

Lightning eflashes



Newsletter from the International Lightning Class Association
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(that's 615-893-5274)

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homepage <http://www.lightningclass.org>

CALIFORNIA DISTRICT CHAMPIONSHIP

Jeff Coppens

Mission Bay Yacht Club, San Diego CA, May 28-30

Fifty thousand spectators lined Mission Beach on Saturday to view the 2005 California Districts. OK, so maybe they all showed up to the beach due to the typical perfect San Diego beach weather, low eighties, breeze from the SW at 7-10 knots, and not a cloud in sky; but they did have a great view of the California Districts. The ocean course starts 1/2 mile offshore Mission Beach directly out from the historic wooden roller coaster constructed in the early 1920s. The coaster is joined with an arcade, pool, and shopping center all within walking distance from the club. A good evening hangout, and a bonus, the coaster makes a good reference point when trying to find the leeward mark!!

We had eight boats from Mission Bay compete in four races for the championship. Competing in my third Districts, I was able to recruit John Lyon to crew. Before he and his wife started their family ten years ago, John was an active participant in the Lightning fleet and has won several District and Circuit

championships. Our other crew, Larry Schmitz, is a successful PHRF skipper. Having three skippers on the boat is a big plus given one condition, everyone can get along!!! We did, and in the process, captured first place. Our chemistry worked with John calling upwind tactics, Larry downwind tactics, and I chimed in when a spinnaker takedown was called, "Hey guys, this is only the jibe mark!!" Their takedown changed quickly to a crash jibe and disaster was averted.

We had a great day of close racing on a course with a wind out of the Southwest. Scott Finkboner placed second and Pete Bellin placed third. Ed Petit De Mange, a recent East Coast transplant, finished fourth and was competitive all day. He, along with two other East Coasters who recently moved to Cali, Tim Jehle and Paul Taratino, all had the same thing to say, "The West Coast is a great place for Lightnings, we need to get more boats out here." Guys, we couldn't agree more.

Editor's Note: Mission Bay Yacht Club will host the 2006 North American Championships in August 2006. Make plans now! ●



First Place:
Larry Schmitz,
skipper Jeff Coppens,
John Lyon



Second
skipper Scott Finkboner,
Jennifer Lyons,
Bruce Cameron



Third
Tim Jehle
skipper Pete Bellin,
Richard Hoffman (not shown).
Fleet Captain Katie Ham



Youngest Crew:
Jolee Northrop, with
John and Jolene.
Yep, she's paid up.

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Chief Measurer's Column Bill Clausen

Dear Lightning Sailors:

By now most of you have sailed your District Championships. I hope all went well and you are planning your trip to Wisconsin, or you are just enjoying your fleet racing or day sailing your Lightning.

There have been some measurement issues that the members have brought to my attention, and I say Thanks! This is what the class needs: new ideas, some good, some not so good, but some that we should perhaps try as well as some that have been tried and some we should look into.

The weight of the bridle to lift the boat. In reality we should zero the scale with your bridle on it then weigh your boat. This is a real pain to the measurement folks. Most bridles are rope and some with a metal ring. Their weight is not significant. Wind, water, temperature, all affect scales to some extent. If someone attempts to weigh a boat with a bridle which is far beyond what needs to be used to weigh a Lightning, the measurer on site can request the owner to use another bridle or zero the scale with the owner's bridle and then weigh the boat. We are not going to start weighing all bridles, and I would hope we all use common sense in using a normal bridle to launch our boats.

An all rope backstay has been suggested. At this time it is specifically illegal. All standing rigging must be 1/8 inch wire. I have had 50 emails, 25 for 25 against even trying it. Keep the comments coming, if it's a good change and most sailors want it, we have to try it. Keep the ideas coming.

The third idea that has been presented to me is a traveler to replace the system we now use for trimming the main. A traveler was used several years ago on the back deck of a competitor on the Southern Circuit, and the result was, it's ok, not much better than what we have and it looks out of place on a Lightning.

The idea of a mid boat traveler has also been mentioned. Most of the comments I have received are that this is NOT what a Lightning needs! The cost of changing booms and the rigging of such a object would change a Lightning completely. The sails according to a respected sail maker would not be able to be trimmed properly with a mid boat traveler. My personal feeling as well



as that of the measurement committee members that have contacted me is if you want that kind of boat with a mid boat traveler - sail another class boat. Let's not make the Lightning into something it is not.

The last measurement item is the use of a loose footed mainsail. I again have had most emails that think it would be to no advantage, but if someone wants to try it and has definite ideas as to its betterment of the class, perhaps we should look into it.

I would like to thank again all of you who have emailed me or use the Lightning-L list to bring forth these new ideas. Without you the class will never look ahead. I will continue to bring these ideas to the class membership as I am doing here and we can discuss, try, say no way, and continue to grow.

Enjoy your Lightning! It's a great boat and great people. Thanks for letting me serve as Chief Measurer, I love this job!

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

President's Column on hiatus

President Utzig is on vacation in Finland this month. And yes he's already hooked up with the Finnish Lightning Fleets to sail a Lightning!

Have fun
 Carter!



JACK ELFMAN MEMORIAL TROPHY

Dear friends:

There will be a new perpetual trophy presented this year at the North Americans in honor of my husband: The Jack Elfman Memorial Trophy. It will be awarded to the highest placing master at the N.A.'s. You must sail both the Master NA's and the NA's to qualify. The trophy is the actual trophy Jack won at his first Masters in St. Pete; it was very dear to him. The base was made by his good friend and Lightning sailor John Williams.

Cindy Elfman

Governing Board Meeting and Annual General Meeting

The Governing Board Meeting will be Monday, August 8th, 6 pm, at Margaux Restaurant in downtown Sheboygan, and will include Kendall-Jackson wine tasting.

The Annual General Meeting will be on the lawn after racing on Tuesday, August 9th. All ILCA Members are welcome and encouraged to attend. It is at this meeting that officers will be elected for the 2005-2006 year.

Other proposed amendments, as posted on the Lightning Class web

OFFICIAL NOTICES

page, will be voted on at the World Championship in Chile in November.

2009 World Championship

The Class is now accepting bids to host the 2009 World Championship on the North American continent. The deadline for your Club to declare they want to host the Worlds is December 31, 2005. If interested please contact Bill Mauk, VP Worlds Liaison at whmpenultimate@aol.com, or the Lightning Class office.

