

International

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# Lightning eflashes

Newsletter from the International Lightning Class Association  
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## THOMAS SUMNER OF BRAZIL REPEATS AS YOUTH WORLD CHAMPION!

*John Atkins, VP Youth World Championships*

The 2004 Lightning Youth World Championship was held in Sao Paulo, Brazil on Guarapiranga Lake from February 28 through March 6. 14 Teams from Brazil, Chile, Ecuador, Greece and the USA attended the championship.

The Regatta chairs, Torsten Bojlesen and John Bennett, worked for the past year to organize this championship (to the tune of almost 1000 e-mails). They along with their committee made this regatta what it was. I wish to extend my thanks to each for not only doing their respective duties but also for making this a memorable event for my wife and me.

The Championship was centered at the Clube de Campo São Paulo, but 3 other yacht clubs, Sao Paulo Yacht Club, Yacht Clube Paulista and Yacht Clube Santo Amaro, equally supported the Championships with boats, personnel and dinners. The sailing area is a lake formed by a dam that was built in the 1930s and is used as drinking water for Sao Paulo.

Three areas of the lake were used during the championship with racing starting in the afternoon to take advantage of the thermally generated south/southeast winds which were steadier than the early day winds. Boats were provided by the various Lightning fleets on the lake and varied from 11700 series Allen to new 15000 series.

*continued on page 20*



Champions Thomas Sumner, Felipe Brito, Mark Pineda



### COMPLETE SOUTHERN CIRCUIT

RESULTS ON PAGES 21-23

Savannah Deep South Regatta

1. Tito Gonzalez 2. Larry MacDonald 3. Greg Fisher

Miami Midwinter Regatta

1. Tito Gonzalez 2. Thomas Allen Jr. 3. Steve Hayden

St. Petersburg Winter Championship Regatta

1. Allan Terhune 2. David Starck 3. Larry MacDonald

St. Petersburg Masters Regatta

1. Dick Hallagan 2. Jack Elfman 3. Jamie Brickell

Overall Southern Circuit

1. Tito Gonzalez 2. Larry MacDonald 3. David Starck

*Stories and Photos in May Flashes.*

## President's Column

Paco Solá

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BECOME A  
GOLD CIRCLE MEMBER,  
FOR A MINIMUM \$50  
TAX-DEDUCTIBLE DONATION TO THE  
ILCA FUND.  
GOLD CIRCLE MEMBERS  
RECEIVE A  
GOLD CIRCLE  
WHICH GOES OVER THE  
MEMBERSHIP BOAT DECAL TO  
ACKNOWLEDGE THEIR GENEROUS  
SUPPORT.

I just came back from St. Pete, I didn't sail - again - this year and I just hope this does not become a trend. But a day was enough to appreciate how great this traditional regatta is for our class. I had the chance to attend the Governing Board meeting where we voted against VHF use and dropping the drop race. It was great discussion, tough crowd, but for now I do believe the decisions are the right ones for us. Thank you all.

I also had the chance to attend the Clinic organized by Jamie Brickell and conducted by Greg Fisher, Ched Proctor and Allan Terhune. Great stuff and excellent attendance, really worth it. Thanks all who helped and those who attended!

Some of you might have noticed that we have posted an "open items" document on our website, which outlines the agenda the Executive Committee is working on. Please do feel free to comment or suggest topics that might be of interest and have been overlooked, always a possibility despite the great job that our Class Secretary Jim Carson is doing.



One issue was raised at the Governing Board meeting regarding our ability to adequately promote the fact that both the Sears and Mallory Cups Finals are being held in Lightnings this year. The only thing I can say is I AGREE! our Marketing VP/Committee is already at it and I assure you we will make the most out of this excellent PR opportunity.

The Yearbook is almost done. Looks very nice and we hope to have it in your mailbox by end of April. We have had problems this year choosing pictures and labeling them, not because of lack of pics (about 25 CDs full of them), but because we dearly miss Mary Huntsman, our Chief Photo Editor!

Congratulations to Tito Gonzalez on a fine Southern Circuit win and also to Tommy Sumner, who just won his second World Youth Title!

See you soon!

President@lightningclass.org ●

### The new and improved Lightning Training Video

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing correct techniques for tacking, gybing, crew communication, spinnaker hoists and take-downs, plus much, much more.

Send \$24.99 plus \$4.99 shipping/handling to:

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8006 Dale Avenue  
St. Louis, MO 63117

Please include a check or money order to:  
Above & Beyond Productions, Inc.

You can also order this video through the secure on-line Store from the Class website: [www.lightningclass.org](http://www.lightningclass.org) or by calling the Class office.

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## OFFICIAL NOTICES

All Proposed Amendments Fail At the Governing Board Meeting in St. Petersburg, the Governing Board voted on five proposed amendments. The proposed amendment to the Measurement Specifications concerning allowing the use of VHF radios during sanctioned events was not passed. The proposed amendments to the four various Rules Governing concerning the throwout race were not passed, meaning sanctioned events may continue to use throwouts in scoring regattas.

Secretary Jim Carson is preparing the Minutes for publication in May *Flashes*. The minutes will also be posted on the ILCA web site as soon as they are reviewed.

District Packets District Commodores will receive District packets in April or early May. **If your District officers have changed, please let the Class Office know immediately.**

## FLEETS IN GOOD STANDING

As of March 20, 2004, there were 164 active fleets, meaning 164 of the 511 fleets chartered over the last 66 years have paid dues in the last two years. There are, of course, several fleets with some "activity" who haven't been paying dues - shame on those fleet officers for not keeping their fleet in good standing. The list below includes the fleets in good standing as of March 20. **If your fleet is NOT listed here, that means Fleet Dues for 2004 have not yet been received and your fleet has been automatically suspended.** Fleet Dues are due in January each year and are \$25.00.

1 Skaneateles Country Club; 5 Chicago Corinthian Yacht Club; 6 Housatonic Boat Club; 11 North Shrewsbury River; 12 Buffalo Canoe Club; 23 Indian Lake Yacht Club; 25 Lake Mohawk Yacht Club; 26 Little Egg Harbor; 27 Leatherlips Yacht Club; 34 Metedeconk River; 36 Pymatuning Yacht Club; 42 Western Lake Erie; 43 Buckeye Lake Yacht Club; 47 Silver Lake Yacht Club; 50 Washington DC; 53 Lake Fenton Sailing Club; 54 Pontiac Yacht Club; 64 Maple Bay; 69 Milwaukee Yacht Club; 73 Club Nautico Del Muna; 74 Decatur; 75 Nyack; 77 Newport Yacht Club; 85 Niantic Bay Yacht Club; 90 Kitsilano Yacht Club; 99 Great Egg Harbor; 104 Lavallette Yacht Club; 110 Higgins Lake; 112 Green Bay

## Chief Measurer's Column

Carter Utzig

*Secretary Jim Carson will be publishing the minutes in next month's issue.*

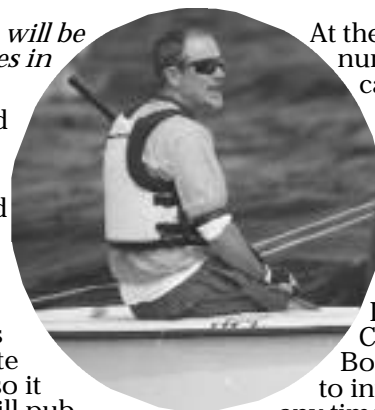
The Governing Board met at St. Pete during the Mid-Winters:

The Governing Board did not approve the use of VHF radios at the area and world championships. A majority 2/3 vote was necessary and the vote was essentially a tie, so it does not pass. Jim will publish the results of the vote.

Throwing out the throw-out or drop race also did not pass. However, the Governing Board thought that we should consider changing the qualifier series during the NAs...maybe drop the drop race.

So we can put these topics behind us for the next few years and move on to new and exciting things. I have to applaud the class. What a great job meeting and discussing these topics!!! I really felt that it was the class speaking at this meeting and not any one individual.

At the general meeting, it was requested that we revisit the executive ruling on the use of sail numbers that are different than the boat number. Class rules state that the sail numbers must match the boat number. However, we all know that the class has been allowing people to use sail numbers different from the boat number for many years, particularly when there has been a leased or loaned boat situation.



At the Worlds last year, a number of competitors came with their own sails as they had done for other championships and been allowed to do. The Executive Committee was informed that someone might protest these competitors. The By-Laws allow the Executive Committee, Governing Board or Race Committee to interpret the class rules at any time (with some limits) if there is a problem or something is not clear. So the Executive Committee had a choice: require these competitors take all their numbers off and change them to that of the boat they leased or rule that it was okay to do what the class has allowed them to do in the past. Given that different sail numbers do not give anyone an unfair advantage, the class has allowed the different numbers in the past, and doing so facilitates sailing Lightnings, the Executive Committee ruled to allow sail (non-fictitious) numbers different than the boat number until the rules were rewritten.

The rewrite will take longer than I thought. I know you told me so!! So we should just go ahead and vote on this change independently this summer. Be looking for a write up of the pros/cons on the l-list and on the class site forum.

