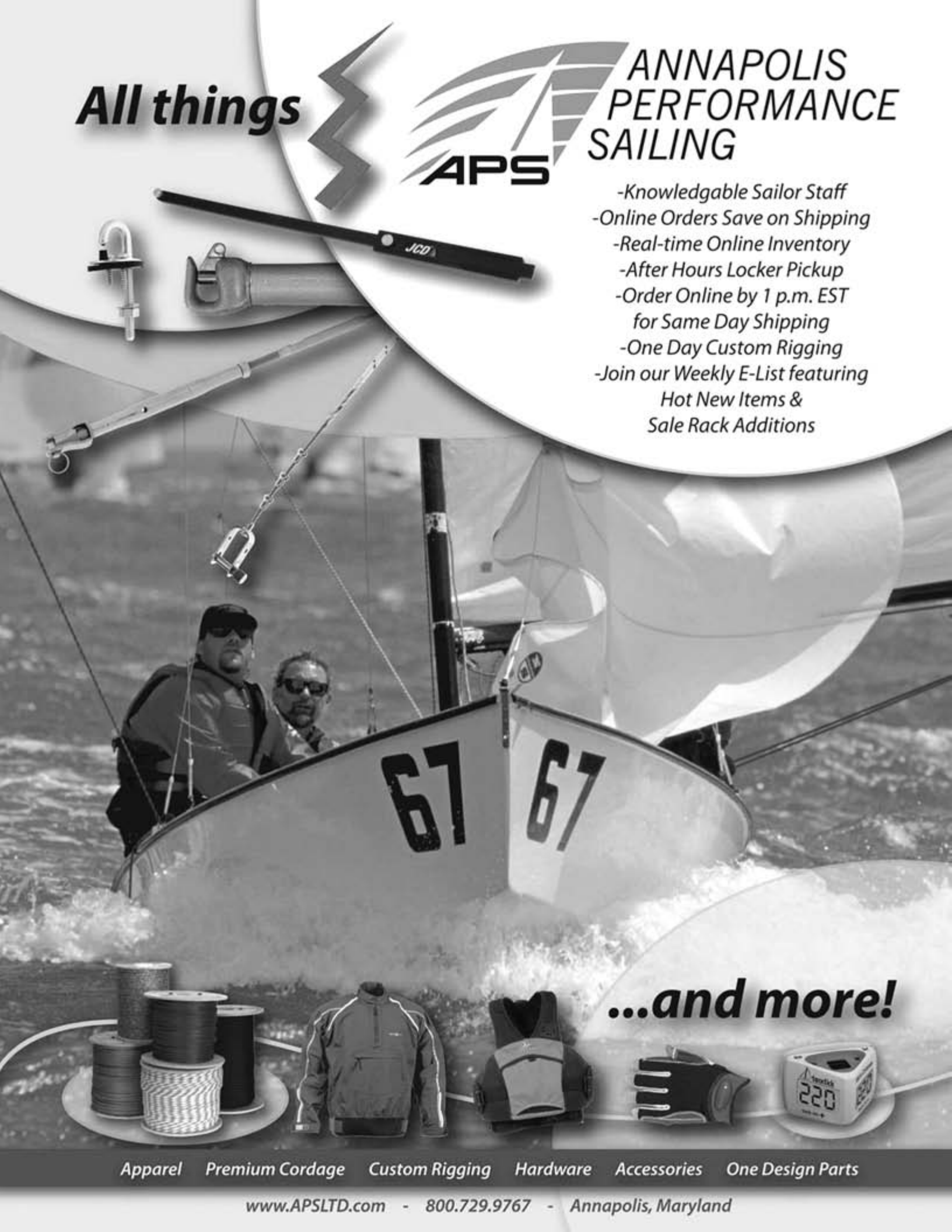
International Lightning Class

2006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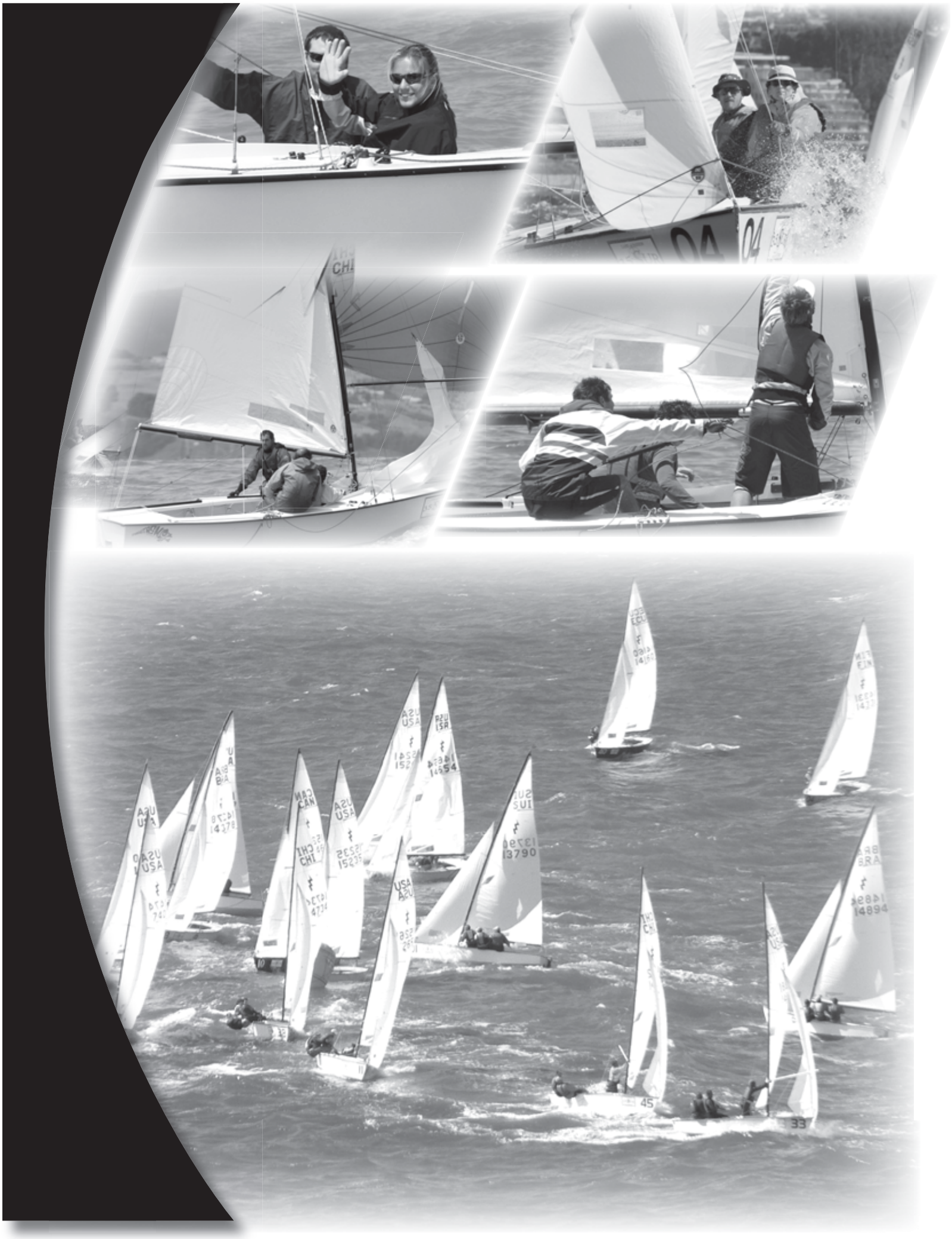
International Lightning Class Association

2006 Yearbook



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A Message from the President of the International Lightning Class Association

It's a great joy to sit here and write the dedication to our 2006 yearbook. Before I started, I set off to find out what others had written in my old stack of yearbooks. Gosh, it was days later and I still hadn't written a thing because I have been engrossed in reading all these old yearbooks. It was so much fun looking back on so many people and places that have touched my life.

While some people and places are no longer physically with us, I can still picture and hear them from days gone by. It amazes me how our Class has evolved over the years—not to mention how many of us have changed.

Without the hard work of many people over the years, I could not have sat here and smiled so much thinking about times that have passed and times to come. Thank you.

The yearbook this year is dedicated to itself—a tradition that provides us a special connection to our global and long heritage as a Lightning family.

Enjoy!

Carter

Executive Committee

Carter Utzig—President

I started sailing when I realized that I could not convince my wife to paddle white water at the level required to get my adrenaline pumping. So we bought a sailboat, not knowing much about anything—a 470 at that. After some good times learning from Captain Hof (Hofmeister), we could go around a race course sailing rather than swimming. We progressed to larger boats, but our hearts were in small boats. After visiting Nashville, we made the decision to return to dinghy sailing. There again was Captain Hof with a boat to buy—Colin and Karen's Lightning. As an engineer by education, this was a dream come true (Colin can out gadget most). And off we were into the Lightning family. Many people were kind enough to teach us and then sit around afterwards to discuss life. We started a family, moved to Charlotte and met the Brookes, another Lightning family just a few houses down with children the same age. Our families have covered a lot of miles on the road together since then. As time passes, my wife is sailing less, but my girls are sailing more. What a thrill! It looks like the next couple of years will bring less travel, more fleet building at our club and enjoying racing with my family.

Brian Hayes—Secretary

The Hayes family name has been associated with Lightning sailing since the mid 1940s when Brian's dad, Dick, started sailing on the family boat, #3445, at the Housatonic Boat Club's Fleet #6 in Stratford, Connecticut. Some twenty years later, I was born into the Hayes sailing clan, and I'm still "pushing around the box" some forty years later. Although I have been able to have some modest success on the race course, due to crewing for some great skippers and having even better crews sail for me, most of my great thoughts of Lightning sailing come from the great times and friendships I've made off the water at places like Kerr Lake, Nashville, Nyack and St. Pete, to name just a few. These days my wife Kelley and I are doing our best to juggle our work schedules and raise our children, Olivia (7) and Brian Jr (5), while still finding time to sail Lightnings. I think I need to find a way to work less so I can sail more!

Steve Davis—Treasurer

Steve has been active in sailboat racing since age 6. Born in Southern California and a member of Newport Harbor Yacht Club, Steve raced sabots, snowbirds, Lehman 12s and Etchells. Steve's and Jan's, his wife and new ILCA Executive Secretary, grandfather and father were also active Southern California sailboat racers who competed against each other. You can guess how they met! Since moving to the Denver area, Steve has enjoyed sailing and is involved in the Sailing Association of Intermountain Lakes (Area F Regional Sailing Assoc.), Denver Sailing Association and Rocky Mountain International Sailing Association (a junior sailor support organization). When not sailing, Steve is busy with fly fishing, hunting and skiing. Steve has vigorously participated in the Lightning Class since 1999 when he acquired his first Lightning boat (11457). As a consistent participant at the Southern Circuit, NAs and many other lightning boat gatherings across the US, Steve thoroughly enjoys the camaraderie, competition and friendships that the Lightning Class has offered.

Bill Clausen—Chief Measurer

Bill started racing Lightnings in 1947 on boat #134. He's owned 1495, 7195, 10895 and still has 14495. He grew up racing in Ocean City on the New Jersey shore. Bill crewed and worked for some of the greats of the Lightning Class: Bob Seidelman, Marcy Lippincott, John Tiegland and Jim Carson. He learned a lot about Lightnings from them and continues to enjoy being involved in measurement and photographing at major events. His son David sailed in four Junior NAs and crewed with Bill in the last Worlds Masters at Miami. Bill has enjoyed being a part of the Executive Committee this year and hopes to continue to serve the Class as photographer and Chief Measurer in the years ahead.

Rob Ruhlman—Executive/Committee Member

Rob was literally born into the Lightning Class as well as Fleet 36 at Pymatuning Yacht Club. Rob's dad, Jon Ruhlman was already a member of both organizations and later went on to be ILCA Chief Measurer and President. As a result of this fortuitous timing, Rob is a walking compendium of trivia useless to virtually everyone on the planet outside the Lightning class and Pymatuning Yacht Club. Having grown up in the class as well as the Ohio District, Rob has had the pleasure of sailing with and against a veritable "Who's Who" of the class. He participated in the inaugural Lightning Junior North Americans; built Lightnings with the Mueller family; has refurbished two pre-flotation Lippincotts; participated in numerous World Championships—the first in 1975; competed in countless North Americans and has a rather large collection of antiquated Lightning fittings and hardware. As you might imagine, Rob's family is heavily involved in the class: Abby has been sailing with Rob for over 30 years and their children, Ryan and Maegan have seen great success in local, national and world Lightning events. Periodically, Rob takes time away from racing Lightnings to be CEO of Preformed Line Products Co, a worldwide manufacturer of hardware for the communication and energy industry. Rob and Abby also own Sailing, Inc., a full service boat yard in their hometown of Cleveland, Ohio.

Karen Johnson—Executive Secrtary

Karen began sailing with her dad when she was a child at the Delta Sailing Association in Memphis, Tennessee. Mom and dad are still sailing in California. It won't be too long before her son, Evan, is ready to start crewing! Karen lived in Chicago after college where she was active in the fleet at Corinthian. She now participates with the fleet at Leatherlips Yacht Club.

