, we will have spots just 1 block from the yacht club in a riverside parking lot. The cost for these spots is \$100 per motor home. Again, space is limited so let us know if you want to reserve a spot as soon as possible.

The Blue Harbor Resort has been advertising in the latest *Flashes* and it is a terrific place for the whole family. It is right on the shore of Lake Michigan overlooking the race course, and just on the other side of the river from the yacht club. Many of their rooms are big enough to accommodate a full crew or even 2 crews. It boasts a fantastic indoor water park and 3 restaurants. They also offer condos for rent. You can reach them at 1.866.701.2583.

The next three accommodations are all located within walking distance of the yacht club and have offered regatta discounts for the week. When you call, be sure to mention the sailing regatta and ask them for the discount.

Grand Hotel (6 blocks from yacht club) is priced at \$65 per room per night and use the event code is "SSL". It has a bar and restaurant and can be contacted at 920.458.1400.

Fountain Park Motel (10 blocks from yacht club) is priced at \$55 per room per night. It has a bar and restaurant and can be contacted at 920.458.4641 or 866.880.4641.

Harbor Winds Hotel (10 blocks from yacht club) is priced at \$79 per room per night. It includes breakfast and very nice large rooms, which have been newly remodeled and refurbished. They can be contacted at 866.497.7433.

The following are very nice B&Bs near the yacht club:

Brownstone Inn (slightly over 1 mile from yacht club) is owned by a sailor and member of the yacht club (TEL 920.451.0644).

English Manor (slightly over 1 mile from yacht club) is located next to the Brownstone Inn (TEL 920.457.5253).

Lake View Mansion (8 blocks from yacht club) overlooks the harbor (TEL 920.457.5253).

All of the above motels and B&Bs are near the yacht club. But since you are never far from anything in Sheboygan, you might want to check some of the national chain motels. They are all within 5 miles of the yacht club.

AmericInn Hotel and Suites (TEL 920.208.8130 or TEL 800.634.3444)

Baymont Inn (TEL 920.457.2321)

Comfort Inn (TEL 920.547.7724)

Holiday Inn Express (TEL 920.451.8700)

Super 8 Motel (TEL 920.458.8080)

We hope this helps you in making your housing arrangements and we look forward to seeing you in Sheboygan for the regatta.



Reserve your berth for the 2005 Championships—
right across from the one for your boat.

When it comes to this year's Championships in Sheboygan, Wisconsin, no resort, hotel is better situated, or suited, for your crew's overnight accommodations. With the Sheboygan Yacht Club right across the channel, Blue Harbor Resort™ is just a bow line's throw from all the pre- and post-racing events—but that's just the beginning. The resort's four restaurants, Aveda® Concept Spa and massive indoor waterpark and game arcade make it the obvious choice for avid Lightning racers who love to bring their entire crew along for the ride. Make your reservation today. For more information on special rates for race participants, call 1.866.701.BLUE (2583) or visit blueharborresort.com

BLUE HARBOR RESORT
A SHEBOYGAN YACHT CLUB PROPERTY
SHEBOYGAN, WI

**ILCA 2005 WOMEN'S JUNIORS' AND MASTERS'
NORTH AMERICAN CHAMPIONSHIPS**

(circle one) Women's Juniors' Masters'

To be completed and sent by July 13, 2005 to:

SAIL # _____

International Lightning Class Association
P.O. Box 10747, Murfreesboro TN 37129

BOAT # _____

Skipper _____ Age* _____

Address _____

email _____

ILCA Membership Card No.** _____

US Sailing Membership Card No. _____

Yacht Name _____

Hull color _____

Fleet No. _____ Fleet Name _____ District _____

Crew _____ Age* _____

ILCA Membership # ** _____

Address _____

Crew _____ Age* _____

ILCA Membership # ** _____

Address _____

*Age as of 12/31/05. For Masters: Skipper must be at least 55 years as of 12/31/05; total crew age must be at least 130 years.
For Juniors: neither Skipper nor Crew shall have attained his/her 20th birthday by December 31, 2005.

FEES: All \$ US. Women's Entry fee, if received by July 13, 2005, \$45.00. If entry fee is post-marked after July 13, 2005, \$60.00. For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00. Masters' Entry fee, if received by July 22, 2005, \$70.00. If entry fee is post-marked after July 22, 2005, \$85.00. For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00. Juniors' Entry fee, if received by July 13, 2005, \$35.00. If entry fee is post-marked after July 13, 2005, \$50.00.

Entry fee enclosed _____ Membership Dues Enclosed _____

** Skipper must be Active or Associate Member. Crew Membership may be upgraded to Associate for \$16.00 or to Active for \$35.00. Crew Membership is \$10.00.