Happy sailing

*Carter*

measurer@lightningclass.org ●

Sailing Club; 115 Cuba Lake Yacht Club; 121 Merrimac River; 126 Cedar Point Yacht Club; 127 Savannah; 129 Madison Beach Club; 135 Mobile Bay; 146 Toronto Bay; 150 Mansfield Sailing Club; 151 Annisquam Yacht Club; 154 Wawasee Yacht Club; 164 Willow Bank Yacht Club; 166 Helsinki; 167 Lake Davenport; 169 Lac de Neuchatel; 173 Brant Beach Yacht Club; 178 Great South Bay; 179 Pass Christian; 180 Conneaut Lake Yacht Club; 187 Sheboygan; 189 Marblehead; 192 Lower Susquehanna; 194 Mission Bay; 196 Surf City; 226 Biscayne Bay; 228 Riverton; 229 Chinook; 252 Keuka Lake; 253 Susquehanna Yacht Club; 254 Burt Lake; 257 Clark's Hill; 262 Harbor Island Yacht Club; 266 Carlyle Sailing Association; 270 Silver Fox Squadron/Indianapolis Sailing Club; 274 Delta Sailing Association; 279 Temple Reef Sailing Club; 283 Columbia; 301 Champlain; 303 Cowan Lake Sailing

Association; 314 Sassafras River; 325 Rehoboth Bay Sailing Association; 326 Grand Traverse Yacht Club; 328 Jyväskylä; 329 Severn River; 335 Barnegat Light Yacht Club; 338 Galway Lake; 348 Lake Lanier; 358 Murtensee; 365 Catawba Yacht Club; 368 Okanagan; 372 San Francisco Bay Area; 374 Douglas Lake; 387 Lansing Sailing Club; 388 Jackson Yacht Club; 405 Salinas Yacht Club; 427 Killyleagh Yacht Club; 429 Greater Charleston; 430 Ocean City Yacht Club; 431 Southampton Yacht Club; 442 Fond du Lac/Winnipeg; 447 San Pablo Quito; 456 Tuusulanjärvi; 463 Lake Waccamaw; 481 Wake; 484 Ithaca; 488 Rocky Mountain; 491 Lake Nockamixon; 496 Swift Creek; 499 Pointe Claire Yacht Club; 502 Suncoast; 506 Orient Yacht Club; 508 Solomons; 510 Lagos Yacht Club ●

## Not So Fast! Adventures in Wooden Boating

Joel Thurtell

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*Less than 24 hours after I wrote my last column calling for pre-emptive, unilateral attacks on what I believed was an over-the-hill-to-the-Dumpster-we-go Lightning, I stepped off the treadmill, sweaty and inspired, to author a sequel that was unconsciously but diametrically opposed to the previous day's exhortation.*

*The day before, I was on my soapbox calling for death and destruction to old sailboat hulks that tempt up would-be restorers to give over huge portions of our lifetimes to futile fix-it projects.*

*How could I relent less than a day later?*

*Well, we've all heard of the criminal offense known as DUIL – Driving Under the Influence of Liquor.*

*Is there such a crime as WUIE?*

*That would be Writing under the Influence of Exercise.*

*Judge: How do you plead, son?*

*Plug: Guilty, Your Honor.*

*Judge: Tell the court what you did.*

*Plug: Ran five k, got all excited about some new turns of phrase and immediately wrote something I earlier disagreed with. First I said destroy, destroy, then I backed off. Too much writing too soon after exercise.*

*Judge: I sense a more fundamental problem: You are conflicted, obviously. I'm going to sentence you to 30 days of running outside, no matter how inclement the weather, in hopes it will tone down these urges to excess in composition.*

*Today, just off the treadmill, deadline looms and I need to reconcile two columns that are 180 degrees apart.*

*Hey, I just had an idea: Why bother? A slavish consistency is the bugbear of nincompoops.*

*Right?*

*Plug: Your Honor, permission to introduce into evidence Exhibit A for the defense.*

*Judge: I will allow it.*

*So here is that column, written frenetically and sweatily not long after I recommended in harsh terms the supreme penalty for a boat on its last legs, er, planks:*

The Associated Press Style Book tells journalists to never write a photo caption they haven't seen.

I forgot that rule last month when I wrote what I thought was the obituary of a rotten, no-good Lightning, hull # 453.

Turns out maybe 453 wasn't so rotten or no good.

New rule: Never write a column about a boat you haven't seen -- or at

least whose photo you have not seen.

I had written last month's column -- a morbid pronouncement of death for a noble old sailboat -- based on a description that was emailed to me. I sent my column off to meet a Feb. 10 deadline. Wouldn't you know, photos of 453 arrived by email that evening.

By that time, various Lightning aficionados near the boat's dry berth in Denver were planning how to dismember the corpse, having already deemed it moribund and then some.

There was an elaborate plan to use the boat to raise money for a local sailing education program.

At one point, there were calls for a big bonfire, followed by an elaborate design for chain sawing it into small pieces and lugging the chunks to a landfill. To honor its memory, the salvaged parts -- mast, centerboard, trailer and what-not -- were to be distributed to people free on condition that the parts carry for eternity a plaque saying they once belonged to old 453.

I thought it was a little much.

The fund-raising was fine, but the rest -- I mean, was this a human that died? It was not even someone's beloved dog.

It was a boat that people thought so little of that even now it sits uncovered and open to rain and snow. The memorial idea seemed a little gooey.

Think about it from the recipient's point of view, and indeed I was under consideration as designee for the mast.

Here's what I think about being obliged to attach a marker to a mast: Anyone who takes a delaminated mast or rusty iron centerboard off your hands is doing you a favor if they store the thing and sometime maybe even fix it up. The donation of storage space alone is a big boon. And then, repairing a mast takes many hours plus the investment of epoxy, varnish and who knows what else. They will never sell it for any price approaching reasonable compensation for labor and materials.

Moreover, you'd hope that the mast or centerboard would be used on another Lightning. At that point, it belongs to the host boat.

To put the old, destroyed boat's number in a viable Lightning would confuse matters. Might give the new boat an identity crisis.

I was ready to make these points when the photos of 453 came in. The boat doesn't look as bad as I pictured it.

The description said there was a fiberglass job that led to rotten wood on the bottom. Maybe it's there and I can't see it.

But the photos don't show the bottom looking terrible.

Well, the photos don't tell me about the bottom, period. There are so many leaves covering the floorboards that I can't see the planks or frames.

I can see that the boat needs a new deck. Having re-decked two Snipes, I wouldn't go so far as to say it's no big deal. But it's a reasonable job. Doesn't take special talent, just a few simple tools and some good plywood.

Again, what about the bottom? My benchmark has been the bottom of 1977, through which you could see the parking lot. I see asphalt around this boat, but it doesn't show through the bottom.

Admittedly, it doesn't look any too seatworthy, if you know what I mean. Sitting down could lead to complications in the tailbone department.

But I wonder if anyone had a look at bottom planks and frames from the inside?

Doesn't look like rigor mortis to me.

We call doctors for a second opinion. Can we call a second coroner?

Having written the above, I filed it and promptly forgot about it. A few weeks went by and I received an email from Bill Cabrall, of Denver, the first coroner of record, who reported, "The real damage to this boat is out of sight on the port aft bottom, where there is a large hole and rot."

Later still, Bill reported that while the bottom is shot, the sides are okay and wondered if I'd like to have the planks.

Hmmm. Well, I already have a complete set of Lightning frames squirreled away in my garage loft. Maybe the planks would complete the set.

On second thought, where would I store those planks for the multiple decades before I never get around to such an ill-inspired project? Hide them alongside the frames? Or the four wood masts and umpteen booms, sails, etc. that I have no use for?

Ladies and gentlemen of the jury, I present to you the downside of the human obsession with collecting and restoring every material thing imaginable.

Here's my advice: Shoot the boat, Bill. Blow it up, burn it, whatever. Raise all sorts of money from it, I wish you well. Plaster plaques on every square inch of whatever you save.

But please, please, don't send those planks to me.

Joel Thurtell can be reached at 734-453-8303 or joel@thurtell.net or finder@radiofinder.com ●



## WOODY CORNER

## Installing Bottom Bailers

*Craig Thayer, Skipper of #736*

While some of us have updated our boats with the installation of bailers, a lot of boats still have none, or only one bailer. If you are one of those who fall into the category of having no bailers and are tired of using a bilge pump, old cut off Clorox bottle and sponge, then the following may be of interest. Similarly, if you have leaky bailers, or only one bailer that works on one tack, or always seems to be on the uphill side when you store your boat, this may inspire you to cut that second hole or replace that worn bailer.

Wood boats originally had no bottom bailers because they didn't exist when the boats were made. Ditto for ball bearing blocks, cam cleats, and other niceties. For the purist, the thought of cutting holes in a perfectly good bottom is a tough one to swallow. Kept on a mooring in traditional fashion, a wood boat in excellent condition really doesn't leak, as she will tighten up after her cedar planks swell up after a few days of being in the water. Kept covered with a decent cockpit cover, she will remain almost totally dry through most rainstorms, needing only a moderate amount of sponging to be bone dry.

However, as our wood boats have gotten older and many people now drysail their boats, the planks tend to work more under sail, allowing water to enter through the seams, particularly in the garboard area around the mast step. Higher rig tensions and aluminum spars with adjustable backstays have compounded this problem. To be able to work the boat efficiently with three people hiking, we need to install self bailers, so as not to tie down one of the crew with bailing or pumping responsibilities.

For those boats that are planked, the bailer to buy is called a "New Large". It is an external mount suction bailer,



*This shows my starboard external mount bailer located in the second section ahead of the aft end of the trunk. Also shows method of attaching removable floorboards and cutout in floorboards at the bailer fits a beer can very nicely.*

manufactured by Anderson. You will need to mount one on each side of the trunk in the garboard plank close to the keel as in the photo. The fore and aft location can vary, although I like the bailer in the second section ahead of the aft end of the trunk as shown in the second photo. Note that the floorboards have been notched out to get your hand in to open and close the bailer. For boats with plywood bottoms or fiberglass boats, an internal style bailer called the "Super Medium" should be selected. Both will come with templates to guide you in cutting out the proper size hole.

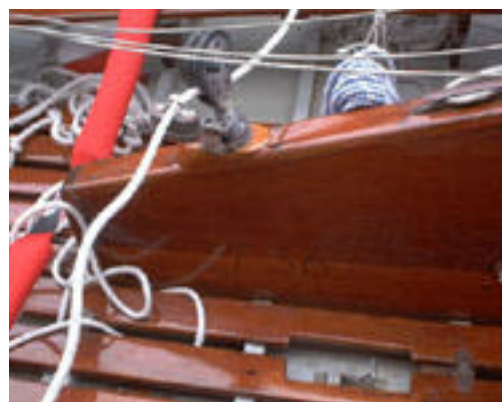
Installation is done by first locating the bailer and positioning the template on the hull. Once the opening and the outside dimensions of the plate have been marked on the boat, a drill is used to make a hole at each corner, then the rectangular piece to be removed is done so by cutting between the holes using a jig saw.