Former Officers

Year	President	Chief Measurer	Secretary	Treasurer	Assistant Measurers
2005	Carter Utzig	Bill Clausen	Brian Hayes	Steve Davis	Buczkowski, Calderon, Carson, Terhune
2004	Francisco Solá Tanca	Carter Utzig	Jim Carson	Steve Davis	Buczkowski, Burke, Calderon, Clausen, Huntsman
2003	Francisco Solá Tanca	Carter Utzig	Jim Carson	Steve Davis	Buczkowski, Burke, Calderon, Clausen, Huntsman
2002	Colin Park	Carter Utzig	Francisco Solá Tanca	Bob Harkrider	Buczkowski, Burke, Clausen, Hayden, Schmitt
2001	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	Alman, Burke, Hayden, Schmitt, Utzig
2000	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	Alman, Burke, Hayden, Schmitt, Utzig
1999	Calvin H Schmiege	Colin Park	Francisco Solá Tanca	Mary Huntsman	Alman, Burke, Schmitt, Utzig
1998	William Faude	Calvin H Schmiege	Matt Burridge	Frank Mergenthaler	Alman, Burke, Schmitt, Utzig
1997	William Faude	Calvin H Schmiege	Matt Burridge	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1996	Paul Gelenitis	Calvin H Schmiege	William Faude	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1995	Robert Harkrider, Jr	Paul Gelenitis	William Faude	Frank Mergenthaler	Atkinson, Ruhlman & Schmitt
1994	R A "Tony" McBride	Paul Gelenitis	Robert G Ruhlman	Robert Harkrider, Jr	Atkinson, Schmiege & Schmitt
1993	Michael Huffman	Christopher "Kip" Hamblet	R A "Tony" McBride	Robert Harkrider, Jr	Gelenitis & Schmiege
1992	Michael Huffman	Christopher "Kip" Hamblet	R A "Tony" McBride	Robert Harkrider, Jr	Gelenitis & Schmiege
1991	Fisk Hayden	Christopher "Kip" Hamblet	Michael Huffman	Robert Harkrider, Jr	Schmiege & McBride
1990	Jack Tibbs	Carl Clipp	Michael Huffman	Fisk Hayden	Clausen & Hamblet
1989	Robert Wardwell	Carl Clipp	Jack Tibbs	Fisk Hayden	Clausen & Huffman
1988	Anne Allen	Robert Wardwell	Fisk Hayden	Jack Tibbs, Jr	Clipp, Clausen & Huffman
1987	David Sprague	Robert Wardwell	Anne Allen	Jack Tibbs, Jr	Clipp & Clausen
1986	Richard Guinan, Jr	David Sprague	Anne Allen	Jack Tibbs, Jr	Clipp & Wardell
1985	George R Hatfield	David Sprague	Anne Allen	Richard C Guinan, Jr	Clipp & Wardell
1984	Djoerd Hoekstra	George R Hatfield	Anne Allen	Richard C Guinan, Jr	Sprague & Wardell
1983	Paul A Huntsman	George R Hatfield	Richard C Guinan, Jr	Djoerd Hoekstra	Sprague & Wardell
1982	George V Fisher	Paul A Huntsman	Richard C Guinan, Jr	Thomas R Bierman	Hatfield, Hoekstra & Norstrom
1981	Geroge V Fisher	Paul A Huntsman	Djoerd Hoekstra	David W White	Gotschalk, Hatfield & Norstrom
1980	Donald P Delorme, MD	George V Fisher	Djoerd Hoekstra	David W White	Brush, Huntsman & Schniege
1979	David O Peters	George V Fisher	Donald P Delome, MD	David W White	Buckley, Huntsman & Schmiege
1978	John S Schneider	David O Peters	Donald P Delome, MD	John R Nixon	Fisher & Schmiege
1977	Robert R Adams	David O Peters	John S Schneider	Donald P Delome, MD	Fisher & Schmiege
1976	Robert K Smither	Robert R Adams	F C Jacobson	John S Schneider	MacDonald & Peters
1975	Gary A Cameron	Robert K Smither	F C Jacobson	John S Schneider	Adams & Hamblet
1974	Charles N Howe	Robert K Smither	Gary Cameron	Robert R Adams	Hamblet & Buckley
1973	C O Jones, Jr	Robert K Smither	Charles N Howe	Charles N Howe	Hamblet & Buckley
1972	Arnold Schwartz	C O Jones, Jr	Charles N Howe	Walter B Jacobs, Jr	Smither & Hamblet
1971	James G Carson	C O Jones, Jr	Arnold Schwartz	Walter B Jacobs, Jr	Spitz & Maltbie
1970	Charles H Schreck	James G Carson	Arnold Schwartz	Walter B Jacobs, Jr	Jones & Scrim
1969	Stuart Anderson	Charles Schreck	E C Roseberry, Jr	Walter B Jacobs, Jr	Grinnell & Carson
1968	Jon Ruhlman	Stuart Anderson	Charles Schreck	David M Peterson	Llovet & Grinnell
1967	Wilson R Scott, MD	Jon Ruhlman	Stanley Brander, Jr	David M Peterson	Anderson & Llovet
1966	John Swanson	Wilson R Scott, MD	G J Blake	Alan S Raffee	Walton & Ruhlman
1965	Hamilton G Ford	John Swanson	Alfred Coha	Floyd R Arnold, DDS	Scott & Walton
1964	Jay Limbaugh	Mulin & Swanson	Hamilton G Ford	Floyd R Arnold, DDS	Swanson & Fisher
1963	Martin O'Meara	Herman Henschen	J R G Bleasby	Hamilton G Ford	Mulin & Powless
1962	John M McIntosh	Herman Henschen	Martin O'Meara, Jr	Hamilton G Ford	Bernel & Olsen
1961	Thomas D Fallon	James G Carson	Martin O'Meara, Jr	Hamilton G Ford	Herman Henschen
1960	Burrows Marley	James G Carson	John M McIntosh	Martin O"Meara, Jr	Herman Henschen
1959	H J Cawthra	Burrows Morley	Thomas D Fallon	John M McIntosh	James G Carson
1958	Carleton J Alan	H J Cawthra	Samuel D Knox	Thomas D Fallon	Burrows Morley
1957	Robert C Mann	Carleton J Allan	T J Ross, Jr	Allen R Oberson	H J Cawthra
1956	Ross G Allen	Robert C Mann	Burrows Morley	Allen R Oberson	Carlton J Allan
1955	Clifford J Prados	Ross G Allen	Jay Donnovan	Burrows Morley	Robert Mann
1954	C B Crittenden	Clifford J Prados	Jay Donnovan	Len Ladenburger	Ross G Allen
1953	H Richard Krauss	C B Crittenden	Len Ladenburger	Charles H Dore, III	Clifford Prados
1952	Wayne L Brockett	H Richard Krauss	C B Crittenden	Charles H Dore, III	Clifford O'Kane
1951	Walter E Swindeman, Jr	H Richard Krauss	Wayne L Brockett	Ed B Overton	
1950	LeRoy Amy	Walter E Swindeman, Jr	Wayne L Brockett	Alfred V Amy	
1949	Karl Smither	Walter E Swindeman, Jr	Wayne L Brockett	W A Grimm	
1948	Edward McCain	Arthur Burtscher	LeRoy Amy	Henry Williams	
1947	John W Orelup	Arthur Burtscher	Edward McCain	Karl Smither	
1946	Len Ladenburger	John W Orellup	Edward McCain	Edward McCain	
1945	James Trenary	John W Orelup	Len Ladenburger	Len Ladenburger	
1944	Ted Siferd	A J Webb	James Trenary	James Tranary	
1943	Hon L Stauffer Oliver	A J Webb	Henry L Schimpf	Henry L Schimpf	
1942	Hon L Stauffer Oliver	E Graham	Henry L Schimpf	Henry L Schimpf	
1941	C L Nicholson	Hon L Stauffer Oliver	E Gordon Conk	E Gordon Cronk	
1940	C L Nicholson	Hon L Stauffer Oliver	E Gordon Conk	E Gordon Cronk	

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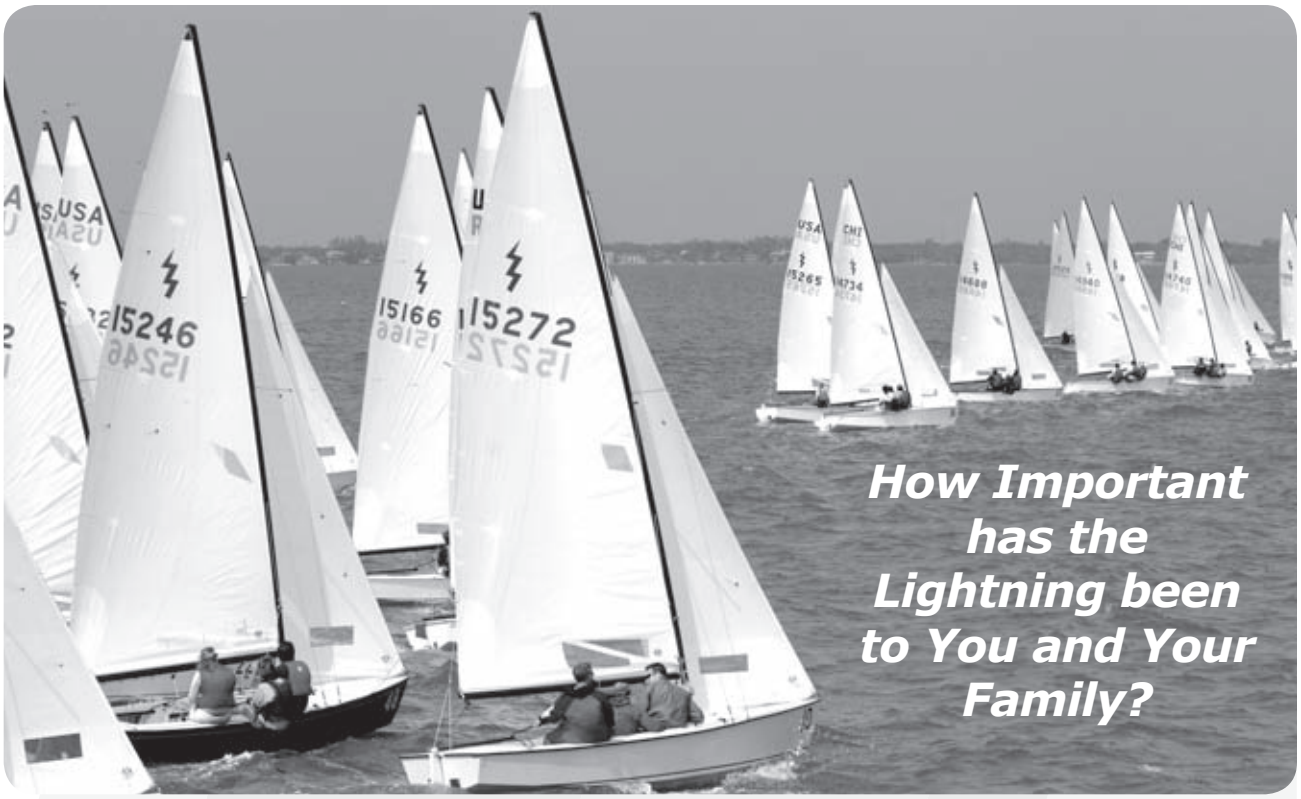


You Can Make a Difference

Consider the years of enjoyment that you've had with the Lightning. Reflect on the support and organization the ILCA has provided over the years. Think of the friends you've met on the water. Now is the time to help guarantee your children and grandchildren can make their own special Lightning memories.

There are two important reasons to make a donation to the International Lightning Class Association.

First, the Class has been good to us over the years. Without it, Flashes, the Yearbook, racing, day sailing, and maybe even the wonderful camaraderie we share might be threatened. We've enjoyed competing, learning from each other, and sometimes finishing on top. Most importantly though, we want to make sure that the next generation of Lightning sailors can continue to enjoy the strong class organization we've come to expect. It's time to help ensure the ILCA stays strong!

Second, the Class needs support now. By donating to ILCA-established funding mechanisms, you can make a difference. Our annual budget supports planned expenses, but if we are to remain a strong Class association, we need to have a substantial "rainy day" fund. And we need to put money into special projects and equipment upgrades annual dues can't cover.

How Can You Support ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

- The ILCA Fund
- The Limbaugh Fund
- The Mary Huntsman History Fund
- Planned Giving
- Special gifts

ILCA Fund

The ILCA Fund was established in 1982 as a way to guarantee the long-range operations of our Class. The goal is to secure funding equivalent to two-years of the operating costs so that the Class can remain solvent during hard times. This will assure that future sailors can have the opportunity to enjoy the excitement and fellowship of sailing.

The monies in the ILCA Fund are used as directed by the Executive Committee of the Class. The funds income and as much principal as necessary may be used for repairs, purchase of extraordinary capital items (not supported by the annual budget) or long term capital projects.

The Helen & Jay Limbaugh Fund

The Helen & Jay Limbaugh Fund was established in memory of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed.

Because of Helen & Jay's strong interest in junior sailing, and their belief that our juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent.

The Mary Huntsman History Fund

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class heritage. The fund is named after Mrs. Mary Huntsman, Past President and officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat will be restored and rightfully displayed.

The fund's money may be used to scan and archive all historic documents, publications, plans, constitution and bylaws, articles, brochures, etc. It may also be used to help restore and adequately display Lightning Number One. A main objective of the fund will be to organize the vast photo collection taken by Mary and other volunteers throughout the years and making it available to the Class members.