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":

10 Onondage Yacht Club; 19 Chautauqua Lake Yacht Club; 33 Turkeyfoot Lake; 73 Club Nautico Del Muna; 104 Lavallette Yacht Club; 108 Great Sodus Bay; 115 Cuba Lake Yacht Club; 121 Merrimac River; 134 Noroton; 137 Gull Lake Yacht Club; 167 Lake Davenport; 175 Shreveport; 180 Conneaut Lake Yacht Club; 216 Saginaw Bay; 229 Chinook; 251 Yacht Club of Athens; 277 Clearwater Bay; 280 Chequesset; 318 Algarrobo Yacht Club; 342 Higuerrillas; 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 ●



Your Executive Committee is:

Carter Utzig, President	president@lightningclass.org;
Bill Clausen, Chief Measurer	measurer@lightningclass.org;
Steve Davis, Treasurer	treasurer@lightningclass.org;
Brian Hayes, Secretary	secretary@lightningclass.org;
Joe Buczkowski	joebuczkowski@aol.com;
(also please copy the Class office	office@lightningclass.org)

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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.

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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.

**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!

STRENGTH IN CLASS SANCTIONED YOUTH CHAMPIONSHIPS

David Starck

The strength of a one-design class lies in its youth. Classes with sanctioned championships such as Youth World, Junior North American and/or Junior National championships benefit youth sailors, the class association, other sailors in the class, and the sport of sailing itself. With so many one-design classes to choose from today, it's key to offer juniors a platform that provides the opportunity to compete at many levels within the class. This is accomplished by offering club, district, regional, national, and world youth regattas.

I was lucky enough to grow up sailing Lightning's at the Buffalo Canoe Club. The BCC and Lake Erie District were very supportive of junior Lightning sailing. I had many mentors in the class teaching me, lending their boats, and offering advice on how to sail the boat faster. It was awesome. The goals were clear: at age 13, get good enough just to compete at a Junior North American's; at 16, go win! And before you age out, try to win the Youth World Championship. I didn't reach all my junior sailing goals, but I had the platform and avenue to do so. The Lightning class provided it. That is the key!

Sailors of all ages and gender involved in a one-design class association benefit from sanctioned junior regattas. Seasoned veterans find it easier to locate crew, and always have fresh competition – up and comers bring new ideas, leadership, and innovation to a class. Simply stated, juniors are the breeding ground for future sailors in the class.

Finally, a well-run class office is quite important. The class sanctioned junior regattas must be organized and administered through the class office. This has been one of the many strengths of the Lightning class over the years.

In this day and age, there is vast competition to attract and retain sailors among one-design classes. It starts and ends with youth sailors. Get a kid on board, teach them, and give them worthy goals. While winning the class junior championship will be an important goal, the best part of participating in various class youth regattas has been the lifelong friendships I've made.

This column appeared as a guest editorial for Scuttlebutt, the on-line sailing magazine. Reprinted with permission of the author and editor of Scuttlebutt.

OLIN STEPHENS

The Westlawn Institute of Marine Technology established the North American Boat Designers Hall of Fame to celebrate its 75th anniversary. The first 2 inductees are Philip L. Rhodes and Olin J. Stephens.

Editor's Note: Olin Stephens designed the Lightning in 1938. He designed a lot more boats after that, but we think this one was his best!

ONE OF OUR YOUNG SAILORS

From Bill Thomas:

Just thought the class would want to know. Anna Tunnicliffe has crewed in many lightning regatta for Jeff Hagman and I think she sailed with Brian Hayes in a North Americans (Detroit). Her home club is North Cape (Lightning Fleet 42)

ALL AMERICAN TEAM

Mikee Anderson, USC '06 has been named College Sailor of the Year by the Inter-Collegiate Sailing Association. Anna Tunnicliffe, Old Dominion '05, was named Quantum Women Sailor of the Year while Harvard University was voted College Team of the Year. The members of ICSA Coed All American Team, Sponsored by Ronstan, are: Mikee Anderson, USC '06; Zachary Brown, Yale '08; Andrew Campbell, Georgetown '06; Molly Carapiet, Yale '06; Clay Johnson, Harvard '07; Justin Law, St. Mary's '07; Stuart McNay, Yale '05; Trevor Moore, Hobart/WmSmith '07; Patrick Rynne, Brown '05; Erik Storck, Dartmouth '07; John Storck, Hobart/WmSmith '05; Anna Tunnicliffe, Old Dominion '05.

The Women All American Team members are: Molly Carapiet, Yale '06; Anne Davidson, Brown '05; Sloan Devlin, Harvard '06; Alana O'Reilly, Charleston '06; Genny Tulloch, Harvard '05; Anna Tunnicliffe, Old Dominion '05; Sara Wilkinson, Charleston '05; Caroline Young, Stanford '07.

All American Crew: Emily Bartlett, Old Dominion '08; Dorothee Bergin, Georgetown '05; Arlene Chung, Brown '06; Christina Dahlman, Harvard '07; Vanessa Decollibus, USC '07; Paige Hannon, St. Mary's '05; Sarah Himmelfarb, Yale '06; Jenn Hoyle, Yale '05; Clementine James, Dartmouth '05; Elisabeth Kreter, Dartmouth '05; Meredith Killion, Yale '05; Caroline LaMotte, Georgetown '07; Susan Lintern, Charleston '06; Joy MacDougall, Boston Coll '05; Amanda Markee, Hobart/WmSmith '07; Augusta Nadler, Hobart/WmSmith '06; Melanie Roberts, USC '07; Louise Sherman, Brown '05; Emily Simon, Harvard '07; Hilary Wiech, St. Mary's '07. - <http://www.collegesailing.org>