I agree to abide by the regulations and sailing instructions for this event. In consideration of the acceptance of this application for entry in the ILCA 2005 Women, Juniors, and Masters North American Championships, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the ILCA, Milwaukee Yacht Club and Fleet 69 and/or the regatta Race Committee (including their officers, employees and affiliated volunteers) from all liability in connection with any injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act, or omission either negligent or otherwise by any person or entity. (Advise your insurance agent of this release of responsibility.)

Signature of skipper _____

(If Skipper is under 18) Signature of parent _____

Date of arrival _____ (All skippers must be on hand no later than Tuesday, August 2, 2005, 1:00 pm)

NOTE: YOU MUST HAVE THE MEASUREMENT CERTIFICATE FOR THE BOAT YOU PLAN TO SAIL.

OVAL MASTS MUST HAVE AN APPROVED CERTIFICATION OR A SERIAL-NUMBERED DECAL.

If I qualify (and have not qualified via my District Championship) I will enter the North Americans

Yes _____ No _____ (Note: To enter the North Americans via this Championship, Skipper must be Active Member)

NOTICE OF RACE
 INTERNATIONAL LIGHTNING CLASS ASSOCIATION
 2005 Women's, Juniors', and Masters' North American Championships
www.2005lightningnas.org
 Milwaukee Yacht Club and Lightning FLEET 69
 Milwaukee, Wisconsin
 August 2 -5, 2005

1. ORGANIZING AUTHORITY:

The 2005 North American Championship Regatta is organized under the authority of the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 69 and Milwaukee Yacht Club, and has been sanctioned in accordance with the bylaws of the ILCA.

2. RULES:

The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008 (RRS), and the Rules Governing All Sanctioned Lightning Class Championships (Class Rules).

2.1 CATEGORY: This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.

3. ELIGIBILITY & ENTRY:

3.1. The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/05. Entry fee is \$35 due on or before July 13th, \$50 after July 13th, and an extra \$5 fee for US Skippers who are not members of US Sailing.

3.2. The ILCA Women's North American Championship is open to all female sailors. Entry fee is \$45 on or before July 13th, \$60 after July 13th, and an extra \$5 fee for US skippers who are not members of US Sailing.

3.3. The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/05. Minimum combined age of skipper and crew is 130 years (as of 12/31/05). Entry fee is \$70 due on or before July 22nd, \$85 after July 22nd, and an extra \$5 fee for US skippers who are not members of US Sailing.

3.4. Women's, Juniors and Masters skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members

3.5. Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA Website. Late entries will be accepted at registration.

3.6. Advanced Registration shall be accompanied with the entry fee in U.S. dollars and must be postmarked by July 13, 2005 for Juniors and Women's, and postmarked by July 22, 2005 for Masters.

3.7. Entries must be mailed to:

Executive Secretary/ILCA
 P.O. Box 10747
 Murfreesboro, TN 37129 USA

4. REGISTRATION:

4.1. Registration and measurement will be held from 1500 to 1900 on Monday August 1, and from 0800 to

1300 on Tuesday August 2. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of The Milwaukee Yacht Club, ILCA, Lightning Fleet 69, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.

4.2. Junior competitors and their PARENTS OR GUARDIAN will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies and curfew for free housing and a Medical Consent Form.

5. MEASUREMENT:

5.1. Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

5.2. Boats that are measured at the Brotz Leukemia Cup Regatta (Sheboygan Yacht Club, July 29 and 30) may be exempt from measurement at the North American Championships.

6. BOAT STORAGE:

All boats must be on the grounds of the regatta by August 2, 2005 @ 1300 hrs and remain there for the duration of the regatta except by written permission from the Principal Race Officer (PRO).

7. SCHEDULE OF EVENTS:

Monday, 8/01/04	Registration	1500-1900
	Measurement	1500-1900
Tuesday, 8/02/04	Measurement	0800-1300
	Registration	0800-1300
	Warning	1400
	Practice Race (all fleets)	
	Competitors Meeting	1800
Wednesday, 8/03/04	Opening Ceremony	1830
	Warning	1000
	Women's Races (2)	
	Masters Races (2)	
Thursday, 8/04/04	Juniors Races (3)	
	Warning	1000
	Women's Races (2)	
	Masters Races (2)	
	Juniors Races (3)	

Friday, 8/05/04	Warning	1000
	Women's Races (2)	
	Masters races (1)	
	Juniors Race (3)	
	Informal Awards at Club	1700

* The Race Committee may adjust the racing schedule and number and length of races according to weather conditions subject to the Sailing Instructions.

8. RACING AREA:

Racing will be on Lake Michigan near Milwaukee Harbor.

9. SAILING INSTRUCTIONS:

The sailing instructions will be available during registration beginning on Monday August 1st.