Planned Giving

The laws of the US permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Special Gifts

A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and generally, the excess of the market value over the donors cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or "Limbaugh" Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your income or estate taxes. It may be more advantageous for you to give the boat to the Class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy and sometimes take for granted. We hope you will consider planning an ILCA donation, always informed, of course, by appropriate legal and financial counsel.

ILCA Family Reunion 2005

Most all of us have been to a family reunion of some sort. It's that event that you kind of dread. The idea of watching Uncle Fester do the traditional "Wambozzo Family Hat Dance" again while Grandma insists she's just having another cup of "medicinal tea", which smells alarmingly like VAT 69 scotch, can be a bit much to swallow. Then it happens. The stories start and you get to sit and listen to the drama and comedy that molded you, your uncle's war stories, the time your cousin lit the cat on fire. The one about how your aunt drove your mom to the hospital in a snowstorm the day you were born, the stories of all the characters and events that made your family a family.

What follows is our version of this year's Lightning Class Family Reunion. Our crack staff of "Flash" reporters have gone through the ILCA archives and interviewed dozens of "family members." From Finland to California, from Buffalo to Chile, we've gathered our family together and asked them to tell their Lightning Family story. Many are serious, world-caliber champions. The rest are like you and me. But their stories all resonate the same idea. Being a Lightning sailor is more than just sailing a Lightning. Being a Lightning sailor is being part of the family.

The 1940s

John McIntosh—ILCA Life Member

Do yourself a favor. Go to Savannah. Sail the Deep South. Why? If for no other reason than to sit next to John McIntosh on one of those overstuffed brown leather couches in the bar at the Savannah Yacht Club and listen. You won't need a drink. A conversation with John is intoxication. Stories about 50 years of Deep South Regattas, Ted Turner, and that the bugs are just in your mind could be a part of the discussion. So, too, could the conversation turn to his sons, and how proud he is of them, and of his family's continued association with the Lightning Class. And, while John is at this reunion, humbly speaking about his life in the Lightning Class, in truth the opposite is true. We are humbled and honored to have John, and his family, as a part of our family.—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

Prior to World War II, John, his father, and brothers sailed and competed in a variety of scows throughout the Southeast. The war interrupted his sailing career as many went into the service of their country. After the war, the family was reunited and pursued their sailing with a renewed interest. The once dominant fleets of scow began to die out and John's father purchased a Lightning (number 68). Interest in the Lightning Class soon grew and new fleets across the South started to flourish. John bought his first lightning in 1949, and thus, began his long-term association with the Class.

Who did you sail with? Was you family involved?

John enjoyed sailing with friends over the years, but also enlisted his wife, Barbara Ann (who crewed for thirty-five years), and his three young sons, Johnny, Neff, and Olin as crew members throughout the years. Eventually, each son acquired their own boats and competed against their father. Each will recall that beating John, Sr was the thrill of a lifetime. It did not happen often, but they felt it was a great accomplishment when it did occur.

What venues did you most enjoy?

When John first bought a Lightning, he enjoyed traveling with friends and family to race in St. Petersburg and Miami. Several years later, he went to Connecticut to purchase a new boat. Following more successes, John went to Buffalo to compete in his first International Lightning Championships. Little did he realize that this would lead to years of sailing local, regional, district, North American and World Championships. John not only competed in Lightning events but had a very successful career in offshore sailing. He competed in the SORC and SAORC series. However, as John will attest, it is hard to choose any one venue over another. Each provides the sailors with a variety of social functions as well as endless opportunities to compete on differing bodies of water.

What has the Lightning Class meant to you over your lifetime?

Outside of his love for family and sailing, competing in the Lightning afforded John the opportunity to build lifetime friendships and acquaintances from around the country, and the world. He can recall his teaching Ted Turner how to race Lightnings, and later competing against John. He can easily remember the races and names like Lippincott, Crane, Eichenlaub, Seidelmann, Fallon, Smyth, Allen, Carson, Goldsmith, Barnes, Swindeman, Mueller, Shore, MacDonald, and others with whom he has shared his passion for sailing over the years.

What has been your greatest contribution to the Lightning Class?

Being an active, participating member of the Class had involved John in almost every aspect of the sport. As his interest grew within the Class, so did his commitment in making the Class stronger. He served in various positions within the organization, eventually becoming President of the Class in 1962. He advanced the drive for the Class to become recognized internationally. With the assistance of Jay Limbaugh, the Class gained international status from the IYRU. Through his association with boat builders, he encouraged Jack Helms of Colombia, South Carolina to begin building Lightnings in the South. Jack was a highly respected boat builder and with John's help, he started producing boats for the Class. This truly helped create a new desire for the Lightning in the South.

Later, as the regattas in Florida became better attended, John, with local help, created the Deep South Regatta in 1957. This year marked the 50th Annual Deep South Regatta, which saw one of its largest fleets in years. From this, with the help of Tom Fallon and others, the Lightning Southern Circuit was born. He served as the Chairman of the Lightning Southern Circuit for twenty-five years and served as regatta Chairman for the 1957 Lightning North Americans at Hilton Head, South Carolina. John's enthusiasm for sailing led him to become a leader in Savannah's efforts in hosting the 1996 Olympic Yachting Competitions. He became a driving force in training the Olympic volunteers which eventually led to the creating of the Savannah Sailing Center.

How important to you is the team atmosphere on a Lightning?

The team aspect of the sport, along with camaraderie formed were the most appealing facets to his Lightning sailing career. The Lightning provided sailors with a great platform on which to build successful and competitive sailing teams. John has a hard time trying to recall his most memorable event, for there were so many. However, it was during the qualifiers during the 1976 North Americans in Sheboygan, Wisconsin that the team concept was truly put to the test. During one of the qualifier events, a strong storm roared down the lake. High winds and steep seas quickly decimated the fleets. Despite the horrid conditions, John and his crew sailed on to the finish, second behind Jim Dressel. Practiced and well-tuned teams, allowed several boats to compete through extreme conditions encountered that day. The seas were littered with broken parts, capsized boats, and sailors trying to weather the blow.

Chat about the junior programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

In addition to training young crews on an assortment of craft, he was forever challenging youngsters to compete in many of the US Sailing team championships.

What is the strangest thing you ever saw while sailing?

When competing in the SORC or SAORC, aboard his Morgan 35, he and his crew witnessed a most unusual display by Mother Nature. A string of squall lines developed between the boat offshore and the land in the distance. Over a short period, the crew watched in awe as eight to ten waterspouts developed and danced over the ocean.

Interview by Olin McIntosh

Bob Crane—ILCA Life Member

The ILCA family tradition runs deep. Forget the fact that Bob and his wife, Pat, raised a two-time North American Champ in their son, Jim. Forget that Bob proved to be a great sailor on his own right by winning the 1st Deep South, and was runner-up twice (with Karl Smither) in the Internationals, and once at the NAs (1961). Forget the fact that 60 years into his Lightning career, Bob is still showing up at Lightning Events (like this year's 50th Deep South) to cheer on his formidable stable of Lightning offspring and their offspring. Remember the fact that Bob Crane was there when our Class started, he helped turn the Lightning Class into a lifestyle, and is there watching as the next generations work on emulating him. Bob has a seat at the head of the table at the reunion. Pull up a chair and listen to his story.—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

I started sailing on Long Island Sound in 1928; first, sailing Wee Scotts, and then, Star boats. In the early 40s, I was involved in flying with Pan American World Airways based at Dinner Key and Miami International Airport. I joined the Coconut Grove Sailing Club (charter member) where they sailed Lightnings. It was a natural choice for me to get involved.

Who did you sail with? Was your family involved?

Early on, my crew was my wife, Pat, and various friends. The kids were too little.

What venues did you most enjoy?

I enjoyed sailing in Savannah, St. Pete, and certainly, in the Miami area.

Who was your big competition racing in that era?

Howard Foht, Charlie Kehoe, John McIntosh, and the Balcom brothers were early and very good competitors.

What is the victory you treasure most and why?

Winning the first Deep South Regatta was always special. Also, finishing second in the North Americans, in San Diego, in 1960, was a thrilling finish. We first met "Johnny Mac" at a district championship, and from then on the friendship and racing challenges were joined. These finishes were special because we were always competing against wonderful friends.

What has the Lightning Class meant to you over your lifetime?

Lots of friendship. Tom and Marie Fallon, Anne and Tom Allen, Stuart Anderson, the Swansons, the Fishers, the Schwartzs; the list is endless.

What has been your greatest contribution to the Lightning Class?

The time that I flew to Helsinki at Tom Fallon's behest to negotiate free shipping for the World Championships. All the boats were shipped from New Jersey free of charge.

How important to you is the team atmosphere on a Lightning?

Good crews are an inherent necessity on a Lightning—and lots of ace crews are good skippers in their own right.

Chat about the junior programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning Sailors.

We were fortunate in Long Island Sound. Years ago, each club had an established Lightning fleet of very competitive sailors. The accompanying junior programs at the clubs also sailed the Lightning as the junior boat. At Norton, my club, this was especially exceptional. The kids on the weekends sailed against the entrenched older group (Bill Cox, Bob Smith, Bob Bavier, me and countless other very capable skippers). The kids ended up sailing seven days a week in all conditions. I shared a boat with my daughter and son, Jim, sailed his favorite of all time #9390, Cat.

What is the strangest thing you ever saw while sailing?

While cruising aboard Holligan, my C&C 35, an atomic submarine surfaced about 100 yards away.

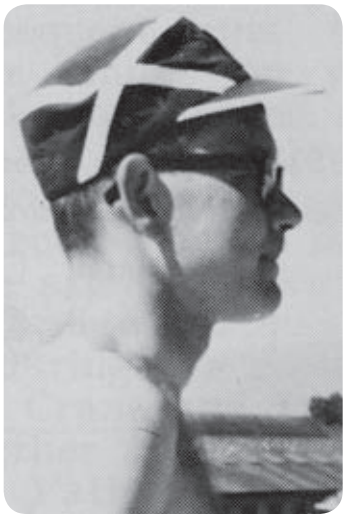
What is the best event socially?

The Midwinters at St. Pete. The old costume parties were such surprising fun.

What is the regatta you will never forget?

My son Jim Crane winning his first NAs in 1972. I threw my powerboat anchor overboard without a secure end and then, dove in with my watch on. I was a nervous wreck.

Interview by Jim Crane



Finland—Anchor For Our Class in Europe

Anchors are strong, quiet, and they deliver when the need arises. In general things are a whole lot more 'grounded' and enjoyable when they're around. Our Finnish District is the same way. Nobody who competed will ever forget the 1995 World Championship in Kupio. Have you ever sailed a practice race that started at Midnight and was televised across a whole continent? Have you ever sailed a race where it was so windy the great Tito Gonzales tipped over? Well, you would have if you'd been there. The Finns volunteer to host Youth World Championships. They travel throughout Europe to help make sure the Fleets are strong and truly representative of our International status. They're represented at the Southern Circuit often where they attend the Midwinter meeting religiously and contribute thoughtfully, because it's the right thing to do. At our little reunion, they are the palest, happiest-to-see-the-sun people in the boat park with the possible exception of members of the Thunder Bay Fleet but their smiles can light up the room. They are tolerant of the sad fact that almost nobody can engage them in Finnish. Finnish sailors are critical to the future of our Class.—Bill Faude, ILCA Past President

Terho Aromaa—Co-Founder Finland District

Please tell us about how you came to be involved with sailing a Lightning.

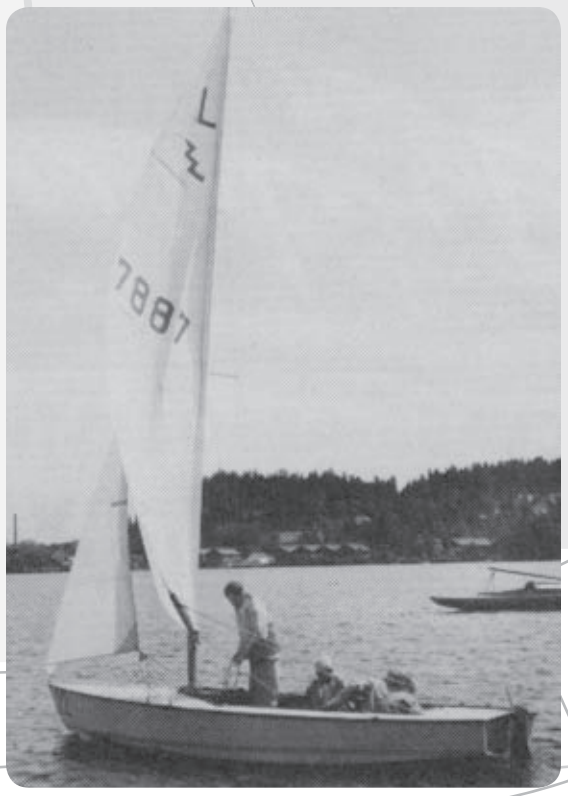
I became involved with Lightnings at the same time as my brother, Raimo. Our father, Voitto Aromaa, acquired Lightning drawings and we built a boat in 1948–49, it did not end up a Lightning, the stern was lengthened for a meter and the rudder was built like a Star boat.

Who did you sail with? Was your family involved?