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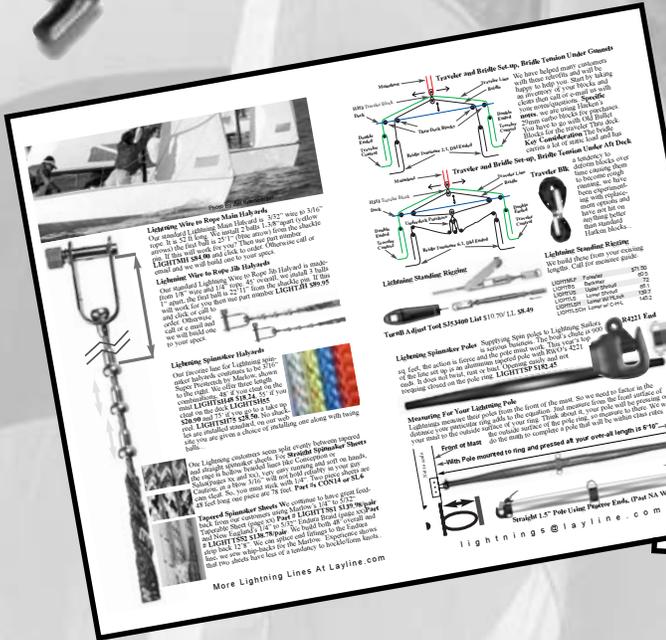


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Walt

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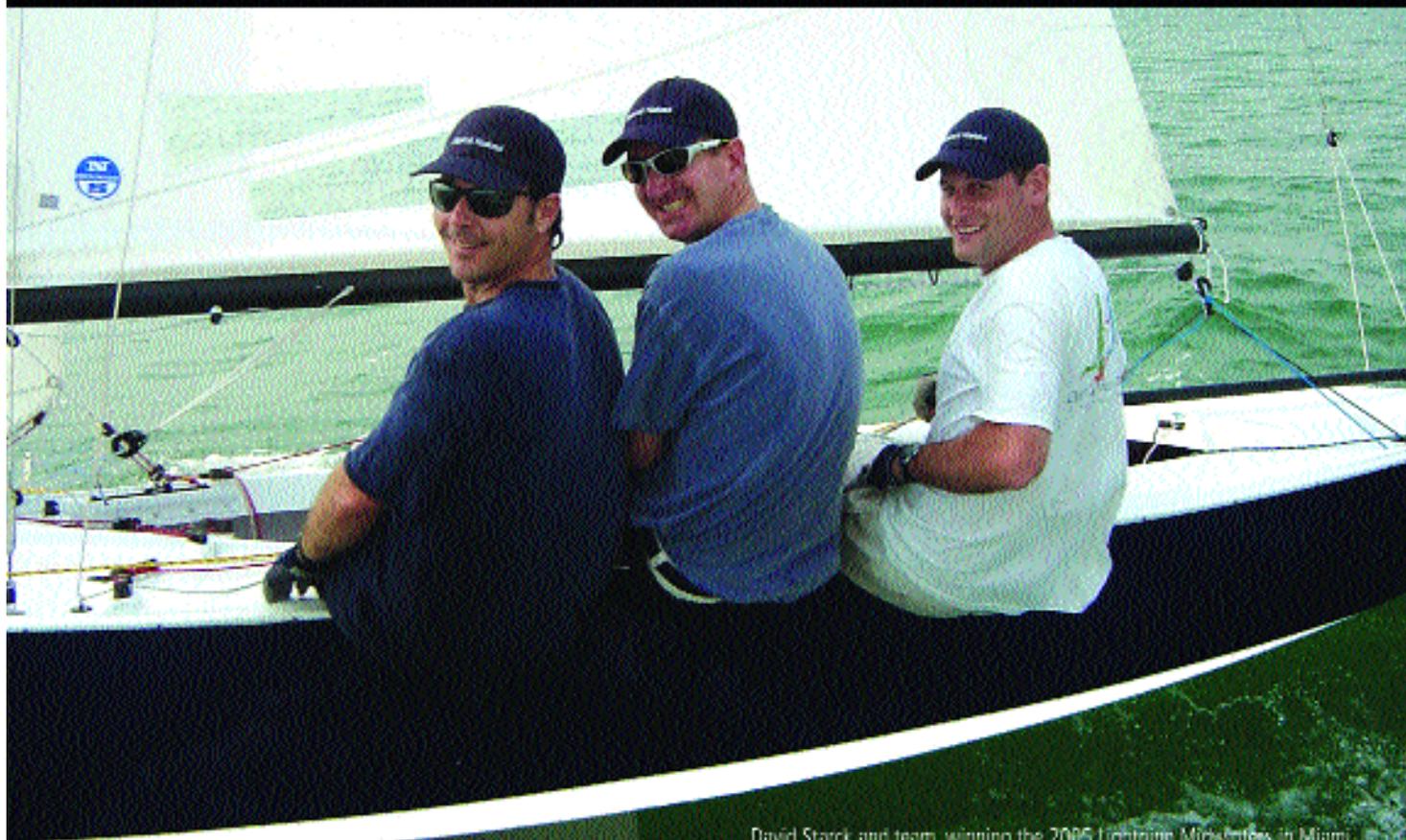
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SOUTHERN CIRCUIT - St. Pete 1,2,3,5
SOUTHERN CIRCUIT - Miami 1,2,3,5
SOUTHERN CIRCUIT - Savannah 2,3,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5
LONG JOHN REGATTA 1,2

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
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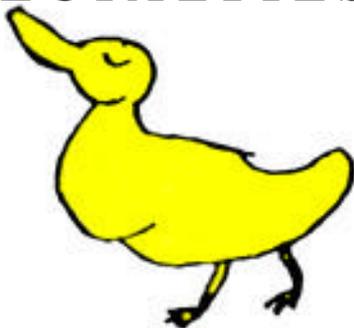
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WOODY LIGHTNING 15108

Kevin Durkin

Lightning #15108 was built by my son, Manasseh Durkin, in 2004 in Elm Mott, Texas. It has a Cypress hull, mahogany deck with ebony inlays. All bronze fastened and Harken rigging. The mast and boom are heart pine with North Sails. There is no plywood in the boat, she is all solid wood and was built to the Lightning Class Association specifications. Manasseh will build YOUR all-wood Lightnings to order, too!