The opening is then finished using a file or rasp. On a wood boat with the external mount, the area where the outside plate will sit has to be chiseled out so that it will be flush with the hull. Depending on the thickness of the fiberglass hull, this area may have to be slightly built up or mortised to make the bailer flush with the outside surface of the bottom. As this is a wood boat article, details of installation in fiberglass boats will not be covered. Once the proper depth is achieved for the plate, the holes for the fasteners should be drilled, being sure to use the correct size bit where the bolts will thread up through the wood- not too tight nor too loose. A stainless flat washer and nut will secure the bolts. Paint or varnish applied during the bolting process will keep things from loosening up. To keep water from getting in around the plate area, and also to protect the wood from rot, the bailer must be bedded in a caulking compound before bolting it into place. I have had good results with Boat Life "Life Caulk". This is a polysulfide rubber material that is available in white, black, and mahogany; remains flexible, and can be sanded and painted over. Just be sure to wipe up as much of the excess squeezed out as possible, and though a little hard to wipe up, it beats sanding. Drying time is approximately 72 hours. Do not use silicon products, as paint will not stick to them!

Outside the boat you may choose to let the stainless parts of the bailer show, or you may want to putty in the screw slots and paint the entire bailer. If the screw heads are left unfilled, you should align the slots parallel to the keel for less turbulence and drag. On the inside, you have hopefully located your bailer where notching out your floor-

boards for access to the bailers will not be too problematic. In my boat I chose to change the method of attaching my floorboards. Whereas before they were individually screwed into the bottom ribs, and therefore not too easily removed for sponging and cleaning, the new system utilized fastening each two adjacent floorboards to only each other, with cross cleats at the ends and middle. They could easily be removed by twisting a flat metal toggle which had been mounted on top of a small block that was epoxied to the top of the bottom ribs. This setup is completed by having small locator blocks at each end of the pair of floorboards. You can see the cross cleat and hold down toggle in the bailer close up photo. Remember to leave enough room on the blocks so that if they swell a little you will still be able to install and remove the floorboards without a fight. Varnishing to seal the blocks will help this situation a lot. By not having the screw holes in the bottom ribs, you also eliminate the problem of them loosening up and becoming a place where water can enter and eventually cause rot.

I guess this pretty much covers this topic. If you think your leaky bailer is still good, but need a new gasket, they are available for around \$15 ea., or you can make your own out of closed cell gasketing material. The one other problem you may face is if you have one of the older "Bilge Rat" bailers that are out of production and for which no parts are available. Your only alternative is then to go with the bailers currently produced. Unfortunately, since the hole size is different, this will entail scarfing in a piece to fill the hole and then recutting it to the new dimensions. Should anyone have questions on any of the above, please feel free to e-mail or call me at work at 315-458-3991, and I will try to answer your questions. Next month we'll take a look at a topic closely related to our wood boat's leaking - how to minimize the flexing and strain in the mast step area through installation of a truss. ●



*Shot of relative position of bailer, main-sheet cleat and skipper straps.*

## BOAT COVER BASICS REVISITED - PART II

by Craig Thayer

### Matching Material with Application

In Part I we looked at several materials that are commonly used in the manufacture of marine and other consumer products. It should have become apparent to the reader upon finishing this segment that no one fabric "does it all." With this information now in hand, let's take a look at the types of covers and accessories that are used by both racing and cruising sailors, and in each case, which material is best suited for that particular application.

**Storage covers** - this category would include drysail covers (full deck and cockpit), sometimes bottom covers on small boats that are typically stored upside down, and sail covers on cruising boats.

The one common "thread" (pun intended) with all these covers is that they are all used when the boat is at rest - at the club, in the backyard, or wherever it is kept when not being sailed. Here, the hands-down winner is acrylic due to its fade resistance, breathability, and long life span as a total synthetic. Its weakness is its poor abrasion resistance, necessitat-

ing the addition of chafing patches that are sewn in, or padding of these areas by the owner when covering the boat. Traditional cotton canvas is also used by some fabricators as a less expensive alternative that has greater breathability than acrylic, and is also more abrasion resistant and more watertight since its natural fibers swell when wet. However, its lifespan is roughly half that of acrylic with its susceptibility to acids and mold. Finally, polyester also has a place at the table since it offers the small boat sailor the opportunity to use the same cover for travel due to its dimensional stability and good abrasion characteristics. Drawbacks are that it does not breathe, or minimally so, is available in much fewer colors when compared to acrylics, and has a harsher, boardy feel, or "hand."

**Travel covers** - hull, or separate deck and bottom covers, mast and accessory covers such as anchor bags, board and rudder covers, and spinnaker pole bags all fall into this group.

Polyester is the clear winner here with better abrasion resistance, dimensional stability when under

tension or when wet, and a totally synthetic composition yielding a much longer service life than the number two choice - cotton. Additionally, ounce for ounce, cotton is the weaker of the two, and degrades much more rapidly when exposed to uv and the elements, enabling equally strong covers to be made of lighter polyester material than a cotton cover. Some cottons are produced with a brushed "nap-back" finish on the inside that is used in some travel covers, but really is much more practical for covering classic and antique cars. They tend to be extremely heavy, and contrary to what some have been led to believe, its soft flannel finish will not polish your paint or gelcoat while trailering.

In the area of accessory bags, there can be several materials used. For interior use, such as rudder and sail bags, nylon is frequently chosen as it is lightweight, available in many different colors, has excellent abrasion resistance, and dries quickly. It should not be used where it will be exposed to uv for prolonged periods, as it will both fade and weaken quite rapidly. Windsurfing sail and spar bags have been traditionally

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made of nylon, and are easily spotted on the racks of vans with their bleached out appearance.

For cruising sailors, the dodger and bimini are their travel covers, and can be made of acrylics polyesters, and vinyls. The majority of this group choose acrylic for its wide color palette, soft cottony feel, and no shine look. These items are usually coordinated with the uv cover on their roller furling genoas, and sail and hatch covers.

**Combination storage/trailing covers** - these creatures are indigenous only to small boat racers. As all of us realize once we get hooked on sailboat racing and want to test our mettle on a distant or not too distant pond, there are so many things you have to buy to race your boat competitively, it's becoming more of a struggle to have enough beans left over for gas money. Ah- wouldn't it be nice if we could cheat the cover guy out of an early retirement by not having to buy two separate top covers- one for drysail storage and one for highway travel? Voila! Presto! Poof! Introducing - The "combo cover." These hybrids will do both jobs, but nowhere near as well as their separate counterparts.

Generally made of polyester for highway windwhip and abrasion, they have virtually no breathability, have a less than watertight mast opening, and negligible slope for drainage as the aft end of the boom is meant to rest on the aft deck instead of in a crutch. Further, whereas I always recommend that a light color be chosen for your deck cover- a must if you live in the southern latitudes (to minimize heat buildup under the cover and therefore possible delamination problems), this is not a viable option with a travel cover.

Enough said- the choice is yours...

**Winter Storage Tarps** - Some of us remember the heavy green, waxed cotton tarps that were used for years to cover our boats for the winter. While they were definitely watertight and lasted a number of years due to the surface coating of a waxy substance that rubbed off on you and your boat, they were heavy as hell and a bear to put on and off every season.

Enter the Koreans! Virtually every blue "poly" (polyethylene) tarp that was and is sold in this country was manufactured by only a few compa-

nies in Korea. Loved for their light weight and low cost, their lack of UV inhibitors coupled with cheap aluminum grommets that pulled out in the first winter wind or from the weight of a few inches of snow, caused people to become less than enamored with this technological breakthrough. As a result, tarps are now available that are domestically produced which are both heavier and stronger due to a larger denier scrim (the woven fibers encapsulated in the plastic coating). Excellent UV inhibitors are also added to prevent the shredding and crumbling to dust prevalent with the cheap blue tarps, as well as quality brass grommets. With care to protect them from sharp edges, and tied down properly, these new tarps provide many years of service. If you live in the frozen north and must store your boat outside, this should be the only material you use to cover your boat as it is totally waterproof, thereby preventing any water from getting in the boat and freezing, eliminating damage due to expansion of the ice. DO NOT use your good summer cover in the winter as it will let water into the boat, and you will cut its life by at least half. Also, DO NOT, put

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BillShore@ShoreSails.com



your summer cover under a winter tarp, as the two will chafe against each other and the tarp underneath (your custom summer cover) is always the one that will end up with the hole(s)!

**Thread** - The marine fabricator generally uses two types of sewing thread when building an outside cover; either polyester, or Teflon (PTFE). You may have also heard it referred to as "Tenara", which is the brand name for the PTFE thread produced by W.L. Gore and Associates. I would like to clear up the possible misconception caused by some ads that if your cover is not sewn with Teflon thread then it is an inferior product. For those storage covers that will spend their lives in the northeast, upper midwest, northwest, or most of Canada where the sun's rays are not particularly strong, stitching a cover with polyester thread makes perfect sense. It is substantially stronger initially than the comparable size in PTFE, and will last about as long as the cover material. Here in the Syracuse, NY area where when the sun comes out we think we have made the gods angry, I have several covers that are used seasonally, are over ten years old, and have never been restitched. For travel covers that are not primarily used as storage covers, I would

much rather have the stronger polyester thread. For covers in these geographic areas or those used in trailing, the polyester generally works fine, particularly when the cost of the PTFE thread is approaching \$200 / lb., and adds generally 10% to the cover price. Conversely, to not strongly recommend using the PTFE thread for storage covers in the sunnier sections of our nation, or my South American customers would be foolish, as it will only be a matter of a few years before the cover will have to be restitched at a cost in excess of the 10% premium.