10. SCORING & NUMBER OF RACES:

10.1. Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules

10.2. Nine (9) races are scheduled for Juniors. If six (6) or more races are completed, the worst finish will not be scored. If all nine (9) races are completed, the two (2) worst finishes will not be scored. This changes RRS Appendix A2.

10.3. Six (6) races are scheduled for Women. If all six (6) races are completed, the worst finish will not be scored.

10.4. Five (5) races scheduled for Masters. All five (5) races will be scored. No more than two (2) races per day will be sailed.

11. ALTERATIONS OF RACING RULES:

11.1. Rule 44.2 will be amended to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one tack and one gybe instead of two.

11.2. Rule 42.3 (c) shall be altered to read: "Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet, but not the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used".

11.3. Decisions of the protest committee will be final as provided in rule 70.4.

12. ALTERATION OF CLASS RULES:

Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first boat sails the course and finishes will be scored the number of boats that finished within the time limit plus 1.

13. SUPPORT BOATS:

Team leaders, coaches, and other support personnel shall not go afloat in the racing area between the skipper's meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

14. TROPHIES:

Trophies will be awarded to the top finishers in each fleet.

15. DISCLAIMER OF LIABILITY:

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 69 and The Milwaukee Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16. FURTHER INFORMATION:

International Lightning Class Association
Karen Johnson
P.O. Box 10747
Murfreesboro, TN 37129 USA
phone 615-89-FLASH (615-893-5274) fax 615/893-5205
email office@lightningclass.org

REGATTA MANAGEMENT

Chairman: Steve Cushman, 414-352-6505 (h), stevecushman@att.net
Principle Race Officer: Jeff Butzer
Protest Committee Chairman: Dean S. Cady
Measurer: William G. Faude
Consultant: John Strassman

HOUSING

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

"A" indicates amateur builder building own boat.

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CENTRAL ATLANTIC	11176	Bill Connors, 9820 Ferndale Street, Philadelphia PA 19115	U
CENTRAL NEW YORK	*791	Jay Rodman, 3565 Pebble Beach Road, Lakeville NY 14480	U
	14605	Don Curran, 97 Olivia Drive, Rochester NY 14626	77
CONNECTICUT/RHODE ISLAND			
	*15057	Al Minella, 33 Byram Shore Road, Greenwich CT 06830	126
MICHIGAN	13937	Bob DeCorte, 21601 Mayfield, Farmington Hills MI 48336	U
	*14933	Greg McQueen, 243 Arlington, Birmingham MI 48009	54
MIDWEST	*14005	Matthew Wierzbach, 2312 North 23rd Street, Sheboygan WI 53083	187
NEW ENGLAND	12945	Timothy Allen, 45 Woodbury Street, Keene NH 03431	U
OHIO	*12593	Robert Baumgardner, 3962 Marsh Creek Lane, Rootstown OH 44272	U
SOUTHEASTERN		James Grubb, 103 Trammell Road, Greenville SC 20617	U
	13848	James Cofer, 4138 Brighton Lane, Southport NC 28461	U
	14941	Stanley Mandell, 1021 Captain Adkins Drive, Southport NC 28461	U
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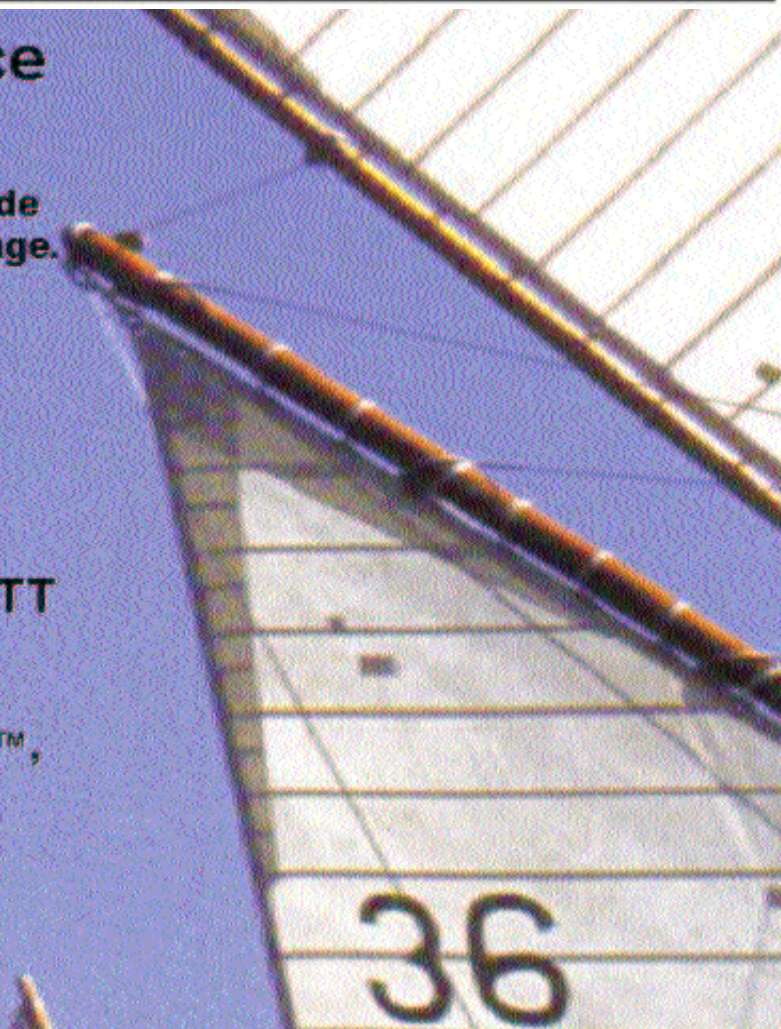
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African Woodies from page 1