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- District Commodore - 2 Stars
- Fleet Captain - 1 Star
- Secretary (ILCA, District and Fleet) - Quill
- Measurer (Chief, Assistant, Certified) - Square
- Treasurer (ILCA, District and Fleet) - Acorn

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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 Georgio, 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 South American Championship, Vina del Mar, Chile	November 15-19
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>

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)

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 Club 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)

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2005 Connecticut Governor's Cup

July 23, 2005

8:30-9:45am

Registration

includes cocktails & dinner for 3, morning snacks and Sunday hotdogs and refreshments

10:00 am

Skipper's meeting

11:15 am

Warning, race 1

Post race (approx. 5:30 pm)

Cocktails

7:00

Steak dinner

July 24, 2005

10:30

Warning 1st race of day

Will not start a race sequence after 3:00 pm

Hot dogs post-race

Awards

Regatta contact:

Dave Peck

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 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)
 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, MBYC bay (CA)
 US SAILING One Design Sailing Symposium,
 Annapolis MD

NOVEMBER 25-26

Thanksgiving Regatta, Davis Island (FL)

DECEMBER 11-12

Hot Rum Regatta, MBYC bay (CA)

DECEMBER 17-18

Sugar Bowl Regatta, New Orleans YC(SO)

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 ILCA Web Site - check <http://www.lightningclass.org>

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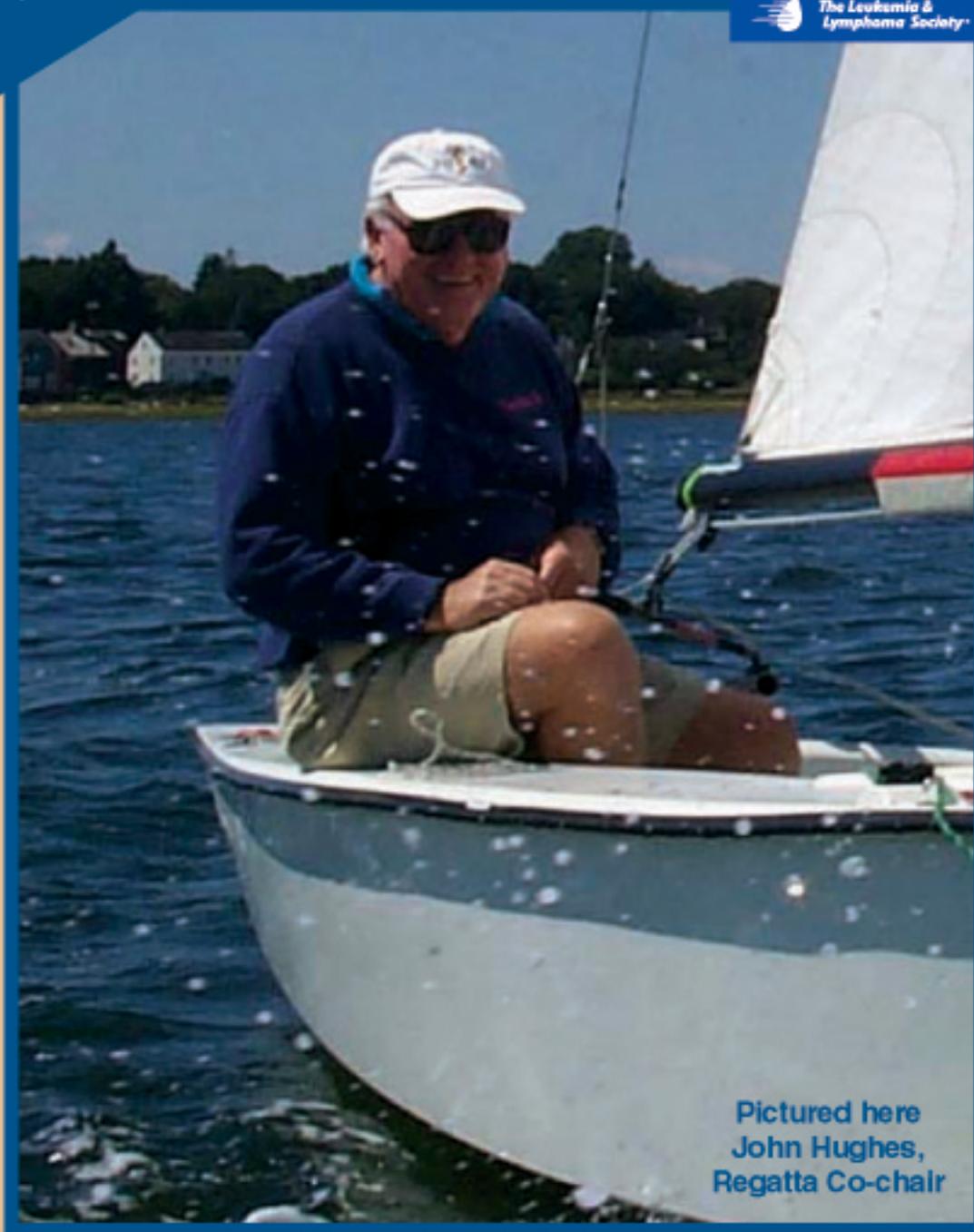
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Regatta Co-chair

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National Chairman, Gary Jobson

For more information call (800) 688-6572



LOCAL SAILING CONDITIONS SAILING IN SHEBOYGAN AT THE 2005 NORTH AMERICAN CHAMPIONSHIP

Dan Reichelsdorfer

Sheboygan offers a unique sailing area. It is located at the midpoint on the west shore of Lake Michigan. The shoreline to the north falls away into a shallow bay close to 20 miles long and to the south a bay of equal length. This feature gives Sheboygan generally very steady and consistent onshore breezes. The water in which you'll be sailing will be 50 to 80 feet deep with water temperature ranging in August from the mid-60's to the low-70's. These temperatures allow for a developing sea breeze even if the temperature difference between land and the lake is only around 10 degrees. Things to keep in mind are the gradient wind direction and the cumulus clouds' ability to continue well out over the lake.

After the passage of a summer cold front in August, the breezes will spend very little time in the northwest quadrant. Generally, this breeze will work its way to the north, and then settle at around 30 degrees. Wind speeds will range between 15-20 knots for the first 6 hours or so, then diminish over the next 24 hours, clocking towards the east. If the wind is from the northeast to east and light, don't expect much consistency in breeze until it arrives at 135 degrees.

An approaching warm front will bring a southwest gradient wind over land. In August, this will generally bring in a "sea breeze". Your key to the consistency of the breeze will be from its initial direction. East of southeast will be slow to develop.