Sailing was a family business from the beginning. At first, I was crew for my brother. Later, I sailed with my younger brother, Markku, and my wife's cousin, Ilpo Hälvä. I bought my third lightning in 1976; the crew was usually two of my three sons, Jari, Mika, and Kimmo. The boys started sailing by themselves in 1990.

What venues did you most enjoy?

The Worlds in Toronto, Buffalo, Chile, Ilhabela, and the Masters in St. Petersburg and Hamilton. Many European and World championships in Greece, Italy and Switzerland from 1957 to 1989.



Who was your big competition racing in that era?

Pentti Puuperä. Very often, when the weather was light I would win and when the wind was strong, Pentti would win.

What is the victory you treasure the most and why?

The first Finnish Championship. It was a very close race with a time limit. I had only one minute left, and the next boat was 20 meters and 40 minutes away.

What has the Lightning Class meant to you over your lifetime?

Friends, activities, thrill, and a good excuse to travel around the world.

What has been your greatest contribution to the Lightning Class?

I have been a Certified Measurer from 1957–1984 and District Measurer for over 20 years. I have measured over 100 boats.

The 1950s

Jim Carson—ILCA Life Member, Past President

Do you have a question about the ILCA? Who won the 1970 North Americans (or maybe who was 2nd??)? What do our rules say about anchors? If anyone would know these answers off the top of their head, it would be Jim. Add to the fact that Jim has, through his generosity and guidance, brought many junior sailors through the ILCA ranks and helped mold them into champions. Jim has shown through his actions, his love of the Lightning Class; and what he has given can not be expressed in monetary terms. He's the favorite uncle at the reunion that you can count on all the time.—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

In the early 40s, I spent summers sailing a Catboat on the Metedeconk River. During that time, I would scratch with a Lightning that also sailed many days. The Lightning was new in those days and neighboring Bay Head was a hotbed of Lightning activity. Lightnings were built by Hubert Johnson in Bay Head and the Internationals were held there during World War II. When I graduated from Kings Point in 1948, it was the boat of choice in the area—50 boats racing in two divisions on Barnegat Bay. Dad bought me my first Lightning (with sails and trailer) for $900, and I started racing first in Fleet races and then in the Barnegat Bay YRA.

Who did you sail with? Was your family involved?

I put an ad in the local Post Office that was answered by two kids that had never sailed, Charlie Starkey and George Francis. George has gone on to become successful in the boating business. One of my sisters sometimes day sailed with me, but never raced.

What venues did you most enjoy?

The first years, my sailing was limited to the Metedeconk River and Barnegat Bay.

Who was your big competition racing in that era?

Pre-1953, it was John Orelup. We used to call him 'old man Orelup.' He was in his early sixties. My first exposure to national/international competition was the Presidents Cup at Spray Beach YC in 1952. Tom Allen Sr was the winner. We were third.

What is the victory you treasure the most and why?

There were many victories I treasure, but ones I treasure most were not victories but top finishes in the NAs and Worlds. Tops would be tying Bill Shore for 1st in the 1971 North Americans. That was the year Bill won everything—NAs, Atlantic Coast, Worlds, etc. Bill won the tiebreaker, but under today's scoring, I would have won.

What has the Lightning Class meant to you over your lifetime?

The Lightning Class has been a big part of my life. Throughout my working days (33 years with DuPont), I always managed to hit the major regattas and kept a close relationship with the Class, trying to help out where I could. In the late 1970s, dissatisfied with the way Lightnings were rigged, I adopted the trade name Fuzzy Specialties, purchased Lippincott hulls, custom rigging them, and sold them as Fuzzycotts. When the Lippincott Boat Works stopped building Lightnings, I picked up the molds and technology, and over a period of eight years, built 45 Carson Lightnings.

What has been your greatest contribution to the Lightning Class?

Work with measurements and rules. It fits in with my engineering background.

How important to you is the team atmosphere on a Lightning?

Team atmosphere on the Lightning is paramount. The team must have fun together and enjoy being with each other. I've always treated the team atmosphere as more important than the mechanics and technical savvy on the boat. These are important, but if the skipper and crew aren't compatible, the boat will be a disaster.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

This is a subject that I could talk about for hours. In 1975, Dave Ruiter and I started the Advanced Junior Sailing Club at the Metedeconk River Yacht Club. We held try-outs and it was prestigious to be in the Class. The age limit was 15–18; it increased to 19 when the Lightning Class initiated the Junior North Americans and Youth Worlds. The Class met at 6 PM every Thursday evening in the summer. To stay in the Class, attendance was mandatory. We would concentrate on one subject a night with a short prep session and lots of sailing in an older Lightning, affectionately named Club Tub, and Lightnings borrowed from members of Fleet #34, then a critique ashore finishing up around 9:30. The program led to the Club Junior Championship, a day of racing between four crews selected by elimination. Attendance has declined over the years as other activities compete for time. The program is still going but it's changing with the times. This year for the first time we've eliminated try-outs in hopes of attracting more sailors and no longer require 100% attendance. Junior programs over the years have changed and not all for the better. I feel many programs today are too oriented to racing and lacking in the teaching of basic skills. Kids are pushed into racing to the point where the fun goes out of the sport and winning becomes too important. My theory—learn in a more relaxed atmosphere.

What is the strangest thing you ever saw while sailing?

There are a lot of times I've seen the spinnaker flown sideways, that in itself is strange. But I think the strangest was when my crew set the spinnaker sideways and we actually passed boats. Strange!

What is the best event socially?

I remember some of the early Internationals I attended (before we had North Americans) where the socializing was pretty informal, but lots of fun. Everyone stuck around the Club and participated. Some of the foreign wrap-up banquets have been pretty elaborate—not necessarily 'best'. I'm not much for social activities so probably a poor one to comment.

What is the regatta you will never forget?

There are many and for different reasons. My first Internationals (Detroit, 1954); the first Worlds (Milford, 1961); my first overseas Worlds crewing for Marcy Lippincott (Naples, 1965); the two back-to-back second place finishes in the NAs at New Orleans and Milwaukee (1970-71); Ischia in 1983 for the fireworks—don't remember much about the sailing; and there are others including the big waves off Con Con (Chile, 2005). Probably the one with the most memorable moments was Pucon, Chile in 1981. From the ride in an Army 12 seater from Santiago to Pucon with the pilot swatting flies with his road map to the return trip in the Chilean version of Air Force One, an old Eastern Airlines castoff. In between there was the snow capped volcano, launching the boats off the beach, everybody staying in one big old hotel, the bar across from the police station, the pisco sours at the banquet, and the storm that ended what turned out to be the last race because the Chilean Navy refused to go out the next day.

George Fisher—ILCA Life Member, Past President

George is known to most these days as Greg's and Matt's dad. Of course he's done more for the ILCA than just raising two champion kids (with Marty's help of course!). It is fair to say that the ILCA would not be what it is today without George's leadership and dedication during some trying periods for the Class in the 50s. George is a great sailor, a humble person and a great friend. He's the guy you want to sit next to for dinner at the reunion. Ask him who's better, Greg or Matt, and see why he is such a great attorney as well!!—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

When I came out of the Navy in 1946, Buckeye Lake had a 15 boat fleet of Lightnings. I crewed my first year and bought my first Lightning in 1947 no. 721. I fell in love with sailing and the Lightning then, and that feeling has never changed through all these years.

Who did you sail with? Was your family involved?

My brother and I sailed together for years and then my wife Marty (she sailed with me at the North Americans at Spray Beach in 1952, and we sailed together on our honeymoon at St. Pete in 1953) until we started having kids. Then my kids became involved big time and we have had a great time together. It wasn't too long before they started sailing their own boats. It also didn't take too long for it to become apparent that my two boys were much better than I was but that was OK—sailing is the best thing that ever came into our family. My daughter was as talented as anybody but she got into horses when she was nine and she was as goofy about riding as the boys were sailing. She has sailed with me in some regattas over the years.

What venues did you most enjoy?

I'm naturally sentimentally attached to Buckeye Lake but there have been so many that I've enjoyed over the years. I got into trouble once saying which my favorite was so I won't do that again. My first big regatta was at the Internationals (that's what we called the North Americans in those days) at Buffalo Canoe Club in 1948. Everyone there was so helpful and did everything they could to help and I sure needed it. But that was my first experience with racing off Buckeye Lake and I was very impressed with all the people involved. That really got me started respecting and appreciating the Lightning Class and the great people in it.

Who was your big competition racing?

We had a very good fleet at the Lake. There were at least eight boats which could win a race at any time so again its hard to single out any one person, and if I do I'm sure I'll leave out someone that I shouldn't.

What is the victory you treasure the most and why?

It has to be when I crewed for one of my sons when the two of them ended 1st and 2nd in the North Americans at the Canoe Club in 1977. They finished one point apart and going into the last weather leg if one dropped a place or the other passed a boat the finish would have been the other way around. Typical father I wish they could have tied but that couldn't happen. But it was a thrill, a memory I'll have forever.

What is the regatta you will never forget?

For me personally I'd have to say winning the Masters in 1998 at the Canoe Club because I think just about everybody from the past were there. I still look at the entry list- I don't think anybody was missing. Several of the guys there had beaten me regularly in their and my 'prime' over the years were there and it was such a neat experience. Was I lucky? Oh yeah!

What is the best event socially?

The Class has just been an important part not only of my life but of all of my families. Marty and I have had so many great friends and experiences over the years and I know I can speak for Greg and Matt that the whole Lightning fraternity and the friends they have has meant so much to them. You can't help but wonder what our life would have been without it.

What has been your greatest contribution to the Lightning Class?

No one enjoys talking about themselves but to answer this, I know I'm appreciative that I went through the chairs and was president for two years. Personally, I represented the Class and the officers who were exposed personally when they were sued by a builder in the late 50s. We were able to have the case dismissed not necessarily because any skill or ability on my part but an adverse judgment at that time could have been disastrous for the Class.

How important to you is the team atmosphere on a Lightning?

Very important and I think that is one of the best selling points of the Class—anybody will help anyone at any time. Think of the articles, seminars, dedication of the Class officers, executive secretary—it's really impressive.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

Greg and Matt sailed in the first Junior NAs. We've always had a good junior program at Buckeye Lake and Hoover and I get involved with the instruction. That's a great age to be teaching. I think we ought to get them in our Lightnings any time we can. My granddaughter Martha and I have been sailing more and more together (when I can steal her away from Maegan) and she is just a joy to be with, plus she is good. I have three other grandkids (my daughters three) that are really into Junior Sailing and have been out with me regularly in the Lightning and are going to be good.

What is the strangest thing you ever saw while sailing?

The strangest was when I was crewing for Matt at Rehoboth in the NAs the last race. The system wind was over taken by the thermal which meant a 180-degree shift with three times the velocity, which brought the three fleets together at the drop mark. To look at all those spinnakers screaming down was a night-mare. Ask anyone that was there, it was the wildest thing I have ever seen.

What is the best event socially?

Same deal, there has been so many of them its dangerous to name one. In the "old days" St. Pete used to put on a costume party that was incomparable. But we always have a good time at any regatta.

What is the regatta you will never forget?

Canoe Club—1977!!

Interview by Brian Hayes, ILCA Secretary

Raimo Aromaa—ILCA Life Member

I was born 75 years ago on an island Koivusaari (Birch Island) at Gulf of Finland in the southeastern part of Finland, which Finland lost to Soviet Union (Russia) in the last World War. In the ripe age of two years I caught polio (poliomyelitis), and both my legs were paralyzed from the groin down. Over the next 60 years I walked with crutches, and now I am moving around quite actively with a wheelchair. For the first 30 years of my life my family lived in the Finnish archipelago, so boating and sailing came to be a natural part of our pastime and living. I got my first sailboat, an 18′ center-boarder, when I was 12 years old, which was built by my father, who was an officer in the coastal artillery/army.—Raimo Aromaa

Please tell us about how you came to be involved with sailing a Lightning.

My father obtained drawings of a Lightning in 1949 from a friend, and after we had moved to Suomenlinna, a historical military base fortress islands in Helsinki, we obtained a suitable shed for boat building. In 1950, we started building my first Lightning, #4135. We got the boat measured and started racing in local regattas in 1952. I was at the helm and my father, and younger brother, Terho, were crewing. There my racing career in Lightnings continued for almost 40 years, during which I have owned four Lightnings: 4135, 5544, 7888, 11544. I sold my last Lightning in 1989, then I moved to a keelboat—International 2.4 mR singlehanded, which was more suitable for a disabled yachtsman.

Who did you sail with? Was your family involved?

In Lightnings, several members of our family crewed for me over the years: my father; younger brother, Terho, and his wife, Hannele; Jorma and Marrku; my sister Pirkko, and her husband, Tapio; my nephew, Tero; my nieces, Tina and Tuire; my wife, Kirsti and my son Juha—and many other boys and girls, for whom I have been teaching the art and enjoyment of sailing, racing and crewing.

What venues did you most enjoy?

The only time I have sailed my Lightning outside of Finland was back in 1959 in the European Championships in Anzio, Italy. We enjoyed sailing in the Mediterranean, even if our racing results were not worth mentioning.

Who was your big competition racing?