**General Care and Feeding of Your Cover** - As with most things, a little care, and preventive maintenance will go a long way towards extending the service life of your covers. Checking your trailer and boat for burrs on fasteners, or other sharp edges will save many an unnecessary rip. Inspect your cover for broken zippers, missing snaps, and small tears that could grow to become bigger and more expensive problems to fix. Cleaning your covers at least once a year with some dish soap and a soft brush to get off loose dirt is all that is needed. Do not try to use solvents or harsh detergents to get them "like new", as this will usually cause a loss of water repellency or other more severe damage. Be sure your covers are totally dry before you put them away. Rudders, anchors and other accessories should be allowed to thoroughly dry before placing them in a protective cover. If you have been just been to a rainy regatta, or it has rained for several days you should open up the boat and let everything air out at the first opportunity. This will prevent the formation of mildew inside the boat, and on the covers. Placing the covers in the direct sun until dry will kill the mildew spores.

After about 2-4 years, you may notice a drop in the water repellency of the material. You should first clean your cover as above, and then when dry, replenish the factory applied repellency by spraying with *Scotchguard*, *303*, *Aquatite* or other product. This will also help your cover to shed dirt. Acrylics generally have been treated with a fluorocarbon based substance, whereas polyesters often use a silicon type product such as *Aquatite*.

These are available at a number of retail outlets or often through the cover manufacturer. Two thin coats with time to dry between each and after the last one is recommended.

No one uses brass zippers anymore as they had a propensity to corrode, especially around salt. All that is required with the current plastic zip-

pers is to flush them occasionally with fresh water to remove dirt and salt crystals. The same applies to snaps. Spraying both zippers and snaps with silicone (readily available at auto stores), will keep them working smoothly. And by the way, duck tape is not a long term substitute for having your sails or covers professionally repaired and restitched after a "boo boo", "oops" or "oh sh\_\_" has occurred.

**Upholstery and Cushions** - While this section pretty much applies to only the big boat sailor, I would have been remiss had it been omitted. Whereas in past years this was an area where tough, waterproof vinyls were king, we are now seeing more and more acrylics being used. With their excellent fade resistance and water repellent finishes, they are suitable for not only interiors, but also exterior cockpit cushions. Available in numerous colors and textures, they are liked for their softness and breathability, and the noticeable absence of your bare skin sticking to the cushion on a hot summer day. Used for interior berths and seating cushions, they present a more elegant appearance along with the great benefit of not feeling hot or cold to the touch, and preventing sleepless nights caused by the old non-breathable vinyls. This is not to say that vinyls are still not widely found. On "Shhh!!!" powerboats where the cushions are built into the boats in the cockpit areas, and are often left uncovered, or will frequently be wet from skiers and swimmers, vinyl is the material to use. In some cases, the closed cell foams used in interior cushions are covered with a vinyl coated mesh which allows the foam to dry out while still protecting it from damage. You will also see a lot of the various meshes used without padding in outdoor deck chairs and patio furniture.

Congratulations! This is it-you made it to the end. Yeah, the windbag has finally shut up. Many of you probably thought that this was influenced by someone like Herman Melville or W. Somerset Maugham- both known for their short books. Hopefully at least a few people have gleaned some new information from my latest typing escapade. There are any number of good books on textiles and related subjects should any of you wish to expand your knowledge to a higher level. I am always available should you wish to discuss any of the above (or other things) by e-mail or phone. Well, I guess that about covers it! See you on the water.

*Editor's Note: Craig Thayer is a longtime Lightning Class member, skipping a number of his own "classic" Lightnings (most notably the gorgeous cherry-red 736) and sailing as crew on many boats. He also owns and operates FabriCraft. ●*

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Shown here are the Super Max and New Large. The New Large fits many older boats. The Super Max fits many newer boats. Inside or outside mounting is the key difference. In the spring, put a little "Vaseline" on the gaskets, to keep things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

**A564133** Super Max List \$113.00/Layline \$108.00

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## E. Lightning Tapered Spinnaker Pole

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

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## UPCOMING MAJOR REGATTA CALENDAR

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

### 2004 CALIFORNIA CIRCUIT Mission Bay Yacht Club, San Diego

April 25-26 South Bay Series  
 April 28 Marathon  
 April 29-30 Mission Bay Series

### July 3-4 2004 CANADIAN OPEN CHAMPIONSHIP, Royal St. Lawrence Yacht Club, Montreal, QC

### July 5-9 2004 EUROPEAN CHAMPIONSHIP, Lake of Neuchatel, Grandson SWITZERLAND

### 2004 NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoe Club, Ridgeway ON Canada

August 3-6 Women's, Juniors' & Masters' Championships  
 August 7-13 North American Championship

## LIGHTNING LAB APRIL 17-18

Lightning Fleet 50 presents the 2004 Dixie District Lightning Labs on April 17/18, 2004 at Leesylvania State Park in Virginia. What is Lightning Labs? It is a two day intensive training event for skippers and crew that starts with boat tuning, including an inspection of your boat, and tips on how to improve its tune. In addition, there will be instruction on boat handling, including spinnaker control, and sail trim. Also covered will be strategy and tactics at the Start, upwind, around marks, and downwind. The format includes on-shore lecture and review, and on water drills and coaching.

This is a Dixie District event being hosted by ILCA Fleet 50. Leesylvania is about 20 miles south of the District of Columbia in Virginia just a few miles off of I-95. Camping is available at the park for a small additional fee, and local housing can be provided for out of town participants upon request. Contact Cathy Bleakly at 703-988-9154 for details.

Greg Fisher of North Sails will be the guest coach at the event. Greg will be using the textbook, *Racing Trim* by Bill Gladstone, and will make it available for approximately \$25. If you already own the book, you are encouraged to bring it with you. Greg will also have an interactive CD available at the event for approximately the same cost. A "cheat sheet" to translate Bill Gladstone's general sail trim pointer for specific use on a Lightning will be provided as well.

The cost is \$15 per person, and an additional charge of \$20 (to cover launching fees to the park) for each boat. We are limiting the event to 20 boats and crew, but "unboated" participants are welcome. The entrance fee includes lunch both days, beer following the on-water drills each day, plus the expertise of a top-notch sailing coach.

To pre-register for the event and to reserve your place, please send a check made out to Fleet 50/Frank Gallagher (skipper plus 2 crew plus boat = \$65) to

Cathy Bleakly, 14101 Compton Valley Way, Centreville, Va., 20121. Please make sure your email address is included.

If you have any questions, please contact  
 Laurie Duncan at 202-546-5454 or  
 Cathy Bleakly at 703-988-9154

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## NOTICE OF RACE

### 38th Annual California Lightning Circuit

### April 25th through April 30th, 2004

☆☆

- ★ South Bay Series – 5 Races in South Bay San Diego Sunday, Monday – April 25th, 26th
- ★ 17 Mile Marathon from Coronado Yacht Club to Mission Bay Yacht Club Wednesday – April 28th
- ★ Mission Bay Series – 8 Races Thursday – April 29th 3 Races in Ocean
- Friday – April 30th 5 Races in Bay

Entry Fee is \$100.00 for all races and includes a Thursday night barbeque dinner with a beer keg (three dinners per boat entry).

Races will be governed by the Racing Rules of Sailing, the prescriptions of the USSA, the rules of the ILCA, and the racing instructions of each event. The races are open to all Lightnings. Scoring will be in accordance with ILCA rules. All races will be scored. Please note that a boat may have multiple skippers, however, each skipper must be on the boat for all races to qualify for overall Circuit Championship.

You may register by mail: Make check to Lightning Fleet 194 and mail to  
Edna Johnson, 6392 Amberly Street, San Diego, 92120.  
Or you may register Sunday, April 25th at Coronado Yacht Club.

Important: MBYC and CYC do not allow campers or tents overnight.  
If you plan to camp, try Campland on the Bay at 858-581-4230.

For more information on the California Circuit,  
please contact Jeff Coppens at 760-583-4006 or [jeffcoppens@aol.com](mailto:jeffcoppens@aol.com).

Please send Jeff an email if you are planning to attend so we may get a boat count.

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## REGATTAS BY DISTRICT

A Regatta Calendar is posted on the ILCA Web Site  
check <http://www.lightningclass.org> for contacts and further information

### CALIFORNIA

2/14-15 SCYA  
4/24-30 CALIFORNIA CIRCUIT  
9/11-12 Pacific Coast Championship, Chinook,  
Eugene OR

### CENTRAL ATLANTIC

6/5 New Jersey State Championship, Lavallette  
6/12-13 District Championship, Lavallette Yacht Club  
7/24-25 ATLANTIC COAST CHAMPIONSHIP,  
Toms River Yacht Club  
8/14-15 Down Bay Invitational, Little Egg Harbor YC  
9/11-12 Surf City 56th Annual Regatta  
9/18 Canon Business Solutions Manahawkin Bay  
Regatta, Surf City Yacht Club

### CENTRAL NEW YORK

5/22 Sodus One Day  
6/5 Champagne Regatta, Keuka One Day  
6/19-20 Caz Flash Bash, Cazenovia  
6/26 Henderson Harbor One Day  
7/10-11 Centrals, Skaneateles  
7/17-18 District Championship, Newport  
7/24-25 Wooden Boat Get Together, Onondaga YC  
8/28 Onondaga One Day  
9/11 Skaneateles One Day  
9/25 Cazenovia One Day  
10/10 Ithaca One Day

### CONNECTICUT/RHODE ISLAND

5/22-23 Early Bird Regatta, Cedar Point Yacht Club  
6/19-20 Connecticut Governor's Cup, Niantic Bay YC

7/24-25 ATLANTIC COAST CHAMPIONSHIP,  
Toms River Yacht Club  
10/2-3 Fall Classic, Cedar Point Yacht Club

### DIXIE

4/17-18 Lightning Labs, Fleet 50  
5/1-2 Doc Gilbert Potomac Cup, Fleet 50  
5/15-16 No Gas Regatta, Severn Sailing Association  
5/29-30 PRSA Spring Regatta, Potomac River  
6/5-6 Delaware Governor's Cup, Rehoboth Bay  
6/12-13 District Championships, Fleet 192,  
Havre de Grace MD  
6/19-20 SSA Spring Series  
7/3, 10-11 SSA Summer Series  
7/24-25 ATLANTIC COAST CHAMPIONSHIP,  
Toms River Yacht Club  
7/31-8/1 Sweet Corn, Susquehanna Yacht Club  
8/21-22 Duck Challenge, Fleet 192/Tidewater Marina  
9/11-12 Leukemia Cup / Presidents Cup, PRSA  
9/18-19 SMSA Small Boat Regatta, Solomons Island  
10/2-3 SSA Fall Series  
10/16-17 Frigid Digit, SSA  
11/6-7 Lightning Fling, Hampton YC