could not comply to Class specifications. Quote 'they were built with metal centre board boxes and laid teak decks, with pitch pine masts. With mahogany frames and scantlings this construction made them up to 100% overweight'. Therefore the decision was made locally to call them 'Tarpons' and, up to 1973, thirty two were built. To celebrate the 50th Anniversary race for the Class in 1997, of thirty nine boats on the water, twenty were Woodies and most made it to the finishing line!!

What is also interesting to note is that, even though most are over fifty years old, of the fleet of seventeen woodies that still exist, ten still sail fairly regularly and five also have their original wooden masts. These boats were also fitted with a bracket on the transom to carry a Seagull 2 HP outboard for cruising on non-racing days.

Following the example of the ILCA, the decision was taken last year to rebuild and repair T1. She was stripped down to her frames, rotten sections removed and new marine ply fitted. Hopefully this task will soon be finished and she will rejoin the fleet.

All these vessels have a genoa instead of jib and are fitted with central winch. When a good breeze comes up these can be a match for many of the Lightnings, particularly when beating. To ensure competitiveness a 10% handicap is established against the fibres. It is recorded that these Woodies could be purchased in 1951, prefabricated but minus sails, at a cost of 120 English pounds each.

In 1980 the first of the fibres were imported from the States to Nigeria followed by a second batch built in Switzerland (oddly enough these were never comparable with the USA boats and no more were imported). The fleet now has twenty two fibres plus the Woodies. During the 'nationals' of 2004 twenty nine boats were on the water.

Annually we average approximately sixty races. Racing on Saturday is often in the company of the Hobies, GP 14s and Ospreys with whom we share the Club.

Great rivalry exists between the Hobies and Lightnings as to number of boats on the water. We hope to average fourteen or so Lightnings each Saturday. Within the coming months six new boats are on order so the fleet will see many changes.

Our Fleet has been greatly helped by an influx of new, keen members particularly from American oil companies. Whilst it is unlikely that any of our boats will be transported abroad, we hope that any of our members will receive a welcome (and possibly an invitation to compete) at your own national or international competitions.

Whilst Nigeria suffers from a rather clouded image, please, if you are in the vicinity, do make contact as you would be most welcome.

Hopefully the photographs accompanying this article will depict an aspect of Nigeria that may change your opinions. Should you wish further information regarding the Fleet and, in particular, the Woodies, please contact me at juliancalvin@infoweb.com.ng ●

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ONCE IN A BLUE MOON CLOSE RACING ON THE NORTHERN CIRCUIT 2004

John McCree

Bay City hosted the **Michigan District Regatta** for 18 boats on July 10-11.

The forecast for the weekend was light and variable, which may have caused a few to stay home. Saginaw Bay served up NE 5-12 both days--textbook open water sailing in a gently building thermal wind, from a light northerly on Saturday, and from slightly unusual southeast land breeze Sunday morning. PRO Fred Eddy made good use of the breeze both days, getting in 6 races on perfect courses, like clockwork.

Consistent with Stuart Walker's theories for thermal winds in the Northern Hemisphere, the strategy on Saturday was to look offshore (left) early for building velocity, but position for occasional lifts from the right as the wind settled in. As this was the first warm weekend of the season, there was a little more boat chop than usual, which to me means a little extra pre-bend, use the chine from time-to-time, ease the sheets a few clicks occasionally, and keep both tell-tales streaming more often than not. The new guy from Macatawa by way of Brazil won the first race, Sean Fidler and Jim Allen split the rest.

The strategy on Sunday was to stay inshore (right) for the best of the dying morning breeze, position for occasional lifts from the left as the thermal signaled its intent, and then get as far offshore (left) as you dared

once the thermal showed on the water. Ryan Flack timed this perfectly for a huge win in race 5. Sean Fidler recovered from deep in race 5, escaped the starting line to win race 6, and tossed the DSQ to win the regatta by tie-breaker with Jim Allen.