South of southwest will bring very consistent sea breezes early. These breezes will start to die out after 4pm, and move back towards the east. Keep in mind always that sea breezes are greatly affected by the land point to the south of the harbor.

Westerly breezes will be the most challenging to figure out. They are very unstable and will vary in direction and strength. If the southwesterly doesn't develop a sea breeze, puffs will be typically westerly. This northwesterly behaves similarly, but can be less predictable. The key to these situations will be cloud development. Cumulus early on with the southwesterly, no cumulus with the northwesterly.

I hope you enjoy sailing in Sheboygan! ●

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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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	*14222	Russell Roberts, 600 Water Street SW NBU 9-2, Washington DC 20024	50
	14424	T.J. Hart, 12 Hall Avenue, Rehoboth Beach DE 19971	U
INDIANA	14311	George Buckingham, 502 Carter Road, Goshen IN 46526	154
LAKE ERIE	14479	Kevin Robinson, 388 McKinley Avenue, Kenmore NY 14217	12
METROPOLITAN	13816	Ash Scache, 481 Roslyn Avenue, Glenside PA 19038	16
MICHIGAN	*14280	Tom Crosby, 1310 Forest Bay Drive, Waterford MI 48328	54
MIDWEST	3621	Erik Peil, 16380 Luella Drive, Brookfield WI 53005	U
NEW ENGLAND	*9005	Richard Balagur, 2021 Godfrey Road, East Thetford VT 05043	U
	*9539	Peter Jenney, 15 Winding Valley Road, Hollis NH 03049	U
	*11579	Carter White, 83 Revere Street #3, Portland ME 04105	U
NIGERIA	*13753	Ian Edwards, 3 Bayo Kuku, Ikoyi, Lagos	510
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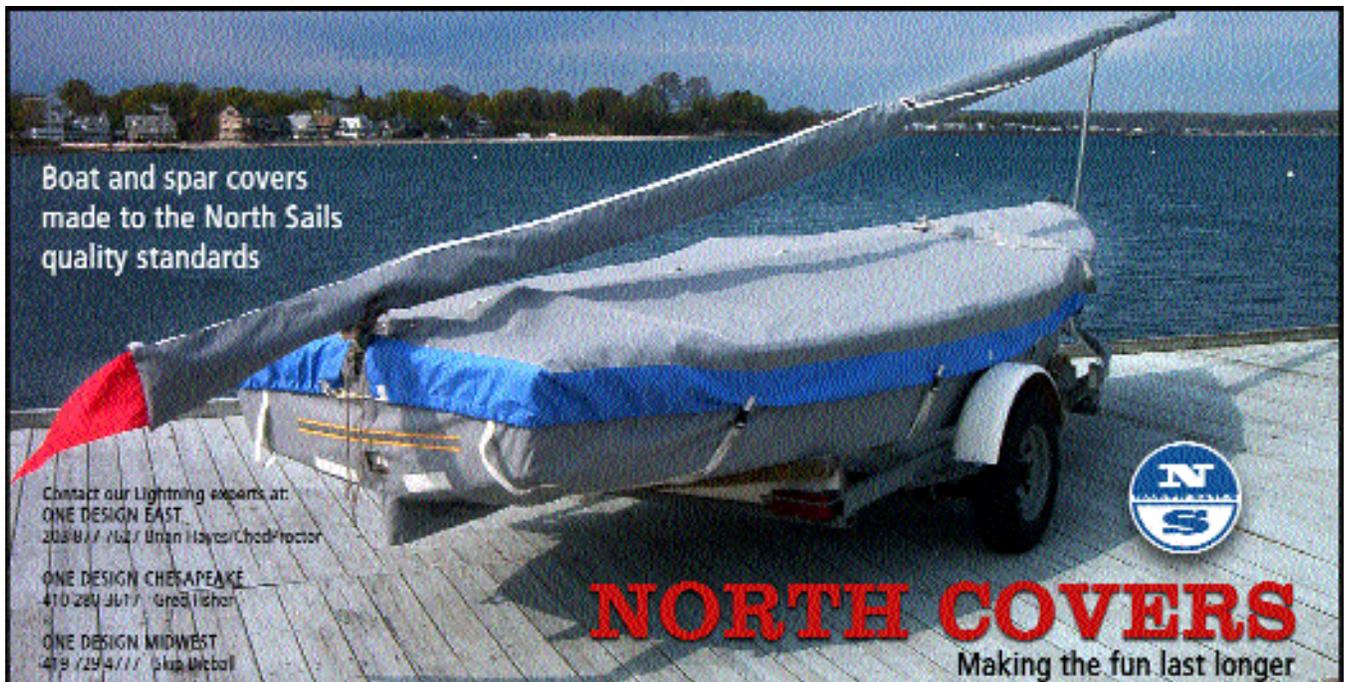
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SODUS 1-DAY

Clay Murphy

Sodus Bay, NY, May 21

When I asked my 11-year-old son, Peter, if he would like to sail with me at Sodus, he asked a very important question. Will there be donuts? Typical crew!

We pulled into the parking lot at the yacht club, unhooked the boat and started checking out the competition. The usual suspects, Hallagan, Dodge and Wardwell were there. And there's Kirk Reynolds. I looked down the parking lot and said, gee, that looks like Larry McDonald. Tough crowd for a fourteen boat fleet. The first race didn't go too bad with a 5th. But the next finish was an 8th so I figured that we were out of the running. Then we had a 2nd. Then we had a 1st. Hmmm... anyone writing down scores? Probably better that I didn't know that we were tied with Larry for 1st. The last race was a little air nail biter. Wardwell went way left downwind and won the race. We got a nice puff and jibed back from the right to round third just ahead of a big crowd. The finish was very close, but we were able to cross just ahead of Jack Jones and Larry. We were in the parking lot taking the boat apart when Al McReynolds came over and said congratulations. John and I looked at each other and said, for what? He said we had won but I had to see the results to believe it.