### FLORIDA

4/30 District Masters Championship,  
Davis Island Yacht Club  
5/1-2 District Championship, Davis Island YC  
7/24-25 ATLANTIC COAST CHAMPIONSHIP,  
Toms River Yacht Club  
11/27-28 Thanksgiving Regatta, Davis Island YC

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Peter Gamba

[PGamba1007@aol.com](mailto:PGamba1007@aol.com)





## INDIANA

- 5/1-2 Indiana Open Regatta, Indianapolis Sailing Club  
10/2-3 50th Anniversary Hoosier Regatta at Lake Wawasee, Wawasee Yacht Club

## LAKE ERIE

- 5/15-16 EBY Series, Buffalo Canoe Club  
6/26-27 Niagara Frontier Invitational Regatta, BCC  
7/9 District Junior Championships, Silver Lake Yacht Club  
7/10-11 District Championships, Silver Lake YC  
7/31-8/1 BCC Championships (Open Regatta), BCC  
8/21-22 Cuba Lake Regatta, Cuba Lake Yacht Club  
8/25 Old Salts Regatta, Buffalo Canoe Club  
9/11-12 BCC Fall Regatta, Buffalo Canoe Club  
9/18-19 Harvest Regatta, Silver Lake Yacht Club

## LONG ISLAND

- 7/17-18 District Championship, Orient YC  
7/24-25 ATLANTIC COAST CHAMPIONSHIP, Toms River Yacht Club

## METROPOLITAN

- 4/24-25 Long John Regatta, Monmouth Boat Club  
5/29-30 Magnus Pederson Regatta, Nyack Boat Club  
6/5 New Jersey State Championship, Lavallette  
6/26-27 District Championship, Nyack Boat Club  
7/24-25 ATLANTIC COAST CHAMPIONSHIP, Toms River Yacht Club  
10/9 LAST BLAST!, Nyack Boat Club

## MICHIGAN

- 5/15-16 Spring Fling, North Cape Yacht Club  
6/19-20 Pontiac's Anniversary Regatta, Pontiac YC  
7/10-11 2004 Michigan Districts, Bay City Yacht Club  
7/17-18 Tawas Bay Regatta, Tawas Bay Yacht Club

- 7/31-8/1 Higgins Lake Invitational, Higgins Lake Sailing Club  
9/11-12 White Cap Regatta, Pontiac Yacht Club  
9/18-19 Last Blast , Devils Lake Yacht Club  
10/2-3 Ice Breaker, Crescent Sail Yacht Club  
10/17 North Cape Fall Blow-Out, North Cape YC

## MIDWEST

- 6/5-6 Lighthouse Regatta, Fond du Lac WI  
6/18-20 District Championship, Fleet 112, Green Bay  
7/10-11 P&T Regatta, Milwaukee WI  
7/24-25 Evans Regatta, Fleet 112, Green Bay WI  
7/31-8/1 Brotz Regatta, Sheboygan WI  
9/25-26 Red Flannels, Fleet 5, Chicago Corinthian  
10/9 Wandering Moose, Milwaukee WI

## MISSISSIPPI VALLEY

- 4/17-18 The Tennessean, Harbor Island Yacht Club  
5/1-2 Mid-Continent , Carlyle Sailing Association  
6/5-6 Junior District Championship, Carlyle  
6/12-13 District Championship, Carlyle  
11/6-7 Bluenose Regatta, HIYC, Nashville TN

## NEW ENGLAND

- 6/5-6 Lake Champlain Spring Regatta, Malletts Bay Boat Club  
7/9 Women, Junior, Masters, Malletts Bay BC  
7/10-11 District Championships, Malletts Bay BC  
7/24-25 ATLANTIC COAST CHAMPIONSHIP, Toms River Yacht Club  
8/28-29 Squam Lake Lightning Regatta, Squam Lakes Association  
9/11-12 Massabesic Regatta, Lake Massabesic YC  
9/25 Bow Lake One Day Lightning Flash, Bow Lake Yacht Club  
10/9-10 MBBC Leaf Peeper, Malletts Bay Boat Club

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## NIGERIA

5/15 Nigerian Lightning Nationals, Lagos YC

## OHIO

5/8-9 Spring Classic, Pymatuning Yacht Club  
6/12-13 Windshift Regatta, Leatherlips  
6/26-27 District Championship Regatta, Cowan Lake Sailing Association  
7/3-4 Independence Day Regatta - 55th Annual, Pymatuning Yacht Club  
7/17-18 Stumpbuster, Indian Lake  
9/11-12 Harvest Moon, Atwood  
9/25-26 Bare Bones, Mansfield  
10/9-10 Snowball, Buckeye  
10/23-24 Cowan Fall-In Regatta, Cowan Lake SA

## PACIFIC NORTHWEST

5/22-23 Blossom Time Regatta, Okanagan YC  
5/29-30 Ice Breaker Regatta, Chestermere Lake  
5/29-30 Memorial Day Regatta, Chinook  
6/5-6 Vancouver Lake Regatta, VLSC  
7/10-11 Kitsilano Regatta/District Championship, Kitsilano Yacht Club  
9/11-12 Harvest Regatta/Pacific Coast Championship, Chinook  
10/9-10 Seattle Regatta, Seattle YC  
10/24 Team Races, VLSC

## SAINT LAWRENCE VALLEY

7/3-4 Canadian Open, Montreal

## SOUTHEASTERN

4/24-25 Cottonwood Regatta, Catawba YC, Lake Wylie NC  
5/22-23 Lake Norman Voodoo Regatta  
6/4-6 District Champs, Carolina Yacht Club, Wrightsville Beach, Wilmington

6/26-27

7/10-11

7/24-25

7/24-25

9/11-12

9/25-26

10/2-3

10-23-24

## SOUTHERN

3/13-14 Spring Fling, Jackson Yacht Club  
5/8 Opening Regatta, Pass Christian Yacht Club  
5/24-25 Juby Wynne One-Design Regatta, Southern YC  
6/5-6 District Championship, Buccaneer YC  
7/24-25 Summer in the Pass Regatta, Pass Christian YC  
7/31-8/1 Birthday Regatta, GUA Championship, PCYC  
9/18-19 GYA Race Week, Bay Waveland Yacht Club  
10/23-24 Hospitality Regatta, Jackson Yacht Club  
12/18-19 Nokia Sugar Bowl Regatta, Southern YC

## TEXAS

4/24-25 Leukemia Cup Regatta, Corinthian Sailing Club, Dallas  
6/12-13 District Championship Regatta, Corinthian Sailing Club, Dallas

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\*Note: Hotels with an asterisk before the name have set aside blocks of rooms at reduced prices for regatta participants. Please identify yourself as a regatta participant and book early, as these rooms will be held for a limited time only.

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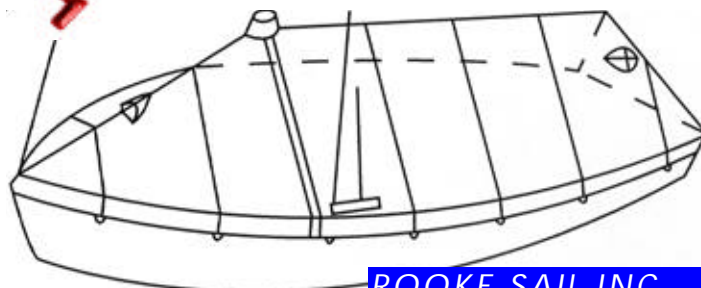
<b>CALIFORNIA</b>	12118	Cort Chambers, 780 Via Montanosa, Placerville, CA 95667	U
<b>CENTRAL ATLANTIC</b>	<b>*15052</b>	<b>Robert Warner, 457 Madison Avenue, Toms River NJ 08753</b>	<b>99</b>
<b>DIXIE</b>	<b>9544</b>	<b>Garrett Pensell, 101 Northway, Havre De Grace MD 21078</b>	<b>192</b>
	<b>*14139</b>	<b>Robert B Harmon, 4995 Morning Star Drive, Dayton MD 21036</b>	<b>329</b>
	<b>14165</b>	<b>Robert McAnally, 40 Green Pond Lane, Glenmoore PA 19343</b>	<b>192</b>
	<b>*14927</b>	<b>Dr. D. Michael Wertz, 460 Chestnut Lane, York PA 17403</b>	<b>253</b>
	<b>15210</b>	<b>Kevin MacNeil, 740 Willow Road, Lancaster PA 17601</b>	<b>253</b>
<b>INDIANA</b>	<b>15213</b>	<b>Jeff Schmahl, 5329 East 72nd Street, Indianapolis IN 46250</b>	<b>154</b>
<b>METROPOLITAN</b>	6454	NJ Sea Scouts	
	<b>*13363</b>	<b>Benjamin Brownell, 149 Old Glenham Road, Fishkill NY 12524</b>	<b>U</b>
	A15209	David Murphy, 196 Heights Terrace, Middletown NJ 07748	U
<b>MICHIGAN</b>	13479	Frank Klimko, 7326 Hardisty Drive, West Bloomfield, MI 48324	54
<b>MIDWEST</b>	4557	Dean Dainsberg, 4743 County Road 11 NE, Alexandria MN 56308	U
	11125	Joseph W. Consamus, 2802 Thompson Drive, Ames IA 50010	U
	<b>14778</b>	<b>Mike Tennity, 1365 Fox River Drive, DePere WI 54115</b>	<b>112</b>
	A 15212	Bob Sturdevant, 3146 West Calhoun Blvd #405, Minneapolis MN 55416	U
<b>OHIO</b>	694	Friedlander Boay Scout Camp, Cincinnati OH	U
	14067	Bob Shutt, 1093 Braden, Mansfield OH 44907	150
	14824	Mike Shayeson, 7650 Cayguga, Cincinnati OH 45243	303
<b>PACIFIC NORTHWEST</b>	8883	Keith Bergner, 4124 West 11th Avenue, Vancouver BC V6R 2L6	90
<b>SOUTHEASTERN</b>	<b>*9398</b>	<b>Phil Taylor, 5538 Sharpe Drive, Raleigh NC 27612</b>	<b>481</b>
		& Jay Taylor, 4511 Bartlett Drive, Raleigh NC 27609	
	10156	Rick Barton, 21324 Rio Oro Drive, Cornelius NC 28031	415
	14682	Bob Cowen, Wilmington NC	511
<b>SOUTHERN</b>	<b>15211</b>	<b>Larry Frost III, 2434 Toulender Street, Mandeville LA 70448</b>	<b>62</b>

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## THE 2004 MIAMI ORANGE BOWL REGATTA

*Greg Fisher*

Coconut Grove Sailing Center,  
Miami FL, December 2003

For several years we have heard great reports and stories about the Orange Bowl regatta. Of course there's the weather that in late December is hard to beat (this year it was 70-75 degrees, sunny and the breeze was 5-10mph- no kidding!). There's the tremendous competition, the great setting of "interesting" Coconut Grove and the wonderful hospitality that only Fleet 226 can provide.