Tawas hosted 7 boats on July 17-18.

While the Port Huron Mackinac racers bobbed along, we raced in NNE 12-18 (offshore), building to 18-22 with puffs. With huge oscillating shifts, left was better most of the time, but right came in big at the top once or twice. Jim Allen showed off unbeatable heavy air form again, but Sean Fidler won the double-handed style points, surviving upwind and wowing the local spectator fleet with an amazing downwind blast that could have done some damage if it had any more in it. PRO Bill Coberly was determined to give us 4 races as promised, although Sean and the small half of the fleet decided they had enough fun and went in early. The rest of us still left crash boats idle for the day, except for one man-overboard drill. The club was uncharacteristically quiet by sunset, although supposedly a few drinks were consumed back at the "love shack."

Sunday was a little less of the same, NNE 6-15 with puffs. The strategy was to get left to shore on the smallest header you could find, and avoid the temptation to hang on too long to the huge lifts that collapsed and left you stranded on the right more often than not. Matt Princing won race 5 and lost race 6, but it was enough to move him up to second overall.

Higgins Lake hosted 9 boats on July 31-August 1.

Saturday morning cleared up quickly to bring big breeze lake sailing, WNW 15-22 with a few wicked puffs. The big decisions of the day were wet suit or spray top, and spinnaker or not. Two boats were power-washed early in the day, suggesting the ideal combinations were wetsuit and spinnaker. Most everyone sailing with wives or kids went back to the island after the first race. The rest of us blasted through two more quick races, each leg windier than the last, with better velocity and bigger lifts from the right as the afternoon progressed.



Sleeper = author rounding weather mark in heavy weather in Tawas Regatta

The highlight of this regatta is now Saturday evening on Treasure Island. We were served perfectly grilled parrot (well, chicken really), almost bottomless margarita glasses were provided for a modest premium, a sunset pontoon boat cruise courtesy of Gus Dey and his chiropractor, and a perfect full moon rising over the Lightnings at the dock. Most of the sailors crawled into their tents early, leaving the locals to close the party.

Sunday started quietly. PRO Stan Dent read the mood of the fleet and left the committee boat idling at the dock for a thoughtful half-hour delay. We sailed on the sheltered side, which made the racing a lot less physical and pretty darn tactical--you had to know when to give up on the huge right bend from the island. The last race of the Northern Circuit was our turn to collect some style points, and a bit of a demolition derby for Matt Princing and Tom Klaban. Tom did the math and his circles, and they both saved their points, with Matt winning the regatta on tie-breaker.

Editor's Note: These three regattas are the "Northern Circuit" for the Michigan district. There is talk of making a annual trophy for the team that wins the series in an attempt to grow participation. ●



Jim Allen downwind in BCYC Regatta

MORE ON THE CALIFORNIA CIRCUIT

John Northrop

Mission Bay Yacht Club, February 17-20

We had 9 boats out for the California Lightning Circuit in February. The Marathon Race started under shifty conditions with the morning breeze coming from the east.

Roger Patterson set up a start in front of the club with a weather beat over to Crown Point. However, just about the time he was to begin the starting sequence, the breeze filled in from the sea! Instead of having a downwind start, Roger motored down by bouy #5 and reset the starting line with a beat up to F in from of the club. The course was a S/F/bridge/channel/ocean triangle/back to the finish at the club - a fifteen mile course. The breeze shut down at the weather mark 2 miles off the pier and the course was shortened at that mark. Scott Finkboner won, followed by Dick and Mike Brewer in 2nd, and Jerry Neuberger in 3rd. After we got on the tow, we found out why the breeze had shut down as a stationary low had moved in and it rained, hard.

On Friday we sailed the Bay Series under sunny skies and gusty winds. Jeff Coppens was on fire to win this series, followed by Finkboner and Neuberger. The high-

light of the day was a spectacular wipeout by Pete Bellin. Pete dusted the fleet on the weather leg and was planing across the bay on a close reach with his kite up when his rudder cavitated and the crew failed to blow the spinaker. The boat tripped over its chine and capsized. A puff of smoke and they were over. Another swimmer was Edna Johnson as she fell out of her boat, requested a rescue by the RC, and headed for the fire in the clubhouse. After racing, we enjoyed our traditional mahi mahi dinner in the Bodrero Room.