I want to thank everyone at Sodus Bay Yacht Club, they do a great job. I also want to thank John Steiner and Peter Murphy for sailing with me. ●

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2005 FOND DU LAC LIGHTHOUSE REGATTA RECAP

Bill Faude

Lake Winnebago, Fond du Lac, WI, June 4-5

The Midwest Lightning District's traditional season opener is the Lighthouse Regatta held on Lake Winnabago at Fond du Lac, Wisconsin. It's a fantastic place to begin the season. The lake offers a great combination: the possibility of open water practice should the wind blow from the North and warm water early in the year with the possibility of shifty conditions should the wind blow from the South. This year the wind blew out of the South except for a brief squall that came in out of the West at the end of Sailing on Saturday afternoon. So it was line your boat up with the puffs until you got to the top 1/3rd of the beat and then hold on and just react to the puffs that rolled off the land and encountered your sailplan just as they were hitting the water.

It's always fun to watch the boatpark on Saturday morning at the Lighthouse. That's when new teams and old teams with new boats show up announcing who's getting serious about the season. This year we were again joined by Ross Bailey and Richard Walsh from Thunder Bay. They're becoming like de facto District members. We checked and we think Fondy is the geographically closest fleet to Thunder Bay but it's still over 12 hours a way. Those guys are intense. Thanks also to Ross's kids for being willing to sail with/drag their old man around the course.

This year our District would be hosting the North Americans and probably as a result, several new boats were uncovered. Todd and Christine Wake, fresh from their win at the 2004 Bluenose were there with their new yacht. Ric Larson was there with a new rocket ship David Starck had spent one year tuning up for him. Pete Orlebeke and team appeared with Ben Spiller's former steed (again, all of one season old) and there were all manner of new sails, re-riggings ...put it this way, lots of people had apparently read Skip Dieball's Sailing World article on new line for the Lightning -there was new Apex and Swiftcord everywhere. Our whole District was obviously fired up to sail Lightnings this year.

Unfortunately, I can't remember details about what happens tack for tack in a race by the time the next one starts—let alone by the time I get around to writing the article. But here's what I do remember:

- Up the last beat of the last race, any of three different boats could have won the regatta. In fact, each of those three was winning the event within 1/4 mile of the finish line. Lots of shifts...a few auto tacks...just a little more luck for the guy who's writing this article.
- Brian Grahovac from Green Bay would have won the most improved award if we'd given one. He sailed really well. Faster and smarter than ever.
- In our District in flat water, it doesn't matter whether you're in your 50s, 40s, 30s or 20s...there's

someone in that age range in the top 5. Paul, are you still in your 50s? If not, I almost am.

- Where else but Fondy can you get a 5 course regatta dinner at a Yacht Club for \$3.00?
- Where was Big Sue this year? Don't think for one second I didn't miss her.
- The Lighthouse wouldn't be nearly as much fun without the I-20s or the Buccaneers who share the race course with us.
- How psyched are we when 2 boats from Thunder Bay show up? Ross and Richard and crews: Thanks for driving 13 hours to sail with us. You've got better spirit than those from our own District who didn't drive 1.3 hours to sail. See you guys in August. You already know the fastest way to Sheboygan.

- Congratulations Fondy Yacht Club small boat sailors on your new dry sail area. Finally you can leave boats at the club all season long!

I've been quoted as saying that the Fall regatta at Wawasee Yacht Club in Indiana is the finest little regatta I've ever had the honor of attending. That's still true. But the volunteers at the Fond du Lac Yacht Club make it a very special place to sail too. The water's big enough to host a North Americans. The breeze is usually reliable and then there's that Saturday morning scene in the boat park every year when we all get the snow and the rust off our programs and show up yet again. I hope I make it there for another 20 or so. ●

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2005 MVL D - HARD WORK HAS ITS OWN REWARDS

Matt Burrige 14834 - Yeti

**Delta Sailing Association,
Beautiful Arkabutla Reservoir,
Hernando MS, June 4-5**

When the US Army Corps of Engineers drained Arkabutla Lake in winter of 2004-5 they were expecting a wet spring to fill 'er back up. Apparently it did not happen and the lake was down about 5' from the last time I was there. This caused a challenge to the gung-ho group from Delta Sailing in how to best host the Mississippi Valley Districts Regatta this June 4 & 5. The answer was easy, before racing all the competitors helped to hand launch the grounded dock sections. Hard physical labor brought everyone together and got the event off to a good start.

The fleet members from Memphis had no control over the water level but they were not deterred and hosted a wonderful event in the heat of early summer (high temperatures were in 94-98 F with very high UV). To avoid the heat, poor northerners (me) ate sparingly and guzzled Gatorade as frat boys would chug beer. This was done despite there being a lot of cold beer available.

There was great racing in 10-20 knot breezes both days. The courses were challenging as this breeze would swing through 20 degree shifts with an irregular shift period. The potential gains were huge and that made for tight tactics as only the boldest gamblers were willing to go for large amounts of separation on the course. Clearly it was important not

to lead the pack too soon in any race; it is never too late to get back in contention.

Race #1 - Don't even ask... despite getting the lead at the last leeward gate Burrige got the lead too soon. A charging William Hofmeister passed him and Moriarty to get the gun at the pin by a foot or two. Hof sprinted left for an invisible puff and closed a 5 boat length lead at the leeward gate. The cruel irony was that team Moriarty (Dan, Tobi and Ian) had been leading, did not recognize one of the leeward gate marks as such and were lined up to round an assumed single leeward mark to port when they spied the other end of the gate. In making the last minute corrections they lost valuable time and fell from the lead. The three boats finished in a scramble with a large gap before 4th place finisher Bill Killebrew.

Race #2 - Match racing class - Somehow Burrige and Moriarty got pretty big separation from #3 Hof on this one. As Hof had a front row seat, Moriarty and Burrige teams duked it out, tack for tack and gybe for gybe most of the race. The pivotal event may have been a decision by Burrige to split gybe away from Moriarty heading for a puff only 150 yards from the last leeward gate. The tacking duel upwind closed things but Burrige held on by a 3 boatlengths to get the horn.

At this point in the day the sun was really warming things up and the wind started to blow at about 15

knots. The Kudzu thermal was in effect. It did not feel like the mid 90s in the shade but we knew better and started the Gatorade Guzzle and Grateful Dead chill out festival.

It is nice to come into shore and eat a meal before doing battle again. We returned to the water refreshed, curious if this regatta was going to collapse into a 3 day dog fight. It did.