My wife JoAnn and I left Annapolis Christmas afternoon and after a leisurely and uneventful drive, arrived Saturday afternoon. There, already resting under a cozy palm tree in prime pole position was the Elfman clan. I think the topic of discussion for Cindy and Jack was how they could retire that week and who they might find to ship all their belongings to Miami! Shortly thereafter, the Ruhlman family rolled in with three boats from Ohio ... a true family vacation!

Paul Wurtzebach had at least 20 people in his SUV and survived the near straight through drive, albeit cozy, from Chicago. Mandy and Capn Hof Hofmeister made it in the nick of time Saturday morning. Mark Allen, Michael Norris and Joel Humphrey from Michigan; Dave Spira and Steve Davis trekked all the way from Colorado. John Faus and Dick Moyer made the long crowded drive down the Garden State Parkway. It became very obvious that this regatta was quite the draw! Again, it didn't take long for JoAnn and me to figure out why.

JoAnn and I sailed this regatta a little differently. Instead of drawing straws as to who would drive, we decided to take turns. Our buddy, Mike Ingham from Rochester joined us as our third and he too, would steer 1/3 of the races. Mike, while a newcomer to the Lightning, is one of the best small boat sailors in the country. He is the current J/24 North American Champ and a perennial Thistle National champion. Suffice it to say Mike had no trouble becoming acclimated to the Lightning and racked up the best score of the three of us!

The first race started in those conditions only Biscayne Bay is known

for, a solid 10-12mph breeze, sunny, a little chop. We were fortunate enough to round the first mark in the lead with up and coming junior champion, Robert Ramirez, close behind. We held onto the win with Robert second and Steve Horwitz sailing a great race for third. Jack Elfman, who I think already had FL registration numbers on his bow, was fourth.

The second race, Mike Ingham steered, and clicked in a 2nd behind Jack Elfman. Not too bad for his first race in a Lightning! David Helmick, with his son and daughter crewing were 3rd. Mark Allen sailed a nice race for 4th. Michael Norris finished fifth in this race and by the way, his first race in his brand new boat after a longtime absence from Lightning sailing. Welcome back, Michael!

The third race was JoAnn's turn to steer and she rounded the top mark in decent shape only to have her "stellar" crew forget about the spinnaker hoist. In fact, her stellar crew tied the spinnaker in a very large knot around the second weather mark and only her speedy steering pulled us back to a 7th. The Helmick family owned this race with Robert Ramirez second and Pauley Wurtzebach in third. Capn Hof sailed to a nice 4th. Michael Norris was again fifth.

I sailed the 4th race for our team and what a race it was. I was only over by a half a boat length at the start and by the time we restarted and went the wrong way the first beat, found us luckily to be in 6th at the top mark. I continued on my roll and dropped back to 8th. Pauley and the Helmicks were having a battle, I was told (didn't have binoculars to see), with the Ruhlman family (Maegan and Rob) in third and fourth. Maegan was also tuning up for her trip to Brazil for the Junior Worlds ... good luck Maegan! Steve Davis sailed to a strong fifth.

I did mention three Ruhlman boats came to the Orange Bowl and it would be inappropriate to neglect Ryan and his team. They did play a big factor in everyone's sailing who raced close to them. Seems Ryan had anticipated the big breeze Miami can so often provide and brought his college roommates for a total crew weight of over 600lbs. On the course, we all realized how important it was to have our teams slide aft

in the boat upwind when we crossed tacks with Ryan. Otherwise his quarter wake would have easily swamped anyone within 2 boat lengths.

The 5th race was Mike Ingham's second race to steer and he seemed to adjust ok to the feel of the Lightning and collected the bullet. Rob Ruhlman sailed a great race for second and the Helmick family claimed third. Robert Ramirez was 4th and Joel Humphrey sailed a nice race to 5th. Sam Septembre, sailing Fay Regan's boat, was a solid sixth.

The 6th and final race was sailed in the lightest breeze of all. JoAnn steered this race exceptionally well and led all the way until the last downwind leg when the breeze finally died. Jack Elfman, with Cindy flying the spinnaker in some very trying conditions, slowly but surely clawed by us to take the gun. I heard several well wishers congratulate JoAnn on a nice race and say if she only had a decent spinnaker trimmer (that would be yours truly) like Cindy, she might have held on. Pauley sailed strong for the third and Rob for his second fourth, and Joel for his second 5th.

With the Helmick's unfortunate 9th place finish in the last race, the Fisher, Fisher, Ingham team barely squeaked by the Helmick family (who might have been the speediest boat out there with 4 races in the top 3!) for the overall win, Paul Wurtzebach third, Jack E 4th and Robert Ramirez 5th.

Art Auwaerter and his team should be congratulated on a superb job in setting great starting lines on square courses. The races were timely as well so we were allowed some great socializing time on shore. Speaking of socializing, again the hospitality of Fleet Captain Dmitriy Yankovenko and all the members of Fleet 226 can't be stated enough. There was a buffet dinner Monday night and of course, the parties each night were great.

Not that anyone needs an excuse to be in Miami in the middle of the winter, but The Orange Bowl is certainly worth the drive! Perhaps next year I will still be allowed to at least drive the boat down and set it up for JoAnn and Mike! Thanks again to all of the members of CGSC who made the regatta so perfect! See you all there next year! ●

## YOUTH WORLD CHAMPIONSHIP

Clube de Campo de Sao Paulo (Lightning Fleet 462), Guarapiranga Lake, Sao Paulo Brazil

February 28-March 7, 2004

14 Boats, 5 Countries, 6 Races, 1 Throwout

BRA 14	Thomas Sumner - Felipe Brito - Mark Pineda	2	1	1	1	3	2	7
BRA 1484	Marcelo Bellotti - Eduardo Molina - Alejandro Carri	1	2	2	4	2	1	8
BRA 14894	João Hackerott - Constantin Vassilas - Jorge Zarif	5	4	5	8	10	3	25
GRE 11811	Vasilas Angelos - Mitakis Ioannis - Mantis Konstantinos	3	10	4	5	6	8	26
GRE 14211	Christos Mavridis - Anastasios Tsekouras - John Adamopoulos	8	8	3	2	9	5	27
ECU 14671	Sebastián Herrera - Juan Andrés Santos - Carlos Drouet	7	11	8	3	7	4	29
GRE 13801	Verginadis Panagiotis - Alafogianis Dimosthenis - Polycandriotis Evangelos	6	5	9	6	avg	6	29.5
USA 15103	Robert Ramirez - Eric Aronsohn - Nick Oliveira	4	3	11	10	4	9	30
USA 15075	Maegan Ruhlman - James Roe - Martha Fisher	8	6	10	oes	1	7	32
USA 14994	Ben Spiller - Jon Ribich - Aaron Thompson	11	9	6	7	5	10	37
BRA 14845	Felipe Bastos - Henrique Cabette - Christian Vostoupal	9	14	7	11	13	12	52
CHI 11011	Diego González - Patricio Flores - Cristián Barahona	12	7	dsq	13	12	14	58
ECU 14674	Alfredo Ochoa - Benjamin López - Jorge Norero	13	13	12	9	oes	11	58
BRA 12657	Adriana Overgoor - Fillipe Gil - Sergio Sorrentino	10	12	13	12	11	13	58

The PRO was Claudio Buckup who provided excellent race committee work and the Jury consisted of 3 IJs, Nelson Illha from Brazil, John MacCall from Argentina and Xavier Roca from Ecuador along with 2 National Judges, 1 from Chile and 1 from Brazil. There were a few protests and all breakdowns were minor and were resolved quickly by the repair crew on the water before racing started.

All six scheduled races were run providing a throwout. Two races were run on Monday, the first in light backing winds requiring course changes throughout the race. Marcelo Bellotti won, with defending youth champion Thomas Sumner in second and Vassilas Angelos of Greece in third. The second was in moderate air from the thermally generated southeast. Thomas Sumner won with Marcelo in second and Robert Ramirez of the USA in third. Only one race was sailed on Tuesday and that being in an unsteady westerly. Thomas won

with Marcelo in second and Christos Mavridis of Greece in third.

Wednesday was a scheduled layday providing a time for the competitors to relax and get together. Two races were run on Thursday, both in a steady south wind with a little rain thrown in throughout both races. Race 4 was won by Thomas, with Christos finishing second and Sebastian Herera of Ecuador in Third. Race 5 was won by Maegan Ruhlman of the USA, Marcelo in second and Thomas in third. The sixth race was held on Friday in moderated air. Marcelo won with Thomas in second and Joao Hackerott of Brazil in third.

Brazil took 1, 2 and 3 with Thomas Sumner retaining his Youth World Championship title. Second place and one point out of first was Marcelo Belotti, who sailed in 2002 as well. The third place was Joao Hackerott.