The Ocean series was sailed on Saturday and Sunday as part of the SCYA Midwinters. Finkboner placed first, followed by Brewer and Coppens. The overall results for the California Circuit were Finkboner in first, followed by Brewer, Coppens, Neuberger, and Dan Gravatt. The Susan Arnold Perpetual Trophy, which is awarded to the top placing woman who sails every race in the Circuit as skipper or crew, was awarded to Katie Hamm. The Bowling Trophy was earned by Pete Bellin on the strength of his sensational capsize and then a breakdown in the Ocean Series giving him a total of 6 DNF's in 11 races. ●

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LONG JOHN 2005 - LESSONS LEARNED

Gianni Cuccio

Monmouth Boat Club, Red Bank
NJ, April 23-24, 2005

1. Don't listen to the weather report
2. Get directions from Lynn and not Dave for Chez Watts
3. Don't follow Larry to Chez Watts
4. Work the side of the course that's up-current
5. Be nicer to Jody
6. Be patient with the shifts
7. PJ recommends the Blazer over a bed
8. To keep from falling during tacks - use more wax
9. Keep the cover on the compass
10. The Long John is an epic regatta, and should not be missed.

Okay, seriously now, the Long John is one of the oldest Lightning regattas, and every year it lives up to its reputation as also, one of the most fun. Races run are always first class. Après sailing activities include open bar, great food, and one of the best parties on the Lightning circuit. I'm sure there are more than a few of you who can vouch for this.

Racing on the Navesink is funky, for sure. It's a river (current), shifty, puffy, and spotty to say the least, but that's what makes sailing there fun and a challenge. It's also nice and flat, so when it blows (and it does!), the rides are first rate.

Here are a couple things we found to work:

Current? - Oh yeah. I didn't hear many people mentioning it on Saturday night, but there definitely was current across the course the for all 4 races. Our courses were W/L's, and the current was ebbing all day. Since the Navesink is notoriously shifty and spotty, we felt the sides were pretty much equal. Maybe a little more pressure out of the right (looking upwind) at times, but the left had their share of puffy lifts and headers, too. The same for the middle. So, with the current in mind, we



worked the right (up-current) upwind for all four races, and the left (up-current) downwind. The left downwind was good - all but once, when the pressure may have been a little weaker. My feeling was this: to play the left side upwind, you'd be swept left - further away from the weather mark (than if you were right), on an OVERALL basis, that is. I think this is a pretty obvious rule of physics, and could apply to any racing venue with similar current. Sunday's race was a little different, as it was blowing straight down the pike, and with the flow. The right upwind proved a little bit better, especially nearer the top.

The Navesink Shifts - Be Patient. I know you all know the term "auto-tack", but the Navesink gives it new meaning. It's one of those places where the shift says "you're going this way now.....!!!" But, there were also short-lived shifts, and it really paid to make sure they would hold.... "okay here's a downy, nope, wait, patience... it's coming back... HIKE!!... good thing we didn't tack." As a result, and as shifty as it is there, we probably did fewer tacks than most.

Also, I don't think we used the compass once. Since we could always see the weather mark, and our position relative to the fleet, the angles (good or bad) were pretty clear.

One final note:

Many thanks to the MBC for putting on a wonderful event; the RC and their good choices, to all who helped with the delicious spread, and to Dave and Lynn for the stellar accommodations. And thank you Ellen and George for doing what you do best! Now, I was going to keep this to myself, but here goes, and my dear wife, Amy, can vouch for this... A few weeks before this regatta, I learned Andrew Brennan was tragically killed in a freak car accident. He was Johnny Huntsman's best friend, and a great kid. I had the pleasure of meeting, and spending time with Andrew and John at the 2003 NA's at CPYC, and I knew he would have been with Jack and John on 14922 for the Long John. I told Amy - no lie - that I was going to win this regatta and dedicate it to Andrew. Now, I'm not a very religious man, but after what just went down, I'm more of one now! ●



JAMES TAYLOR STITCHES TOGETHER A WIN IN INDY

Ken McGinity

Indianapolis Sailing Club,

Indianapolis IN, April 30-May 1

In the midst of a chilly Indiana Spring, the weather broke just in time for the 43rd Burl Harmon Indiana Open Regatta. James Taylor from Fleet 303 at Cowan Lake Ohio led the 12 participating boats with a 2-1-1-2-1-3 string of finishes in his first visit to ISC and Geist Lake. He was followed in 2nd by Brad Wagnon and in 3rd place Bill Allen, both from Lake Wawasee. Boats from Illinois, Michigan, Ohio and Wisconsin joined three boats from Lake Wawasee Fleet 154 and five from the home Fleet 270.

Race Committee Chairman, Tom Kling put together four races on Saturday followed by two more on Sunday morning. Winds on Saturday started at 7-8 knots from the NW and increased to 14-16 from the west by afternoon's end.

The participants and guests enjoyed a steak dinner in the recently refurbished Indianapolis Sailing Clubhouse. The weather continued very pleasant on Sunday morning when the two races were sailed over a triangular plus windward/leeward course in southwest moderate winds.