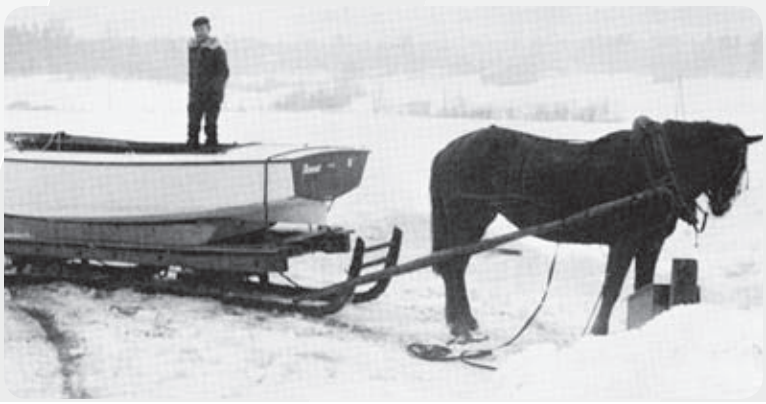
There have been at least three crews, who during the years have been my biggest competition. Every one has won several Finland District Championships—back in the fifties, Eino Ritvas; in fifties and sixties, Raimo-Ragnar Nordström; and after that my brother Terho, who ended his crewing career with me and bought a Lightning—and started beating me in almost every regatta and championship.

What is the victory you treasure the most and why?

The victories I treasure most in my Lightning career have been the two Finland District Championships I won in 1957 and 1958. My crew in these races were my brother, Terho, and in 1957 his fiancée, Hannele, and by 1958, his wife Hannele.

What has the Lightning Class meant to you over your lifetime?

The Lightning Class has meant to me hundreds of good friends and companions, thrills and enjoyment of often even fierce racing, weekend cruises in the beautiful Finnish archipelago, and fond memories of almost a half century of that.



What has been your greatest contribution to the Lightning Class?

I have been for several years the secretary of the Finland District, a Vice President of ILCA, and as a free-lance journalist, I have written some introduction and news of Lightning sailing and activities in some Finnish sailing magazines. I have also been a member of the organizing committees in Lightning Class World Championship in 1971 in Helsinki, in three European Championships in Finland and a jury member of some District Championships.

The 1960s

Tom Allen III— 4-Time World Champion and 8-Time North American Champion

Tom Allen Senior was eating a cookie and watching the waves crash ashore at his cottage on Lake Erie when I called to interview him. His voice was gruff, and despite his status in the Lightning Class—he won his first North American Championship in 1954, his eighth in 1970, and was crowned World Champion four times, as well as founding Allen Boatworks—he wasn't eager to start talking about himself on a stormy spring afternoon in May of 2006. He was gracious, but I had the feeling that he didn't understand why we'd want to fuss.
—Amy Smith Linton

Please tell us about how you came to be involved with sailing a Lightning.

I started, oh, as a teenager. I was 14, probably. I'd seen people sailing and I thought that was for me. Don't know why. I'd walk up to the club (Buffalo Canoe Club) and hope someone would ask me to go along. When somebody finally did, I turned them down. I was too bashful. Finally, Bob Coleman talked me into it, and I sailed with him until I had my own boat.

I got my first boat in 1951, hull number 4811. Every one of my boats ends in eleven. It's not superstition. I'd just as soon have one with the same number.

What venues did you most enjoy?

Right at home. Buffalo Canoe Club. Oh, there are lots of places all over the world, but I think for day-in, day-out, right here is as good as any place. The season is a little short, but June til September it's pretty nice. Nothing extreme, just good sailing. Of course, Florida is nice in the winter when it's cold, and the Bahamas are warm all the time.

Who was your big competition racing in that era?

At that first Worlds in 61 (in Milford, CT), the Argentina sailor who came in second, Jorge Salas-Chavez. I knew him from a regatta in Argentina. He was an older guy. Most of my competitors back then were.

What is the victory you treasure the most and why?

Oh, I can't say there is really any one. Maybe the first one that I won. I got a boat in 51 and was fifth in the President's Cup (with a sort of comfortable self-deprecation, Senior pronounces it "Peasant's Cup") that year. The next time, I won the President's Cup by 26 points. I was just looking at the yearbook, that is how I know that. The third year, I was 9th (in the Blue fleet), and then I won the next two years.

The first one, you know, you dream about those things.

And I suppose the last thing I won: the Worlds in Switzerland in 1977, that meant a lot. At the North Americans in Sheboygan the year before, it blew hard. It wasn't supposed to, it was supposed to be light. And, I had thought, I have to get myself a tiny crew. Then I thought, gee, maybe they are not quite ready, but why not take my kids? Tommy and Brenda, 16 and 19, and we cleaned up. On the boat, we didn't argue. We got along pretty good, which is unusual with a family. It was pretty good. (As I transcribe Senior's comments, it occurs to me that "pretty good" might translate to 'fantastic' or 'amazing' in some-one else's version of English.)

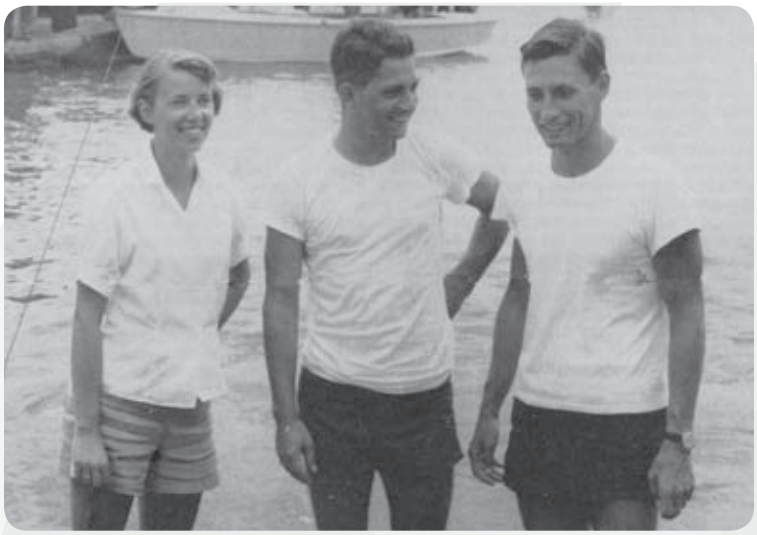
And I suppose some of the international stuff, the Pan Ams. I got first and second at the Pan Ams, and that meant a lot to me.

What has the Lightning Class meant to you over your lifetime?

Oh Mahgod. Ask me another one. It's, ah, it's something, it's been good for me, the family. It's probably because there are so many variables, it changes and therefore, you are always interested.

If your grandson were sitting around with his grandson, what might they say about you?

Old codger, why didn't he leave me some money? (Laughter)



What's exciting to you about the future of the Lightning Class?

I don't know, I hope it doesn't get too race oriented. I think at least half of the success of the Class is social, and I think it's probably more fun and fits in more socially when the racing is run in pleasant conditions.

I'd like us to focus on tuning and tactics, not just who's the strongest bear or who can hike the longest. If we get too far from that, I think we can hurt the Class: same with if it gets too exotic. If it's all about $200 tillers and what-not, you're going to lose people. I think we should keep the one-design aspect going and focus on the social side.

What is the best event socially?

A day of racing, a cook-out afterwards, that's a pretty good day.

Interview by Amy Smith Linton

Tom & Anne sailing at the Southern Circuit

Anne Allen—1st Woman President—Life member

It would not be out of line to call Anne the First Lady of the ILCA. Not only was she our first woman president, Anne is the other (better) half of the Allen team. Of course, Anne had pretty good Lightning family history on her side as the daughter of Lightning great Karl Smither. Anne has been the leader of the ILCA, a championship winning crew and the mother of those four great Lightning sailors.

Anne Allen was awarded the Karl Smither award in March of 2006 in St. Petersburg. The award recognizes a lifetime of support to the Lightning Class, encouragement of youth sailing, and Corinthian values. It was fitting—and, of course, deeply touching—that Karl Smither's daughter, Anne, should be the first name on the trophy. Anne has sailed out of Buffalo Canoe Club since the 1940s, competed as crew for her husband, Tom Allen, as well as raising up a family of Lightning champions: Jim, Anne, Brenda, and Tom Junior. She also runs Tuesday night races with some other Lightning doyennes such as Jean Swanson, Carol and Joe Starck. Anne did a stint as the International Lightning Class President, and while she doesn't sail as much these days, she's an active member of the Lightning community.—Amy Smith Linton

Please tell us about how you came to be involved with sailing a Lightning.

Through my dad, Karl Smither. His first Lightning was #588. He bought it back in '40 or '41, anyway, when the Class was very new. And he sailed a Lightning until he was too old to keep sailing. That's how we got involved.

My father sailed, he was a president of the Class. My brother was active in the Class before I was. My kids sail, and now my grandchildren are getting involved. We are on the fourth generation of sailing Lightnings, and having my family involved, and being involved for my family had been a wonderful way for us to do things together.

When I was a teenager, another fellow had a boat—my dad had his regular crew and everything, so I didn't always race with him—but this fellow let me skipper his boat. John Leopold had been in the service, came back, and was very nice to let me sail in the junior races. I'd crew for him in the other races. It was a time when the juniors were just getting organized. Tom (Tom Allen, Senior) would crew for Bob Coleman, and then he'd drive Bob's boat in the junior regattas. Tom and I sailed against each other. At that time, I was pretty competitive against him. I beat him sometimes. We were in a whole group of kids. It was fun.

What venues did you most enjoy?

Well, I guess, Abino Bay, my home port. I traveled a little with my dad, but it wasn't until I married Tom until we traveled far away. I guess the first Worlds when I sailed for Tom, in Peru, and then for the Pan Ams in Brazil, both of which we won. And that was fun. I have really enjoyed the travel to various countries and meeting the people. And, of course, St. Pete is a very nice place, too.

Oh, and the year I was Class president, during the Anniversary Regatta in Skaneateles—perhaps the 50th—they let us in the clubhouse. We had an affair for past presidents in the clubhouse. My father had been very ill, and he gathered his strength to go to the dinner. That was a very emotional regatta for me.

Who was your big competition racing in that era?

I only skippered really as a junior. Maybe Tom.

As crew, our rivals and very good friends were the Goldsmiths and Jim Dressell. It was always who-beat-who on shore. But I think the fun of camaraderie afterwards is what I really enjoyed.

What is the victory you treasure the most and why?

Well, I probably have to say the 1st Worlds I sailed with Tom and we won in Peru. And the Pan Ams in Brazil. Our first major regatta was the NAs in New Orleans. We won, but I was just Tom's girlfriend then. I remember a reporter asking Tom what the relationship was, and he said, "Oh, we're friends." It wasn't until later that we got engaged and married.

What has been your greatest contribution to the Lightning Class?

(Anne giggles like a kid) I don't know! I've enjoyed, you know, being part of the Class, being part of the direction of the Class, it was a thrill to be the President. It was important to me.

What's exciting about the future of the Lightning Class?

The people. The people you meet all over, from all walks of life. It doesn't matter. We are all equal. We've made some wonderful friends over the years. It's really the people.

Interview by Amy Smith Linton

Carl Eichenlaub—2-Time North American Champion

I still remember the motto from reading the old yearbooks, "Any slob can win with an Eichenlaub." It was one of the coolest marketing slogans from the marine industry I ever saw (second, in my mind, only to the Hard Sails t-shirts from the 70s). Carl's San Diego boatshop churned out lots of winners in the 60s, but probably the biggest winner it produced was Carl himself. Carl's contribution to sailing has been enormous. As US Sailing Olympic boatswain, he has probably produced more success stories in international competition than any US sailor.—Brian Hayes, ILCA Secretary

When did you first start sailing Lightnings?

I built a Lightning for my dad. He was a pretty good sailor and though he didn't show much interest in it or sail it very much, I started to sail it. I decided to sail it in the districts and I won the districts. Then I decided to take it to New Orleans for the International Championships. I trailed it down there and halfway through the regatta I had won one of the races and made a good showing in the other two. We were planning along in a line squall in the fourth race and my wife missed the hiking strap and went overboard and I couldn't retrieve her because it was so rough. They retrieved her in a spectator boat and that knocked us out of the regatta. It got me all excited to go in there and do well because, had that not happened to us, we'd of made an excellent showing. That got me all fired up to continue racing Lightnings. This was probably three of four months after I had built the Lightning. I don't know we had a real nice boat, nice and fair, and I know I got the centerboard painted at an auto body shop, baked on finish. Everything was really sanitary on it. We did have, in the windy race when my wife went overboard, we definitely had control problems whereas the guys who were used to the Lightning could handle that, and we just didn't handle it very well. I went back for five straight years after that and did a little worse each year. I did two things that got me up to the top. The first thing I did was I built a new boat. I got to talking to a guy that I'd been racing against for those five years, that did about like I did, finishing in the lower half of the fleet. All of a sudden, this guy is finishing in the first five or six boats. So I ask him what he did and he said he had built a new boat. He had played around and built a fast boat. So I did that but then I decided in these last five years I really hadn't sailed very well either. So I started racing Sabots on Mission Bay. I went from being the worst Sabot sailor to winning their National Championship. Then I went to Tawas, Michigan and won the Lightning Championship. I don't know if it was the boat that did it or the hours and hours of practice in the Sabot that did it. That was definitely good therapy to get out in that little boat and just go at it hour after hour. There were always kids out there to tune against and lots of good women.

What makes a boat fast?