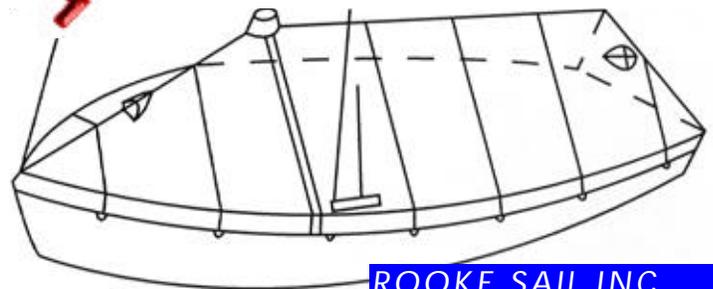
Races #3-4 - Hiking and loving it. The increased wind velocity gave the wind more stability and the shifts became less radical. The puffs required real hiking and to go fast solid boat handling was necessary. The clouds were also setting up street like shifts with the shadows on the water. We got in phase and frankly stayed there for 2 races. A lot was going on around us but we were very focused on our tasks and embarrassingly have little to report. Both races ended with tacking duels vs. Moriarty3 team and Burrige only won the races by 1-2 boat lengths with the final tack being at the line. These two teams were sailing at the same level in very close quarters. I'm sure it was fun to watch but in the 94F heat we were wiped out. While all that was going on, Hof went 3-5 and Dave Young started the regatta come back train by improving to 7-4 (the next day he got even better) and Killebrew was a very solid 4-6

Standings after first day showed 1. Burrige, Aljets and Murphy with 2-1-1-1 = 5 pts, 2. Moriarty3 (Dan, Tobi and Ian) with 3-2-2-2 = 9pts;

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Hofmeister2 and Clifton with 1-3-3-5 = 12 pts. 4. Bill Killebrew with 4-7-4-6 = 21pts and 5. The "tall, skinny, pale" team of Dave Young, Lucas Hofmeister and Ian Schillebeeckx team scored 7-4-7-4 = 22pts. With throw outs it was Moriarty and Hofmeister only separated by a point with Burrige looking over his shoulder nervously at the charging pack. The dinner was held at a local restaurant that served LOTS of water pitchers and pasta along with catfish. We all ate and drank our fill and fell into a sunburn coma by 10:00pm after a ride in the Moriarty rolling building.

Race #5 – Oops - Sunday was beautiful but with lighter wind out of exactly the same direction. We planned for a repeat of the Saturday morning conditions and set up the same way only to be dusted at the first start and looking at big numbers on the first beat. The wind shifted making the WL course 2 reaches and we could do no better than a 5th while Moriarty won the race, Dave Young 2nd, Bruce Richard from Harbor Island 3rd and Hof right ahead of us in 4th. Now things got really interesting.

Race #6 – Run for the Roses – Moriarty needed to gain 3 points on Burrige to win out right (Burrige would win a tie breaker) and could not push us both back to sail their throwouts. This would be a fun last

race, hard fought, clean race with a former teammates and 2 very accomplished teams. It would also not be sailed in a vacuum, the speed differences between the top 5 boats were very small and the wind was starting to puff to 15 with 30 degree shifts in long gradual shifting patterns.

Burrige started poorly and was forced out of phase early only to come back right next to Moriarty who put it in pinch mode leading Burrige to the first mark in 3rd and 4th position. Dave Yong was punched out pretty far on this race and Moriarty was closing. The wind turned the run into a beam reach and we were all planning, Hofmeister tried to climb over Burrige and push him back to 4th. This was starting to set up as the disaster scenario for Burrige as a Moriarty win and Burrige 4th would move the trophy out of its case over to the Moriarty household.

Sailing a borrowed boat is a funny thing. You never know when something needs adjustment until it tells you, usually in an explosive fashion. Moriarty was sailing a borrowed boat as his was damaged at St. Pete and repairs were not yet completed. While on high plane, in a puff, closing on Dave Young his guy twing cleat released the guy, skying their pole. This happened several times and as a result Dave got to the lee-

ward mark first, tacked and was on his way to the victory on the one tack beat. Burrige held off Hof and went on to finish 3rd behind Moriarty.

My team of Mike Murphy, Jen Aljets and I want to thank the organizers and RC for running such a fun event.

REQUEST FOR ARTICLES & PHOTOS!

The Editor

Remember to send an article to *Flashes* after your regatta. It's a great way to communicate with the rest of the Class; it's free advertising for next year's event. All of our articles are written by sailors and volunteers. So, after the sail, sit down and write something to share with the rest of us!

Photos, too, are greedily accepted. You can send a picture or a CD, email a jpg, tif, bmp = I'll work with whatever you send! But - to run the photos in *Flashes*, I'd REALLY like to have an article to go with it...

THANK YOU!

Note: Results for the Mississippi Valley District Championship 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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Wooden spinnaker pole, \$75. Sails for wooden Lightning mast, with metal track slugs, \$200. Trailer for Lightning, \$400. Motorboat trailer ^ will carry Lightning. \$250. Joel Thurtell, 11803 Priscilla Lane, Plymouth, MI 48170. 734-453-8303. joel_thurtell@hotmail.com

2002 North M5 Main \$450. 2003 North 5A+ Jib \$350. Both sails meticulously maintained, and in very nice shape. Gianni Cuccio 203-255-5388 jcdparts@optonline.net (CT)

North R1 Spinnaker 2004 new used in Buffalo. It is like new. Was part of Jack Elfman's sail inventory. \$500.00. Postage included! Bill Clausen w) 610-381-3592 h) 610-292-1186 Claufam@aol.com (PA)

7216 wooden built 1955. 2 suits of sails plus spinnaker. Trailer. One wooden mast (needs repair), one rectangular aluminum mast. Mayfield Yacht Club. Scandaga NY. Will deliver within 300 miles of Albany. \$1600. Bill Dever deverwd@localnet.com 518/374-8532

10086 Siddons Sindle, white with pale blue deck. All Teak recently refinished, clean boat. Aluminum mast & Boom. Updated rigging, race ready and a competitive club boat. Two sets sails, one in good condition, 2 spinnakers, one is decent. Trailer in good condition with new tires. \$2500 John Holmes Phone(W): 704-330-4827 Phone(H): 803-324-1506 john.holmes@cpcc.edu (SC)