In a sidebar event, Dale Krocks who crewed for Joe Lassaux, took a quick dip in a sudden puff on Sunday morning but held on and was



*Top Three: 1st skipper James Taylor, Bridget Ireland, Nate Ireland;
2nd skipper Brad Wagnon, Kevin Keller, Mike Richey;
3rd Peggy Lehman, Tom Hadley, skipper Bill Allen*

rescued very quickly. The chilly dip didn't phase him a bit. Rather, after crewing in a drifter the weekend before, he found the more windy conditions exhilarating and exciting. His comment to Joe: "This is great, count me in!" And thus, another sailor joined the Fleet.

Once all the boats were packed up, Regatta Chairmen Pete McGinity presented trophies to the top three teams.

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MIDCONTINENT - HAVIN' FUN AT CARLYLE

Bret Liebmann

Carlyle Sailing Association,

Carlyle IL, April 30-May 1

On the weekend of April 30 2005, I (accompanied by my trusty skipper Todd Wake and mid-crew Hugh Sugar) was fortunate enough to attend the Mid-continent regatta at Carlyle Lake, IL. For those of you who have never attended a regatta hosted by the Carlyle Sailing Association, let me start by telling you about the wonderful facilities. When you pull in and park in the parking lot, you can't help but notice the massive drysail lot, three hoists, and plenty of dock space allowing you to spread out and have all the room you would ever need to rig. There are numerous picnic tables and a pavilion-style shelter to protect you from the elements. If the conditions outside become too hostile, there is a large very functional clubhouse decorated with trophies and pictures of the many fleets that sail from CSA. It truly is one of the best facilities I have ever had the pleasure of sailing out of.

When we arrived on Friday afternoon, the weather greeted us with temperatures in the mid 50's and a constant drizzle allowing us to test our foulies while putting the boat together. We eventually finished rigging and after stalling for a while, decided to go out for a short practice. As it turned out this was a very good idea as it was my first time on the bow of a Lightning and Hugh's first time sitting middle. We thought a little chute work might be in order, so we headed out of the harbor and hoisted. After trying a number of different techniques for gybing the pole both on and off the foredeck, I

finally settled on a preferred method, and just to make sure we were paying attention, my skipper decided a nice round up dragging the boom in the water might wake the crew up before we headed back upwind to the docks.

Saturday morning came around and after a short skipper's meeting, the fleet headed out. In all, 13 boats including 5 from Green Bay participated in this year's regatta. Racing started off with a very shifty Northwesterly wind and the race committee sent us off on a modified windward leeward twice around. The first beat was very tricky but at the weather mark Terry Burke with his boys Edd and Bryan as crew emerged in first. This turned out to be an important race for us because after we executed a beautiful douse at the pin end of the starting line, Hugh and I were not greeted by a "nice job" or even "good drop, guys" from our always even tempered skipper, but rather "How come none of the other boats have their spinnakers down? Put that F*\$@ing kite back up NOW!" I probably should have read the sailing instructions more carefully I guess, but the fact that we were at least 5 boatlengths behind Terry and he still had his spinnaker up and full might have been a good clue for us as well. Oh well, lesson learned.

Throughout the day the wind remained extremely shifty, but built. By the third race it was blowing hard enough for full hiking and major depowering. On the run the shifty, 20+ knot gusts claimed a few victims causing at least five capsize and getting a number of sailors very cold and wet, but thanks to some terrific safety boat work by the race commit-

tee, everyone made it back to shore safely and only a few boats had broken equipment.

The Carlyle fleet is one of the friendliest and most welcoming groups of sailors you will ever meet. After sending the fleet to shore as the wind continued to build, the home fleet hosted a nice lasagna dinner that included plenty of ice cold beer and good camaraderie.

Unfortunately, I was a little over served in the beverage department that evening and I do apologize to anyone I offended with my storytelling.

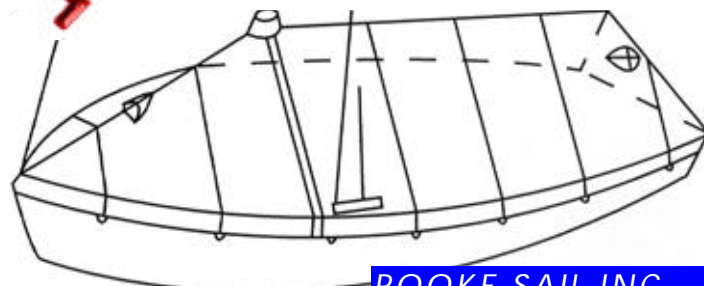
On Sunday morning the race committee started us off nice and early as the forecast was for the wind to build quite strong again. Rick Bernstein, Stacy Zeran, and Kay Ward started strong by showing the fleet the way through the shifts to win the first race of the day. The final race of the regatta began before 10 am (meaning we would be packed up and home at a reasonable hour, thanks again RC). On the final run, a well executed gybe by Tobi Moriarty and crew Dan and Ian Moriarty quickly turned a 3 boatlength lead for us into a four boatlength lead for the Moriarty family. Lady Luck, however, parted with our crew the night before and due to a spinnaker that wouldn't come all the way down, we were able to squeak out a close win in the final race.