You have to have a good boat and a good boat for the conditions you're sailing in. A lot of the time a real good sailor, like Tom Allen for instance, can overcome and can make 'em go, but the rest of us mortals have to work a little harder at it. My way of working a little harder at it was keeping on top of what's fast, but things have changed so much that you can't do that any more because the boats are all glass these days. I think it's like the Star class. They say in the Star class that it took sixty years for them to become one design, it took sixty years to figure out what was fast. I think that has happened to the Lightning Class, so I think any more there aren't any bad boats.

What was a funny experience that you had in the Lightning?

I had a funny thing happen one time in the Worlds in Argentina. They sailed one race where it probably blew over thirty knots. I had two light guys crewing for me and we were sailing a wooden boat. The guy who was really tough in those days was Bruce Goldsmith. He had two gorillas crewing for him. Miraculously, how I don't know, we wound up at the windward mark in first, but barely. So I told my crew if we can fly the spinnaker we'll win the race because we will cover the whole first leg by the time he covers four boat lengths to get to the mark. So they said, "You're out of your mind chief, you're just out of your mind". So we put it up and all three of us were sitting on the back deck, planning along. They said, "You know the jibe mark is coming up pretty fast, what do you reckon we ought to do?" So I said, "I reckon we ought to jibe." So one guy just flinches to go forward and our boat, with the spinnaker up, capsized. This is a wooden boat with no floatation. All three of us hit the board and flipped it back up with the spinnaker in the water. One guy cut the spinnaker halyard. We had water over the seats, it wasn't swamped, and opened both bailers. Within thirty seconds, maybe less, it emptied out the water and, of course, we kept the spinnaker down then. Our trick worked as we got such a lead that nobody was able to grind us down.

You'd think I'd learned from all this but we decided to fly the spinnaker on the last leg. We put the thing up and we're going along and it was obvious we were going to have to jibe. So I said, "Well, let's talk about this jybe. We'll figure out how we're going to do it". I allowed as how the biggest danger was losing the mast when the boom came over. So I would pull in about two feet of the mainsheet, and throw the boom over and the minute the boom fetched up I would let the last two feet out to cushion the blow. Well, it worked great. The rig shook and shuttered but it didn't come down. So I said, "Keep your eye on Goldsmith. He's going to have to do the same thing, and it's going to be interesting to see how he does". My crew said, "He's gone." "What do you mean he's gone?", I said. The crew responded, "He's sunk, he's out of sight." I said "No, he couldn't be." Well, it turns out, they couldn't see him because the waves were so high. He didn't use our trick and the boom come over hit the lower shroud and he lost the mast. So anyway, we did win the race, and that was good to win a heavy weather race like that with a light crew.

Tell us about your fiberglass Lightning and some of the others you've built. I understand that it was falling apart and you bought it for twenty-five dollars.

That makes a good story but that wasn't exactly what happened. When I was building a lot of wooden boats, I had a real good series of boats. In one North Americans, I had three in the top five so they were really competitive boats. A doctor had bought a bare hull from me and took it home and parked it in the garage and it sat there for thirty years. He didn't touch it. Well, he was just about on his death bed so I went over and asked him what he was going to do with it and if he would like to sell it. He said he would like to sell it. So I bought it from him but for way more than twenty-five dollars.

I finished it and rigged it, and much to my surprise, it turned out to be very competitive with the most modern boats. Just dynamite fast. So I thought I would like to take it to the North Americans, but I needed to practice a lot. I brought it over to San Diego Yacht Club and at every opportunity I took it out.

I went down one Sunday to race my big boat and the dock master met me at the gate and asked me if I had seen my former Lightning. So that definitely got my attention. What happened is during the night, actually about 2 o'clock in the morning, a water spout had gone through San Diego Yacht Club and sunk a couple boats at the dock and went right through the boat storage area. They found the bow section of a laser stuck in a palm tree across the street to the north and the Lightning had four boats on top of it. I never did find all the pieces of the aluminum mast. Every frame in the boat was broken so I hurriedly patched it up but and it was never right. It's back had been broken and it went from a very fast boat to a complete dog but I went ahead with my plans and took it to the North Americans. I shouldn't have done that because I knew it wasn't competitive and we did very poorly but it was just one of those things.

And what about the fiberglass boats?

I knew the North Americans were going to be in Chicago and it was going to be windy. So I changed it a little bit from the series that I had, that I knew was fast. I worked really hard to give it all the waterline length I could and I took it to Chicago and much to my surprise it was the fastest boat there. After three races, I was winning the North Americans but it had a very weak mast and we had an extra mast. My crew urged me to change my mast and I said, "Well, you know, I don't know what's making this boat so damn fast. It could be the mast but I don't want to change. I'll take the risk."

In the fourth race, I got a little gutsy and did a lot of ticky-tacky up around the finish line and we lost the mast. We lost the mast maybe a quarter mile from the finish line, and we figured if we could just finish the race we would probably finish quite high. We stood up the broken section of the mast and put up the main up sideways with the foot up the mast and the leech back to the stern. We were able to sail, but slowly, and every time we would be on port tack a boat would come by on starboard and peel us off. It was the most exasperating thing you can imagine. Anyway, we did finish the race and that was good enough to get us fourth in the North Americans, which is not a terrible showing. Of course, I kick myself to this day for not changing masts. Then again, I was never sure, it was incredibly fast and it was a hand-built, one-off, glass boat. What I did was build a Lightning out of foam and then glassed it. It wasn't an example of my finer work because I was not a glass worker. I can't deny that it was a fast boat. There were a number of boats built in my name, like the Mueller's built a number of boats, and they used my name and what I actually did was I built the tooling so I only really built one fiberglass boat.

Interview by Dan Gravatt

The 1970s

Bruce Goldsmith—2-Time World Champion and 4-Time North American Champion

Bruce Goldsmith is one of the better known icons of the Lightning Class as well as being one of the Class' more colorful characters and a consummate story teller. A four-time North American and two-time World Champion of the Lightning Class, Bruce's other Lightning Class accomplishments are numerous, including a Pan Am Games Gold Medal. Bruce is also a former Thistle Class National Champion, in his rookie year in the Class. Abby and I have had the pleasure of sailing with Bruce several times during the last few years at Worlds and North American Masters events and while we didn't have the success we would have liked, we certainly had an outstanding time and, as always, I was able to learn a thing or two about boat speed and tactics. Bruce and I spent an hour and a half on the phone doing this interview and telling stories. It would have been better in person over a few cocktails, but even that would be different from the old days; Bruce hasn't had a drink in over a year.—Rob Ruhlman

Please tell us about how you came to be involved with sailing a Lightning.

I was working for Murphy & Nye Sail makers out of Chicago. We had moved to Devil's Lake where there was a fleet and I was involved with teaching kids sailing and we just kind of got a Lightning and hit the circuit.

Most people probably don't remember that when I first got out of college I was an engineer for Modine Manufacturing. But after about a year, I decided I really wanted to be involved in the sailing industry. I had been sailing since I was four and had recently won the Thistle Nationals in my first attempt.

I sent letters to ten builders and sail makers looking for a job, and Dick Stearns of Murphy & Nye was the only guy who responded. It was a very small operation at the time and the conventional theory was that you put the young guys on big boats for sales purposes and small boats were for fun. I sort of reversed that role and emphasized the smaller boats—kind of the Greg Fisher of my day.

Who did you sail with? Was your family involved?

I had been sailing since I was four years old. My family had a cottage at Devil's Lake and a Nipper came with it. There were 100 or so Nippers on Devil's Lake then; it was Dad and four year old Bruce. Dad became a Class champion and then when I was 12, I won with Dad crewing. Of course, everyone figured it was Dad crewing for me that did the trick so the next year we had two boats and we finished 1st and 2nd.

What venues did you most enjoy?

The Southern Circuit is what I enjoyed the most: the competition, the traveling, the parties—it's just sort of got it all. It's also the right time of year as a sailmaker for the competition.

Bruce with Sherry Goldsmith

Who was your big competition racing in that era?

Tom Allen, Sr. I crewed for Tom and Anne in two Worlds that we won, in '65 and '75, I think.

Jim Dressel was probably my biggest rival in the pre-Fisher era. Gosh, you can't touch Matt Fisher, particularly in the old tight reach days. But Dressel and I saw a lot of each other at various mid-west regattas. I remember one time at Buckeye Lake when it was blowing like 100, you know; there were 40 some boats and Jim and I were a leg ahead. There was a jibe coming up and you just had to fly it. Well, we got this 40 mph puff, and Dressel tipped over, and we didn't so we survived on an error. I think over the years though, Jim got us more than we got him.

What is the victory you treasure most and why?

Well, mostly fun is the key. I don't think there's a time I didn't have fun. I think Hilton Head with all its superheat and the bugs. (for those of us who were there, this is the part of the interview when I'm beginning to wonder if Bruce is putting me on or just losing it!) We had just unreal speed at that event, I was sailing with Paul Adam and Pam (Goldsmith) and we won a couple of races by half a leg. We didn't win the event by a whole lot and had to go from 22nd to 6th on the last beat to beat Bill Shore. Well, we knew we were fast and decided not to shoot corners but to go right up the middle on the shifts. That's exactly what we did and it worked. Speed is very gratifying.

The real story is that Greg Fisher and I had a six-pack-per-race bet going on which was supposed to be paid off after every race. Well, that didn't happen. Instead, Greg paid off the previous five races on the last day.

On the way out to the race course for the last race, the boat just didn't feel right; the bow felt "heavy". We looked up under the bow and sure enough, there were five six packs up in the front of the bow. Being us we couldn't just pour it overboard so, we drank it, even Pam! Well, three of the five anyway. It was so hot there you never had to pee. We had a horrible start but fortunately the boat was a rocket upwind. It was a stone downwind. Like a Lippincott only more so. That was 12422.

What has the Lightning Class meant to you over your lifetime?

Sailing has been a big part of my life and the Lightning is my favorite. The boat has a little bit of everything and the people in the Class are just terrific.

The boat probably could be made faster.

What about personal contributions to the Class?

Certainly, winning a Gold Medal as a representative of the Class and the U.S.

During my sail making days I contributed to making the boat faster and easier to sail. Innovations like the "deck sweeper" jib. Actually, it was Elton Ballis' design, I just promoted it. I guess my engineering background—lots of people wouldn't imagine that about me, I'm perhaps a bit too haphazard to seem like an engineer—anyway, my engineering background made me quick to jump on innovations that made the boat better. Things like Mark Bryant's innovations with the rig: sloppy forestay, tight shrouds and so on and then we'd build those innovations into the sails. I guess I had an ability to pass these things on to others, like an early Greg Fisher. Gosh, just ask Pam or Sherri about all the times they've gone home while I stayed to explain things at the bar!

How important is the team atmosphere on a Lightning?

Well, the team is very important now but not so much way back when. Guys like myself and Tom Allen would make all the decisions while the crew fed information to us and handled the boat. You can't win without a decent crew, but the old line winners were probably less team oriented than the new wave, and the new wave are probably better; they've raised the bar.

Nowadays, the really good guys have a coach of some sort.

Any thoughts about developing young Lightning sailors?

Nobody competes anymore. Kids don't even water ski, they just get towed around on giant balloons!

Something in the sport that would lead to good steering. We used to go out with a bunch of boats and no marks and just start sailing upwind. When one guy gets behind he just turns and sails elsewhere and everyone follows until the next guy gets behind and then he takes off in a different direction and everyone chases him down. This kind of thing really teaches better boat handling whether in a Light-

ning or a single-hander.

We need to emphasize the fun side of having access to the wind and water.

There is a group of peers in the Class who, well I won't say they don't care about winning, but they're happy just to compete. Who wins is secondary to being able to participate and enjoy the game.

What is the strangest thing you ever saw while sailing?

We had both seen several of the other interviews already and so this led a great deal of laughter over Larry MacDonald's response to this question and several other stories. This one's from earlier days:

Back when Pam was sailing with me I wore glasses. One time in the heat of the moment at a leeward mark rounding Pam was hustling to get the pole back up under the deck and it caught me square in the bridge of my nose. So square, that the end fitting clipped itself to my glasses, removing them from my head and going along for the ride right up under the deck! Well, I was reeling from being clobbered and trying to get my bearings and all I could think to say was, "Pam, when you get a minute could you hand my glasses back to me?" Of course, the whole boat was broken up with laughter after that.

What is the best event socially?

For me, that would be the Oyster Roast in Savannah. There was just something about it that captured the whole spirit of the Class, the experience of the circuit. Every year Karl Smither would eat 100 oysters. That's just as good as it got.

What is the regatta you will never forget?

The Pan Am Games in Winnipeg when we won the Gold. With one race to go, the only way we could lose is to not finish. The last race was forecast to have winds of 40 mph, but not for several hours. Well, by the time we started the first beat it was already blowing 40. We sailed the whole race with just the main; no jib, no chute. These big guys from Brazil won the race, but we won the event with a little "conservative" sailing.

As you might imagine it's hard to do justice in writing to the way Bruce tells a story in person. Cobbling together this interview from my sketchy notes while simultaneously hearing Bruce's voice in my head was one of the trickier writing jobs I've had. One thing shines through when you hear Bruce speak and that's his love of the sport, the Class and the people who make it what it is. Bruce has sailed with a number of super crews over the years, but he's also been responsible for introducing a lot of beginners to the game and the true spirit of the sport and the Class.