10810 Lippincott white with a light blue deck. Completely upgraded and race ready: faired bottom, flotation tanks, bulkhead, chainplates already moved, 700 lbs. Ovals, stainless steel board, sails too numerous to count, aluminum trailer, covers. Stored indoors. \$5500 Bob Harkrider 706/733-5449 or 738-3815 bob@accesscpa.net (GA)

12603 Carson. SS centerboard. Ready to sail with practice main, jib and spinnaker. Good deck cover. Good galvanized trailer with new tires. \$1800 Harry Cline (h) 919/542-5568 (w) 919/677-6935 hecline@earthlink.net (NC)

13230 1979 Lippincott. White with blue deck. Dry sailed. Trailer. SS centerboard, aluminum mast, practice main, jib and spinnaker. Needs minor glass work at bow. Steve Yankura (h) 203/530-4537 (w) 860/669-0339 esyank@comcast.net (CT)

14108 1986 Mueller. Dry sailed. Fine Shape. Blue Hull, white bottom & deck. Stored undercover. New lines. 3 sets of sails. One new! 2 spinnakers. Galvanized trailer. Mooring cover. \$6500 Roy Prescott W) 603 356-8870 H) 603 367-4417 royandj@adelphia.net (NH)

Allen 14210 white/white. North Sails. Asking \$6000. Jerry Dodge (h) 315/589-2550 (w) 585/202-9147 jdodge25@aol.com (NY)

14238 Nickels well maintained beautiful yellow hull, dry sailed, garage kept. North Sails. Race ready. Upgrades to hull and trailer. Travel and mooring covers. \$6800. Steven Wexler (h) 860/206-3192 (w) 203/573-7245 drwex@comcast.net (CT)

14309 Allen, blue. Not sailed for 10 years, stored inside. New suit sails used twice. Good club sails. Ready to race. Tactic compass. \$6500 David Kurtz (h) 305/273-9456 (w) 305/460-5333 goombay2@bellsouth.net (FL)

14418 Allen, white with gray deck. Galvanized trailer. Trailing and cockpit covers. Set of used sails. Stainless board. Jib tracks moved inboard. \$8500 Clay Murphy 315/683-9605 (w) 315/727-2759 pamandclaymurphy@aol.com (NY)

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14532 Nickels (Boonoonoonoos) Grey with teal trim. All controls doubled ended. Faired bottom, aluminum trailer, traveling and mooring covers. New sails as well as two suits of practice sails. Stored indoors. Located in Augusta, Ga \$9,500 Contact Bob Harkrider 706-733-5449(w) or 706-738-3815(h)

14600 Nickels grey hull, light grey deck and interior. Excellent condition, 703 lbs. Dual controls. Travel and mast covers. Jib and spinn new for 04 NAs, main never used. New mast. Nickels galvanized trailer. Available now \$11000. Brad Wagnon h) 765/284-3100 w) 800/875-8118 bwagnon@comnetmessage.com (IN)

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14692 Nickels (Sandy Huntsman special) excellent condition. Galvanized Nickels trailer, New Rooke full mooring cover, travel cover. 2 Sets of Shore sails. 4 spinakers. \$ 9,800. Don Brennan Phone (W): 212-687-3684 x25 Phone (H): 732-899-8944 dhbrennan@yahoo.com (NJ)

14713 1995 Nickels. Well maintained. Recent upgrades to rigging, cosmetic work to haul and deck by Nickels May 04. Sails, trailer. Race Ready. Asking 10,500. Ed Seyerlein (w) 607-723-7481 (h) 607-427-0565 eseyerlein@cookcompanies.net (NY)

14737 Allen. Stiff and fast: Winner 2005 Junior NAs. Allen Trailer, all covers, One set sails, Allen spars, recent upgrades. \$10,500. Unfortunately, building a house! Leonard Phillips (w) 315-426-7781 (h) 315-445-1897 len1401@dreamscape.com (NY)

14740. 1996 Allen. Rare, hand laid-up epoxy hull. Polyester deck. Still very stiff. Topsides and bottom faired 3x, 1x by Dick Parker (does Mark Reynolds' Stars), 2x by Denny Dieball (does Bill Faude's Lightnings). 3rd place 2001 Worlds. Lead 2003 Worlds for 3 days until owner choked. 2nd 2004 NAs qualifiers. Fast. Available with 2 sets of North practice sails, covers, a 2002 Bryant Performance mast and a 2003 New Allen anodized trailer with custom bunks. Giant compass and WaterRat rudder. Taking a major bath at \$12500 firm. Bill Faude 312.729.0227 312.593.5153 bfaude@digitas.com (IL)

14851 built by Nickels in 1999. Boat in excellent condition. White hull and deck. Main, jib, spinnaker. Galvanized trailer, covers included. Asking \$12000. Digital pictures available at SailingTexas web page. Dennis Rhoades 937/848-2003 darhoades50@hotmail.com (OH)

14882 \$11,500 Built by Nickels in 1998. Includes main, jib, two spinakers in fair condition, Nickels galvanized trailers, full deck and travel covers. Raced at Monmouth Boat Club. Winter in garage. Contact Don Vought 732/530-1220 danvought@verizon.net (NJ)

14851 built by Nickels in 1999. Boat is in excellent condition. White hull and deck. Main, jib and spinnaker. Galvanized trailer, covers included Asking \$12500. Dennis Rhoades 937/848-2003 darhoades@hotmail.com (OH)

15005 Nickels white hull, light grey deck. Fresh water, dry sailed, 2003 North MJ and 2 Shore Spinnakers. Adjustable jib cars, all double ended, staymasters, Nickels wide bunk trailer & light bar, 5 Fabricraft covers. \$12,900. Email Bob at r.franke@att.net or call 414-476-5790 (W) (WI)

15103 Nickels, light grey hull, white deck. Adjustable jib cars, new boom, carbon blocks, gal. trailer. Covers and sails available, if needed. \$12,500. Steve Davis Colorado (can deliver to WJM or NAs) (w): 720-875-3366 (H): 303-699-0317 sdavis@cetenv.com

15148 Nickels, triple white, carbon blocks, racing rudder, travel covers, galvanized trailer, full set of sails. \$14000. Joel Humphrey (w) 248-342-8025 (h) 248-681-9270 jhumphreynd@yahoo.com (MI)

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