Overall this was a great championship for the competitors not only

for the sailing but probably even more so for the friendships made. This championship has both helped the local fleets grow with lots of publicity and brought the fleets together. There is a great deal of interest for the younger Brazilian sailors to race the Lightning as a result of hosting the Youth Worlds and many are already looking forward to 2006 in Europe.

Congratulations to Thomas, Felipe Brito and Mark Pineda on repeating as Lightning Youth World Champion, and also to all the competitors who displayed true Corinthian Spirit both on and off the water.

Thanks to both the Organizers and the Competitors for a great regatta. ●



Good Starts - Tight Roundings - Great Competition!





# SOUTHERN CIRCUIT RESULTS

## SAVANNAH DEEP SOUTH REGATTA

Savannah Yacht Club, Savannah GA, March 13-14, 33 Boats, 3 Races, No Throwout

1	11011	Tito Gonzalez/Santiago, Chile	2	1	2	5
2	15064	Larry MacDonald/ Carlisle, ON	3	3	1	7
3	14821	Greg Fisher/ Arnold, MD	1	4	5	10
4	15119	David Starck/ Buffalo, NY	7	2	6	15
5	15083	Jeff Linton/ Tampa, FL	11	7	3	21
6	15202	Ched Proctor/ Southport, CT	5	9	8	22
7	14752	Steve Hayden/ Lake Mary FL	10	6	7	23
8	14924	Allan Terhune/ Swedesboro, NJ	4	16	4	24
9	15168	Thomas Allen/ Kenmore, NY	6	8	10	24
10	14855	Richard Hallagan/ Newark, NY	9	5	19	33
11	15122	Jim Carson/ Brick, NJ	15	17	11	43
12	15085	Lenny Krawcheck/ Charleston, SC	19	10	15	44
13	15075	Rob Ruhlman/ Cleveland, OH	8	20	18	46
14	14811	Thomas Allen, Sr/ Buffalo, NY	20	18	9	47
15	14396	Ken Deyett/ Candia, NH	12	13	23	48
16	15116	Bill Mergenthaler/ Aberdeen, NJ	17	19	12	48
17	14905	David Gorman/ Malone, NY	13	12	24	49
18	14629	Stephen Constants/ Edgewater, MD	14	21	14	49
19	15103	Steven Davis/ Centennial, CO	24	14	16	54
20	14450	George Francis/ Brick, NJ	23	15	21	59
21	15016	Jamie Brickell/ Sykesville, MD	25	22	13	60
22	15171	Josh Goldman/ Westport, CT	16	11	DNF	61
23	15024	Jason Werner/ Fallston, MD	18	25	25	68
24	15084	Joseph Buczkowski/ Virginia Beach, VA	22	24	26	72
25	11771	Bill Sloger/ Charleston, SC	21	DNF	20	75
26	15078	Bruce Richards/ Nashville, TN	26	26	27	79
27	14950	Ed Michels/ Edgewater, MD	29	DNF	17	80
28	14415	George Glenn/ Vineland, NJ	28	23	30	81
29	151	Ryan Flack/ Livonia, MI	27	DNS	22	83
30	15180	Pamela Barron/ Duluth, GA	30	28	29	87
31	14620	Ron Wright/ Clover, SC	31	27	31	89
32	15203	Sandy Huntsman/ Red Bank, NJ	DNS	DNS	28	96
33	14525	John Bates/ Lancaster, PA	DNF	DNS	32	100

## MIAMI MIDWINTER REGATTA

Coral Reef Yacht Club, Miami FL, March 16-17, 48 Boats, 5 Races, No Throwout

1	35	Tito Gonzalez, Diego Gonzalez & Fernando Gallyas/490	10	7	1	1	3	22
2	25	Thomas Allen, Jr., John Humphery & Bill Pictor/12	2	11	2	3	10	28
3	33	Steve Hayden, Barr Batzer & David Hood/502	5	1	3	9	17	35
4	32	Sean Fidler, Marek Valajek & Eric Wulff/54	4	4	6	17	4	35
5	53	Ched Proctor, Todd Johnson & Kattie Offerman/126	1	6	5	2	22	36
6	52	Jody Swanson, Matt Ward & Stuart de Lisser/12	16	9	10	6	2	43
7	37	Allan Terhune, Katie Terhune & Kristen Terhune/99	6	10	9	10	8	43
8	42	Jeff Linton, Amy Smith Linton & Mark Taylor/502	12	8	4	7	14	45
9	40	Mark Bryant, Dave Peck & J.P. Del Solar/502	8	5	8	13	11	45
10	27	JoAnn Fisher, Greg Fisher & Brian Hayes/329	7	14	13	4	12	50
11	19	David Starck, Ernie Dieball & Jared Drake/12	9	2	26	11	5	53
12	22	Larry MacDonald, Joy MacDonald & Kevin Robinson/12	3	3	7	DSQ	1	63
13	57	Rob Ruhlman, Abby Ruhlman & Maegan Ruhlman/36	23	16	14	8	9	70
14	51	Frank Atkinson, Jamie Rabbit & Fred Sage/226	13	15	20	12	16	76
15	11	William Mergenthaler, John Faus & Bill Warner/99	15	18	19	14	13	79
16	50	Nathaniel David Helmick, Paige Helmick & Fritz Muller/226	11	13	15	35	6	80
17	47	David Gorman, Donald Brush & Tim Mc Cormick/301	17	17	11	27	15	87
18	28	Richard Hallagan, Hindriks Teneyck & Dan Pope/77	20	19	18	5	26	88
19	16	Kenneth Deyett, George Deyett & Geof Gibby/273	22	22	16	15	18	93
20	39	Jack Elfman, Cindy Elfman & Dan Gilman/196	18	21	17	32	19	107
21	34	Dick Moyer, Sam Septembre & Will Green/228	28	23	21	16	20	108
22	15	Bill Mauk, Andy Horton & Carrie Howe/226	30	12	24	21	24	111
23	17	Michael Holly Jr., Valerie Holly & Dave Sprague/215	14	27	12	25	38	116
24	45	Paul Wurtzebach, Mike Elmergren & Monica Trejo/5	26	29	22	20	21	118
25	41	Stephen Horwitz, Bob Hannau & Paco Calvet/226	19	32	27	28	28	134
26	14	Jason Werner, Brian Debrincat & Pat Phelan/192	24	26	37	18	32	137
27	18	Lauri Hemming, Antti Varheenmaa & Kimmo Aromaa/166	21	25	31	30	30	137
28	43	Joseph Buczkowski, Tammi Jamison & Rich Morris/509	27	24	23	29	34	137
29	26	Thomas Allen, Sr., Mark Grinder & Judy Murphy/12	35	20	29	34	29	147
30	21	Eric Aschaffenburg, Robert Schimeck & Peter Kahle/179	29	31	28	23	37	148
31	61	Jamie Brickell, Kimberly Brickell & Susie Brickell/329	33	37	35	22	23	150
32	20	Steven Davis, Sean Carroll & Jan Davis/488	32	35	44	33	7	151

33	24	Jim Carson, Eric Reitingner & Andrew Brennan/34	47	30	33	19	25	154
34	31	David Spira, Jen Armbruster & Ryan Flack/488	36	28	30	24	36	154
35	12	Jonathan Lange, Philip Lange & David Ortiz/329	31	34	34	36	40	175
36	54	George Francis, Dick Thomas & Chuck Coyer/34	37	42	32	42	27	180
37	29	Ed Michels, David Sliom & Melissa Currier/329	45	41	36	31	31	184
38	10	David Kurtz, Ian Anderson & Michelle Sumpton/226	44	36	39	37	33	189
39	46	Starling Mikell, III, Gene Shue & Carol Park/253	40	43	41	38	35	197
40	66	David Young, Tom Stannard & Batton Kennon/262	41	44	38	39	41	203
41	36	Gregory Hall, E. Jennifer Hall & Chris Lagan/85	42	45	DNF	26	42	204
42	44	Joel Humphrey, Molly Hopkins & Mark Allen/54	25	33	DNF	DNS	DNS	205
43	23	Stephen Constants, Mike Constants & Jared Ackers/329	DNF	38	25	DNF	DNS	210
44	48	John Bates, Heather Dodd & Smekal/253	43	46	42	41	39	211
45	30	George Koch, Georgeann Koch & James Morton/506	39	40	40	DNS	DNS	217
46	38	Steve Little, Jeannette Little & Jillian Stokes/484	46	47	43	40	43	219
47	49	George Glenn, Chappy Hopkin & Heather Huff/430	34	39	DNF	DNS	DNS	220
48	13	Paul Huntsman, Jr., Kristin Beshore & Greg Beshore/70	38	DNS	DNS	DNF	DNS	234

## ST. PETERSBURG WINTER CHAMPIONSHIP REGATTA

St. Petersburg Yacht Club, St. Petersburg FL, March 19-21, 61 Boats, 3 Races, No Throwout