Interview by Rob Ruhlman

Carl Eichenlaub and Tom Allen III with Southern Circuit Champion Bruce Goldsmith

Carlos "Charlie" Navarro Gasparetto, Peru South American Champion

The Lightning Class arrived in Peru in 1959, and among many enthusiastic sailors who gave it life were Jose Barreda Moeller, perhaps one of the most successful Peruvian sailors ever, as well as Carlos Navarro Gasparetto, better known as Charlie. On the same competitive level were Paco Solá Sr. and Santiago Maspons from Ecuador, Isidoro Melero, Manuel Gonzalez Sr. (Manolo and Tito's dad) from Chile, Mario Isola and Oswaldo Bordino from Argentina, Rafael Obregon and Andres Lisocky from Colombia and Mario Buckup from Brazil. I was lucky enough to be foredeck for Jose Barreda for many seasons, sailing against Charlie, with whom there always was a great rivalry. These are the best memories I have from sailing in the 70s and 80s in Peru. Carlos Navarro is a great plastic surgeon, considered one of the best in South America. He was a National Champion many times over and one of the great drivers of the Lightning Class in Peru. He was instrumental in organizing the first World Youth Championships, which was held in Callao, Peru in 1988. The World Youth Permanent Trophy was donated by him and is a tribute to his efforts and bears the name of the Navarro brothers.—Francisco Ayulo, VP Peru—Translation by Paco Sola, Past President ILCA

Please tell us about how you came to be involved with sailing a Lightning.

I was a member of the Yacht Club Peruano and I found people there who were racing Lightnings starting in 1940.

Who did you sail with? Was your family involved?

I started sailing with my father and a friend. Later on, my wife sailed with me for many years.

What venues did you most enjoy?

Callao, Ancon, and Paracas in Peru. Salinas in Ecuador. Montevideo in Uruguay. Then in Switzerland and St. Petersburg in the USA.

Who was your big competition racing in that era?

Jose Barreda in Peru, Paco Sola in Ecuador, Alberto Migone in Argentina, Horacio Garcia Pastori and Julio Goldie in Uruguay, Tom Allen and Jim Carson in the USA.

What has the Lightning Class meant to you over your lifetime?

It was our primary sport during most of my life and it was a family affair, while my wife and our three children were racing. Towards the end, all of them were beating me.

What has been your greatest contribution to the Lightning Class?

Organizing the first Youth World Championship in Callao (Peru), together with a trophy, 'Hermanos Navarro', it was especially made for that competition, and is still being awarded.

How important to you is the team atmosphere on a Lightning?

Teamwork is essential for racing success and practice makes perfect!

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

I strongly believe young people are the future of the sport and that is why I organized the first Youth World Championship in Peru many years ago.

What is the strangest thing you ever saw while sailing?

My boat was virtually lifted out of the water by a big whale while racing in Salinas, Ecuador. It was a terrific experience!

What is the best event socially?

The parties during closing ceremonies when trophies are awarded.

What is the regatta you will never forget?

A regatta in Montevideo (Uruguay), the last race, we started with a 25 mph wind and suddenly, at the middle of the race, it went up to about 40 mph. There were several broken masts and most boats had to abandon the race. Only four boats made it to the finish line and I came in second. It was very difficult to steer the boat and at times, I thought I was not going to make it. It was a 'sink or swim' situation. I will never forget that race.

Paco Sola Medina Sr.
South American Champion

If they'd ask me to define a winner in few words I'd say Paco Solá, a successful man in his personal life and in sports. A great friend and adversary, his competitive spirit made it tough for him to teach, but just sailing against him was incentive enough to excel. He's always been a sailor with natural qualities and instincts, which made him, belong to the elite of champions. He worked for the Class and taught his kids to love the sport. Perhaps his biggest legacy was to have given us in Paco Jr., the first non-North American ILCA President and an unrelenting driver of the Class. With his son Ricardo they won the 1987 South American Championship. Paco was two times South American Champion and four times runner-up, and always stayed on top of the game while he was active. Speaking for all of us who had the honor and pleasure to sail with and against Paco, Cheers!!!—Juan Santos Garcés

Please tell us about how you came to be involved with sailing a Lightning.

My relationship with the Lightning Class started back in May of 1955, when I was thirteen, which was when the Guayaquil Yacht Club (fleet 272) received the first fleet of 20 boats, manufactured by AF Baay from Holland.

One of those boats, 5872, was purchased by my father who planned to form a team with me and a friend of his. This worked out well for the rest of that year. When the 1956 season started, we continued to sail together but there were so many fights on board that dad decided to give me the Lightning and go on sailing in his ocean racer. It is sad that he made this decision, because fueled by the popularity of the Lightnings, big boat racing eventually died and my dad, a great sailor, left the sport. It was much later in 1974 when he decided to buy a boat and get back in the Class. This was the Farouk, 8513.

What venues did you most enjoy?

Between 1955 and 1957, racing only took place in the Guayas River, on the city of Guayaquil shore, and sailing in it was quite fun. It required lots of knowledge of the river and good sailing skills. Currents can reach 5 knots and winds up to 15–20, so it is easy to imagine the hell that is raised when the current faces the wind. To this, you had to add that, because there are so many sand banks, you literally had rivers inside the river.

Because of the difficult conditions, the Class looked for alternative venues and, in 1958, organized the first South American Championships to be held in Ecuador. The selected site was a salt-water river, also located close to the city, with less current. The river shores are filled with mangroves, which made for lake-sailing conditions, with some current.

Who was your big competition racing in that era?

The champions in those times, and therefore the ones you had to learn from, were the brothers, Enrique and Humberto Plaza, who unfortunately retired from sailing early.

What is the victory you treasure the most and why?

Precisely because of the above, the victory I remember most, even more than the South American Championships, was my first National title in 1959, which was the first time I could beat the Plazas.

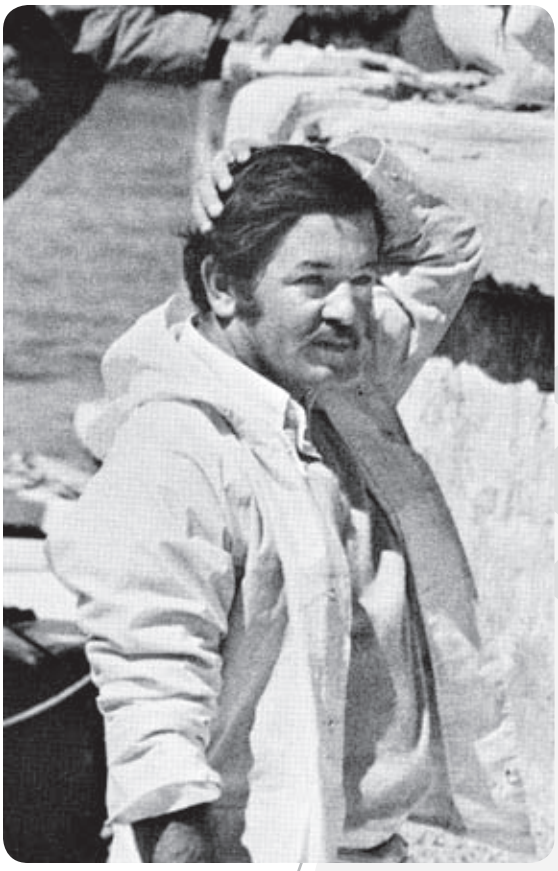
What has the Lightning Class meant to you over your lifetime?

Teaching my kids to sail and be a part of the Class was one of the things that kept me active during the last 41 years. Proof that the Lightning was an important part of my life is that I sailed actively from 1955 to 1996.

I don't think I contributed with anything special other than having helped to continue sailing the South American Championships uninterruptedly. I was also Executive Secretary of the Organizing Committee for the 1975 Worlds held in Salinas.

How important to you is the team atmosphere on a Lightning?

If there wasn't such a level of competition, talented sailors and good friendships in the Class in South America, I wouldn't have been active for so long. I believe that in small countries, like ours, with few and small fleets, it is important to keep competition among neighboring countries so that sailing does not become boring.



Chat about the junior programs you've been involved with. Add your suggestions for developing young Lightning sailors.

I have never been involved in organizing regattas for juniors, but I think they are indispensable and they should be promoted much more aggressively than what's currently done.

In Ecuador, I became very involved with the organization of the sailing school at Salinas Yacht Club because I didn't see any other way of feeding new blood into the Lightning Class. I managed to convince the Board to import 30 Optimists to be lent to the members' kids that could not afford to buy one, or who didn't want to buy one until they saw their kids enthusiastic enough. The school was a huge success and it eventually graduated 70 sailors per year.

What is sad is that we didn't choose an intermediate class between the Optimist and Lightning, and so many of the good talents that we found were lost.

The Sunfish was in its time a great alternative, but it was left aside to favor the Laser, which requires bigger bodies and physique, which Optimist sailors don't always have. I still believe that the Sunfish is the best alternative we have if we don't want to bring in a new class. But, if we wanted to, the Club 420 is ideal.

I think one of the best things the Class can do, not being Olympic, is to recognize the great champions it has had, so that a young sailor can be sure that even if he/she is not competing in an Olympic class, they are sailing against the best sailors in the world.

I'm sure it is the spirit which has kept the Class going in South America, especially in my most active years (70s and 80s), when we used to sail against sailors who had been world champions in other classes.

This was the case of Tom Allen, Bruce Goldsmith from the USA (Flying Dutchman, Penguins and Soling), the Schmidt brothers and Mario Buckup from Brazil (Star and Snipe), Jorge Salas from Argentina (Dragon Olympic medalist) among many others. The current equivalent to them is without a doubt Tito Gonzalez from Chile, old friend and fierce rival who has dedicated more time to the Lightning Class than any other sailor I have ever met.

What is the regatta you will never forget?

I guess the regattas a sailor remembers most are those they had won. In my case, the two I remember most are the ones I lost. The first one, the final race of the South Americans in Tomine, Colombia in 1980, after having been OCSed and started last, several hundred meters behind the fleet, we were able to recover to a few meters from the winner of that race and from our rivals, a spectacular third place that was only good enough to tie us for first place in the regatta, which we eventually lost when the tiebreaking rules were applied.

The second loss was in Salinas in the race of the South American Championships of 1996. When the race was started, we were the only boat with any possibility of beating Tito Gonzalez, if we finished first and he finished third or worse. Tito knew this well so he pretty much covered us right after leaving the docks, leading us to the wrong side of the starting line and, of course, trying to keep us in the last places, which he could afford because this was his discard race.

Almost at the end of the first leg, we were able to break free and started sailing our own race, and we were able to come back from 21st to second, right behind Miguel Plaza Jr., who won the race. It was an amazing comeback but even though Tito could only come back to 9th, our second was only good for us to be runner-ups.

Since then, I have sailed only a few times, but I always remember the good friends I made and the great times I had in the Lightning Class.

Interview & translation by Paco Sola Jr.

The 1980s

Bill Shore—2-Time World Champion and 6-Time North American Champion

There was a period of time in ILCA history where nearly every month in the Flashes the same headline could have been printed for months on end—"Bill Shore wins…" because, for a period of time, Bill was winning nearly everything he sailed in: Savannah and Miami—6 times each, NAs—6 times, Worlds—twice, Southern Circuit—3 times. The list goes on. Add to that the talented individuals that Bill mentored and his contributions to the growth of Class are immeasurable.—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

My brother, Doug, and I started racing in the six Optimists Prams that we built with our Sea Explorer Troop in middle school. We graduated to the locally built Turn-about Class, which was the first boat we learned to race. We constructed Lightning number 7709 from the ground up including spars and rudder in our garage in Amesbury, Massachusetts with the help from our dad. We suffered from being big fish in the Turn-about Class and becoming tiny fish at the bottom in the Lightning Class.

Who did you sail with? Was your family involved?

Once college finished and we completed our active duty military requirements, we ordered a new fiber-glass Allen Lightning, number 10036, and found ourselves suddenly near the top of the New England District fleet. Our younger sister, Janet, handled the middle of the boat.

What venues did you most enjoy?

Our first Lightning sailing was done in the very strong tidal currents of the American Yacht Club on the banks of Merrimac River in Newburyport, Massachusetts. Later, we raced out of the Boston YC in Marble-head for a few years and, then, out of our garage trailer to ocean bays, harbors and small lakes around beautiful New England. Our favorite New England venues were Marblehead with its 300-boat Marblehead Race Week, Annisquam Yacht Club, Cape Ann with its wonderful wooded surroundings, and little Sandy Beach Yacht Club in picturesque Rockport, Massachusetts.

Who was your big competition racing in that era?

Our best competition in New England back then was Dr. Lou Pocharski, Senator Ben Smith, Len Pratt, John Collins, and Dick Price. Stuart Nickerson and Don Brush were just starting out. We had a lot of fun racing against all these legends.

What is the victory you treasure the most and why?

Winning the North Americans after winning our first Worlds gave us the feeling that we could be near the top of the Class for as many years as we wanted.

What has the Lightning Class meant to you over your lifetime?

I truly believe that the Lightning Class was the best place to start my serious sail racing adventures. It opened a lifetime of competitive racing for me. It provided the foundation for my high-profile racing events like the Olympics and America's Cups.

What has been your greatest contribution to the Lightning Class?

I don't think of the things I have done in the Lightning Class as significant contributions. The Class gave me a lot of growth and I have returned the favor by giving seminars, lectures, extensive coaching, and always being available in the parking lot to talk about everyone's ideas for making the Lightning go quicker and developing their skills.