I would like to thank the race committee and the entire CSA fleet for hosting such a wonderful regatta, and if you ever have the chance to attend a regatta hosted by the Carlyle Sailing Association, you are definitely cheating yourself if you don't attend it. ●

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ROUND THE ISLANDS RACE

Helmut Braun

Lightning 14448 (T 56)

Lagos Yacht Club, Lagos Nigeria,

May 2

Monday, May 2nd, was a public holiday in Nigeria (May Day) which is the date for our traditional "Round-The-Islands" Race. The city of Lagos is spread over three islands: Victoria Island (which faces the Atlantic), Ikoyi and Lagos Island. The race takes us round two of these islands, namely Ikoyi and Lagos Island. The thrill is passing three overhead road bridges, the lowest (Eko Bridge) having a clearance between 7.50 and 8.20 meters only subject to the tidal water level (a Lightning mast is 8 meters tall). Before the race we normally remove the windex from our mast-tops but still need to heel the boat in order not to touch. Even then whilst sitting in your boat and looking up it looks frightfully close at the top.

The weather was gorgeous with a SW wind averaging 16 mph but gusting 20 mph between the high rise buildings on the islands. The fleet consisted of 18 boats made up of 11 Lightnings, 3 Hobies 16, 3 GPs 14 and 1 Osprey. We departed the Club between 11 and 11:30 a.m. and cruised around the islands to our



Passing safely under Eko Bridge

start, a local pub overlooking the Creek between Victoria Island and Ikoyi Island, where we had a beer and sandwich while awaiting the start. The race started at 2:50 p.m. as a spinnaker course in strong gusts and crazy windshifts between the high rise buildings on the islands. After 3 spinnaker jibes we eventually cleared the creek and entered Lagos Lagoon with a steady SW breeze of approx. 16 – 18 mph. Initially we carried on under kite but it soon became too fine for it. That's when the Hobies pulled away from us. We had no problem passing the 3 bridges and finished the race within 2:03 hours as first Lightning and fourth boat overall (behind 1 GP 14 and 2 Hobies).

Editor's Note: The Lagos Fleet, which consists of woodies and fibreglass boats, true "Lightnings" and the "Tarpon" rigs (Lightnings with genoas), has developed their own handicap system so they can all race together. This inclusiveness means, of course, more boats on the starting line! ●



Under spinnaker in Lagos Lagoon

THE RIGHT INGREDIENTS FOR A PERFECT REGATTA

Spring Classic Regatta aka Pymatuning

David Starck

Pymatuning Yacht Club,
Jamestown PA, May 7-8

It was one of Jack Elfman's favorite places to sail. My guess is that it wasn't necessarily because of the sailing conditions, although in a northerly or southerly it's as good as it gets in my opinion. Without ever specifically asking him the question, I can tell you why Jack loved his annual pilgrimage to Pymatuning, Pa. each Mother's Day weekend – it's simple - the folks at this little club in the middle of nowhere know how to entertain their guests with home cooked meals, endless beverages, tunes by the Trailer Trash Band (made up of Lightning sailors), friendly smiles, and first class race management. And did I forget to mention the housing? Let me just say that when you arrive and park, put away the keys for the weekend – you won't need them. Bertie Werley will find your team a camper at the club to call home for the weekend. It is awesome!

The Lightning Class families that sail at Pymatuning know they have a special place there. You can hear it in their voices and see it in their eyes. They are proud of rolling up their sleeves and making the club 'tick'....just like the old days. Everyone pitches in. No one is too



mighty or too minor. We can learn lessons to bring back to our own sailing club.

This year's regatta did not disappoint. The kitchen was humming with helpers, the kegs were tapped, the guitars were tuned up, and the sun was shining. Regatta chairman, Greg Maras, lead Fleet 36 to another successful regatta, the 21st Spring Classic. Once again, they exceeded our expectations!

When you are planning your 2006 regatta schedule, be sure to include this one. They have the right ingredients for a perfect regatta. You will not be disappointed. For more information go to www.pyconline.org

Many thanks to Laurie Dieball and Ernie Dieball for sailing with me. I finally figured out how to win at Pymatuning. Ask a Dieball to sail with you – they have their names all over the first place trophy! ●



Note: Results for the Spring Classic and the other regattas reported in this Flashes are on the Class website: <http://www.lightningclass.org> All regatta results are posted there

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page 32

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