1	37	Allan Terhune, Katie Terhune & Rob Ruffus/Swedeseboro, NJ	4	4	1	9
2	19	David Starck, Joe Starck & Tom Starck/Buffalo, NY	5	3	3	11
3	22	Larry MacDonald, Adam MacDonald & Debbie Probst/Carlisle, ON	2	2	13	17
4	18	William Faude, Ernie Dieball & Jared Drake	3	7	10	20
5	32	Sean Fidler & Will Jeffers	6	15	4	25
6	28	Richard Hallagan, Hendrix TenEyck & Dan Pope/Newark, NY	M	12	8	11
7	39	Jack Elfman, Cindy Lister-Elfman & Dan Gilman/Surf City NJ	M	13	19	2
8	72	Colin Park, Karen Park & Matt Bryant/St. Petersburg, FL	10	9	16	35
9	53	Ched Proctor, Todd Johnson & Katie Offerman/Southport, CT	8	6	22	36
10	27	Brian Hayes, Greg Fisher & JoAnn Fisher/Milford, CT	11	21	5	37
11	25	Thomas Allen, Jr, Bill Pictor & John Humphrey/Kenmore, NY	19	5	15	39
12	64	Peter Denton, John Townsend & Stephanie Ruitter/Moorestown, NJ	17	14	14	45
13	42	Jeff Linton, Amy Smith-Linton & Mark Taylor/Tampa, FL	34	11	6	51
14	69	Pete Marriott, Randy Beachamp & Clay Rumble/Charlotte, NC	7	26	21	54
15	57	Rob Ruhlman, Abby Ruhlman & Maegan Ruhlman/Cleveland, OH	18	13	24	55
16	41	Stephen Horwitz, JP Del Solar & Andrew Vann/Miami, FL	16	12	32	60
17	45	Paul Wurtzebach, Mike Elmergreen & Monica Trejo/Woodridge, IL	14	16	31	61
18	35	Tito Gonzalez, Diego Gonzalez & Fernando Gallyas/Santiago, Chile	1	1	62\OCS	64
19	61	Jamie Brickell, Susie Brickell & Kimberly Brickell/Sykesville, MO	M	20	40	9
20	52	Paul Adams, James Ewing & Gaelen Phyfe/Beverly, MA	28	18	26	72
21	17	Michael Holly, Jr, Valerie Holly & David Sprague/Beaconsfield, QC	41	29	7	77
22	15	Bill Mauk, Andy Horton & Carrie Howe/Miami, FL	9	10	62\OCS	81
23	47	David Gorman, Don Brush & Tim McCormick/Malone, NY	M	15	38	30
24	63	Tobi Moriarty, Dan Moriarty & Ralph Godkins/St. Louis, MO	23	31	29	83
25	23	Stephen Constants, Mike Constants & Jared Ackers/Edgewater, MD	21	48	18	87
26	55	James Taylor, Bryan Riddiford & Becky Young/Hamilton, OH	39	28	20	87
27	58	Bob Bush, Sterling Bush & Judy Murphy/Amherst, MA	27	27	33	87
28	20	Steven Davis, Jan Davis & Ed Sherman/Centennial, CO	40	20	28	88
29	07	George Fisher, Laura Jeffers & Tom Emch/Hilliard, OH	M	30	35\ZFP	24\ZFP
30	36	Greg Hall, E. Jen Hall & Chris Lagan/Old Lyme, CT	22	49	19	90
31	24	Jim Carson, Andrew Brennan & Eric Reitingner/Brick, NJ	29	54\ZFP	8	91
32	26	Thomas Allen, Mark Grinder & Bretton Gardner/Buffalo, NY	M	25	33	35\ZFP
33	75	Ryan Ruhlman, Kate Blusa & Sean Carroll/Charleston, SC	35	17	49	101
34	34	Dick Moyer, Sam Septembre & Will Green/Oaks, PA	50	24	27	101

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35	60	Jim Davis, Christine Davis & George Sipel/Toledo, OH	M	43	45	17	105
36	11	Bill Mergenthaler, Sarah Mergenthaler & John Faus/Aberdeen, NJ		24	25	56	105
37	62	Craig Cobbum, Ron Lester & Tito Vargas/Muncie, IN		31	34\ZFP	40	105
38	13	Sandy Huntsman, Jack Huntsman & Bill Ewing/Red Bank, NJ	M	26	30	51	107
39	43	Joseph Buczkowski, Rich Morris & Caitlin Crann/Virginia Beach, VA		32	41	36	109
40	73	Warren Emblidge, Brian Starck & Jack O'Donnell/Buffalo, NY		38	32	39	109
41	56	Jack Jones, John Atkins & MaryLou Carlucci/Henderson Harbor, NY	M	42	37	34	113
42	71	Rick Bernstein, Kay Ward & Greg Florian/St. Louis, MO		47	34	38	119
43	31	David Spira, Jennifer Armbruster & Ryan Flack/Denver, CO		46	54	25	125
44	59	William Bogardus, Jarrett Lynn & Barbara Gold/Matawan, NJ		33	47\ZFP	46	126
45	29	Ed Michels, David Sliom & Melissa Curiel/Edgewater, MD	M	36	46	44	126
46	66	David Young, Bill Young & Batton Kennon/Nashville, TN		49	48\ZFP	35	132
47	40	John Hughes, Bill Fastiggi & Suzy Coburn/Marco Island, FL	M	45	47	42	134
48	12	Phillip Lange, Jonathan Lange & Al McReynolds/Rochester, NY		44	50	41	135
49	21	Eric Aschaffenburg, Bob Schimek & Peter Kahle/Pass Christian MS	M	37	51\ZFP	48	136
50	54	George Francis, Richard Thomas & Chuck Coyer/Brick, NJ		51	53	45	149
51	30	George Koch, Georgeann Koch & James Morton/Southold, NJ		48	43	62\DNF	153
52	14	Jason Werner, Brian DeBrincat & Pat Phelan/Fallston, MD		62\ZFP	55	37	154
53	46	Starling Mikell, III, Gene Shue & Carol Park/York, PA		53	51	50	154
54	74	Cameron Carlin, Christine Ferguson & Kyle Pochciol/Safety Harbor, FL		52	52	53	157
55	01	Eugene Walet III, Jim Schmidt & James Clark/Pass Christian, MS	M	56	58	47	161
56	06	Rod Radcliffe, Scott Potter & Lucas Hjelle/Southport, CT		62\DNF	59	43	164
57	16	Ken Deyett, George Deyett & Geof Gibby/Candia, NH		55	56\ZFP	54	165
58	38	Steve Little, Jeannette Little & Jillian Stokes/Ithaca, NY		58	57	55	170
59	49	George Glenn, James Glenn & Chappy Hopkins/Ocean City, NJ		62\DNF	60	52	174
60	48	John Bates, Jim Smekal & Heather Dodd/Lancaster, PA		57	56	62\DNS	175
61	70	Mike Eckstein, Beth Pasikouski & Dave Thacker/St. Cleth		59	61	62\DNF	182

## ST. PETERSBURG WINTER MASTERS REGATTA

St. Petersburg Yacht Club, St. Petersburg FL, March 19-21, 13 Boats, 3 Races, No Throwout

Richard Hallagan, Ric TenEyck, Dan Pope	1	1	3	5
Jack Elfman, Cindy Lister-Elfman, Dan Gilman	2	2	1	5
Jamie Brickell, Susie Brickell, Kimberly Brickell	4	9	2	15
David Gorman, Don Brush, Tim McCormick	3	7	7	17
Tom Allen, Mark Grinder, Bretton Gardner	5	5	9zfp	19
George Fisher, Laura Jeffers, Tom Emch	7	6zfp	7zfp	20
Sandy Huntsman, Jack Huntsman, Bill Ewing	6	4	13	23
Jack Jones, John Atkins, MaryLou Carlucci	10	6	8	24
Jim Davis, Chris Davis, George Sipel	11	10	5	26
Ed Michels, Dave Sliom, Melissa Curiel	8	11	10	29
Eric Aschaffenburg, Bob Schimek, Peter Kahle	9	11zfp	12	32
John Hughes, Bill Fastiggi, Suzy Coburn	12	12	9	33
Gene Walet, Jim Schmidt, James Clark	13	13	11	37

## SOUTHERN CIRCUIT OVERALL

25 Boats, 11 Races, 1 Throwout

Skipper	Deep South (3)				Miami (5)				St. Petersburg (3)			Total	Throw	FINAL
1 Tito Gonzalez	2	1	2	10	7	1	1	3	1	1	62	91	62	29
2 Larry MacDonald	3	3	1	3	3	7	49	1	2	2	13	87	49	38
3 David Starck	7	2	6	9	2	26	11	5	5	3	3	79	26	53
4 Allan Terhune	4	16	4	6	10	9	10	8	4	4	1	76	16	60
5 Ched Proctor	5	9	8	1	6	5	2	22	8	6	22	94	22	72
6 Thomas Allen	6	8	10	2	11	2	3	10	19	5	15	91	19	72
7 *Fisher/Fisher/Hayes	1	4	5	7	14	13	4	12	11	21	5	97	21	76
8 Jeff Linton	11	7	3	12	8	4	7	14	34	11	6	117	34	83
9 Richard Hallagan	9	5	19	20	19	18	5	26	12	8	11	152	26	126
10 Rob Ruhlman	8	20	18	23	16	14	8	9	18	13	24	171	24	147
11 Bill Mergenthaler	17	19	12	15	18	19	14	13	24	25	56	232	56	176
12 *Gorman/Brush	13	12	24	17	17	11	27	15	15	38	30	219	38	181
13 Jim Carson	15	17	11	47	30	33	19	25	29	54	8	288	54	234
14 Jamie Brickell	25	22	13	33	37	35	22	23	20	40	9	279	40	239
15 Steven Davis	24	14	16	32	35	44	33	7	40	20	28	293	44	249
16 Ken Deyett	12	13	23	22	22	16	15	18	55	56	54	306	56	250
17 Thomas Allen, Sr	20	18	9	35	20	29	34	29	25	33	35	287	35	252
18 Joseph Buczkowski	22	24	26	27	24	23	29	34	32	41	36	318	41	277
19 Jason Werner	18	25	25	24	26	37	18	32	62	55	37	359	62	297
20 Stephen Constants	14	21	14	49	38	25	49	49	21	48	18	346	49	297
21 George Francis	23	15	21	37	42	32	42	27	51	53	45	388	53	335
22 Ed Michels	29	34	17	45	41	36	31	31	36	46	44	390	46	344
23 Sandy Huntsman	34	34	28	38	49	49	49	49	26	30	51	437	51	386
24 George Glenn	28	23	30	34	39	49	49	49	62	60	52	475	62	413
25 John Bates	34	34	32	43	46	42	41	39	57	56	62	486	62	424

\* co-skippers



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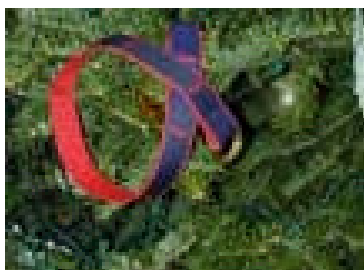
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