How important to you is the team atmosphere on a Lightning?

A good team atmosphere racing a Lightning is a plus, but it is not imperative to winning. It's actually more important on other boats such as Olympic classes and America's Cup campaigns where the programs are very long and intense. My crews (especially the Betsys) would say that this attitude is why I yell at my crew so much. I would retort that I yell because they are too slow to see what is happening. Now that we are all older, I realize that the yelling isn't really necessary, and they weren't really too slow. But, I would never tell them to their faces. Anyway, they would admit that I always made them better sailors, whether from fear or knowledge.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

My first response to the question about impact on the junior program in the Lightning is to think I wasn't involved in it. Then, I realize how many kids I have grown through the Class. I think I ran a mini-Junior program through the 1960s and 1970s. Mark Bryant, Jay Lutz, Greg Fisher, Ken and Brad Read, Terry Hutchinson, Betsy Alison, and Cory Sertl were all young and said they admired my ability and toughness. I think they really just liked our loaner program and significant discounts for younger competitors. Later, Betsy Altman and I crewed for Andy Horton, tying Greg Fisher for second in the Lightning NAs in Detroit (and finishing third on the tiebreaker).

What is the strangest thing you ever saw while sailing?

The strangest thing I've seen while sailing a Lightning is a windy day in Savannah when lots of boats capsized all around the course, and the sailors were walking around in the mud trying to right them. That course is truly the most fun we have in Lightnings.

What is the best event socially?

The Lightning Class Southern Circuit is the best social event.

What is the regatta you will never forget?

Our first blue fleet NAs would be the most memorable. It was in Chicago when we capsized during a windy reach to reach planning jibe in the last race while leading the event by a bunch of points. We lost that one but we knew then if we stayed with the Lightning we'd win a few NAs.

Who is the biggest pain in the neck for you on the course?

The biggest pain in the neck on the course was the guy who taught me most about sailing a Lightning, Tom Allen Sr. Tom gained my further admiration for having a heart attack in Savannah while doing really well in a race near the finish line. Dr. Sam Murray saw his boat veer off course and jumped aboard in less than 30 seconds to help revive him, while his young crew sailed as quickly as they could for the club.

Having been a "Champ," what's next?

I honestly don't know how many Lightning Worlds and NAs I have won, but I have tried very hard to win all that I've attended. Today, I am thrilled to help coach sailors who are rigorous in their approach and really want to learn more. I revel in their achievements and believe that I have helped to shape the future of our sport through their involvement.

What is the race you will never forget?

The first North Americans race we won was in Chicago. We saw a 30-degree wind shift to the right from the flags and smoke on the shore. Just before the warning gun, we saw the windward mark moved a bit to the right. After the start, we tacked to the right, picked the shift first and won by 100 yards.

How have your crew contributed to your success?

Bonnie Shore was the best reaching spinnaker trimmer ever. Giselle Wagner was the best compass reader/shift picker. Mark Bryant was the best all-around crew and could fix anything on the boat before you really knew it was broken. Hoss Bone, a dedicated and a strong teammate; Ken Read was the best tactically. Betsy Alison was the best at tactics and strategy. Hal Walcoff was the best hiker and most enthusiastic crew. Cory Sertl was clever with the tactics and very pleasant to be on the boat with. Betsy Altman was the best compass reader, running spinnaker trimmer, and was great at a party. Terry Hutchinson was the best tactician and hiker. Ann Brush was the most quiet crew I've ever raced with, was a very good hiker, and was fun to have on the boat. I was always the most proud when I raced with my son, Randy.

What other hobbies or sports do you participate in?

Is there life after sailboat racing? Sail racing is fun but I've learned to have a healthy balance of it and other activities. I began road racing motorcycles at age 55, and soon won a few American Motorcycle Association National Championships against hundreds of kids in their 20s. It is a very thrilling sport when raced on the track. My children ride motocross bikes (Jennifer 15 and Jonathan 14 and some times Randy, who is now a papa, too). Jonathan is ranked the top motocross kid in the Northeast and attracts good sponsorship as a result of his skill.

Top 10 Lightning sailors of all time?

Bruce Goldsmith, Mario Buckup, Tom Allen, Tito Gonzales, Richard Bertrum, Mark Bryant, Larry MacDonald, Jim Crane, Ched Proctor, George, Matt and Greg Fisher, Jay Lutz, Stu Nickerson, Bob Seidelman, and Jody Swanson Starck.

Best downwind racers?

Mario Buckup, Jim Crane, Don Brush, Dave Curtis, and Betsy Alison. I love going downwind. I learned a lot from these experts and they learned from me, too.

Most innovative?

Tom Allen and Mark Bryant. They are both forever thinking about how to make things work better, faster and more efficiently.

Most competitive Lightning regatta ever?

'85 Worlds at Little Egg Harbor.

Other than Lightning racing, what adventures have you had with other Lightning sailors?

I've have lots of fun with many other Lightning sailors racing all kinds of boats all over the world. Most memorable though, were events that we didn't sail. I've done many skiing weekends in Vermont with large numbers of ILCA members. I worked with John McIntosh Sr, and son, John, during the four years up to, and including the Savannah Sailing Olympic Games. They put on the show and I brought the US Olympic Sailing Team. It was so much fun working with them.

Interview by Mark Bryant

Matt Fisher—2-Time North American Champion

Who was the youngest North American Champion, who also won a Pan Am Gold medal, has been a 5-time NA runner-up and 2-time NA Champ? Yep. It's Matt. Here's the thing about Matt. His work schedule is so crazy that it's impossible for him to find time to sail or practice but then he shows up at these major events and just kicks butt. It must be in the genes. Natural talent.
—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

I started sailing Lightnings when I was very young. My dad sailed Lightnings since, like, 1946. We had a cottage at a small lake about 30 miles east of Columbus, Ohio, called Buckeye Lake. There were about 10-12 active boats in the fleet and it was a very competitive group. My dad got both, my brother and I, involved in sailing at a very young age, and got us our own Lightnings at the age of 12. He has been a great coach, and made the sport very easy for us to love.

Who did you sail with? Was your family involved?

When I was about 7 or 8 years old, my brother and I would alternate races sailing with my dad on Sunday afternoon fleet races. Fleet racing was a big deal then, and there were a lot of good people in the fleet. My brother got his own Lightning when he was 12 and I was then 10. I started sailing with Jim Dressel and did so for about 2–3 summers. We had 4–5 guys in the Buckeye Lake Fleet at that time that sailed in the Blue Fleet at the NAs. 20 years later the fleet still had very good racers, but we were having trouble getting consistent activity on weekend races because everyone was traveling. For the Worlds in New Jersey, we actually had 4 boats from our fleet racing, and a 5th skipper crewing for another.

What venues did you most enjoy?

When I was growing up, there were always two places where we really loved to sail. The first was Cleveland Yacht Club. It was a great venue, on and off the water. It seemed like we usually had two regattas a year at Cleveland. For some reason, everyone in our fleet loved sailing on Lake Erie. Our home lake wasn't really a small inland lake in our opinion. It is about five miles long and runs east and west so prevailing wind out the west/southwest kicked up some pretty big chop, actually making it feel like Lake Erie. On Sunday afternoons there were speedboats that doubled the size of the waves, literally. Those waves helped make our fleet pretty good big lake sailors. Cranky, but good big wave steerers. So, our fleet would go to CYC and seemed to enjoy sailing on the lake.

There were some very fun people at CYC like the Mueller family and many others who were, or were going to be related to the Muellers. The Cleveland people raised the level of partying at regattas to a height we had not seen before. It was a lot of fun, and they made sailing fun for many people. It was really the center of sailing of Ohio in the 70s.

The other location that was and still is my favorite place would be the Buffalo Canoe Club. When I was about 13 or 14, we started going to the Niagara Frontier Regatta, which was a big event then, and still is. Many top people in the Class came to the regatta, and many of the top people were from the Canoe Club. When I was talking about four or five people from our Buckeye Lake fleet often qualify for the blue fleet at the NAs, at the Canoe Club there would be four or five people who were past North American Champions. There was always a mystique about the place for the first couple of years that I went. The people from the Canoe Club were always a little faster, or could point higher. Our entire family really liked the entire place—the club, the sailing, the people, it was special to go there. We later won a couple NAs there, and I sailed with Ned and Joe, so we practiced in Buffalo quite a lot in 1992 and 1993. Back then, I was half adopted by the Starck family and felt like the Canoe Club was a second home. It is still a special place for us to go.

Who was your big competition racing in that era?

I started sailing in the era where Tom Allen, Bruce Goldsmith, Jim Dressel, Jim Crane, Carl Eichenlaub, and Bob Siedleman were the top people in the Class. I obviously wasn't their top competition when we first got started. This group dominated the top five of NAs and Worlds in the 60s and 70s. When we won the NAs in 1977, a lot of these guys were in the top 10, so I look back at that time of that group still being on top of their game. Tom Allen won the Worlds that year; Bill won the Worlds a few years later, so they were still in their prime. Back in the 'old days', the top ten seemed a lot faster than the rest of the fleet compared to what they are now. Maybe it is just me. I think that changes like the adjustable

backstay, and by-the-book-tuning has made boat set up more equal, and everyone is much closer in upwind boat speed. Downwind, we had tight reaches and when I was very young, that were very challenging for light crews. Bill Shore came up with a spinnaker that gave him a 10–20 boat length advantage each reaching leg. We don't have that anymore, but the caliber of people in the 10–40 places is a lot higher.

What is the victory you treasure the most and why?

The easy answer for that question is the Pan Am Games in 1991. We wanted to win the trials and the regatta very badly. I did horrible at the previous Games and really wanted it back. The Pan Am Games are a very, very long regatta—a marathon over eight or nine days. What was somewhat interesting also, was that we weren't that fast at the regatta in Cuba, or I am not that good at sailing in small fleets (8). We had been very fast up to that point during the entire year, leading up to the Games—in the Worlds in Annapolis, the Canadian Open, and other regattas. But, for whatever reason, we were mediocre upwind and really had to work hard. That win also had a strong level of finality for us. There was nothing hanging when that was done. It seems like I have won some very goofy North Americans before, and I have sometimes complained (quietly) at other North Americans where there may be a couple goof races. But, the Pan Ams were nine days of 15–20 out of the same direction. The biggest shift may have been 12 ½ degrees. When you are fast, those regattas are almost easy. When you are not, they are tough.

But, the regattas that I have treasured the most were even longer ago, and do make me feel old, but the other guys could feel older. Both regattas took place in the same year, 1976 and one was the Ohio Districts, and the other was the Niagara Frontier. That is 30 years ago, and I am beginning to feel, and sound like my grandfather. I think breakthrough regattas are when you beat people who have consistently won major regattas and whom you hold in very high regard. For the Ohio districts, we beat Jim Dressel, Jack Mueller, and some other tough people in Ohio. The Niagara Frontier we beat Bill Shore, and all guys in the Canoe Club who have won so many NAs. As I answer this, I feel like I am blacking out or just can't remember any non-Worlds or NA regattas between 1978 and 1991. But I remember those two regattas very clearly, and remember how we felt afterward.

When was your first race that you won in the NAs?

We won the NAs in 1977 with my dad and did not win a race. In 1978, I had the same team, and we won the second race. It was a great feeling, but it is also an interesting story, and funny to my dad and I, at least. In the first race, Bill Shore was winning, and we were in fifth at the last leeward mark. It was blowing about 15 in Rehobeth, a typical, summer afternoon thermal. At the mark, our bottom gudgeon broke, and the tiller just laid down on the deck with the rudder at an angle, since we were using only one gudgeon. Since we didn't want to shear off the entire rudder, we didn't want to tack more than one time, so we one-tacked the beat and laid the finish on starboard, and lost about 3 or 4 boats finishing in 9th, I think. We honestly thought we were done for the day, but we had a 9th, so that was a counter. But, with three fleets, and a friend in a power boat, my Father volunteered to get on the boat to borrow a gudgeon from a local fleet boat at the Rehobeth Yacht Club. It would be probably a 3–4 mile boat ride into the Yacht Club. I honestly remember thinking this is a waste of time, but we dropped our sails and drifted back to the starting line.

A little segway to the story is that I will be the first to admit that I am not the biggest handyman with tools. My brother is outstanding with rigging boats and enjoys that aspect of the sport. He did not inherit that from my dad. He got it from my uncle. This type of thing skips a half of the brothers in the family line. So the thought of my dad going in on a hot windy day, finding a Lippincott with the same gudgeons taking a screw driver and asking someone to help with a wrench, removing the gudgeon, putting all the nuts back on the screws so you don't lose them. I can't envision this happening. I laugh aloud right now thinking of my dad doing this with a windy race about to start. I mean, we have trouble screwing rubrails on in our garage. So we drift down to the starting area, and anchor about five boat lengths from the committee boat, and see my dad and the powerboat on the horizon. He got on our boat with what turned out to be about 15 minutes before the gun. I remember being very worried about dropping the gudgeon in the water and losing it. Jack Mueller sailed by and told us to put a line through the hole to keep from losing it in the water. It was getting windier, and very difficult to put this thing on with waves, water coming in, and just lack of coordination with tools between two unskilled people. But, we got it on. I can't see us doing this in the parking lot today, without calling over either my brother or Tom Allen Jr. We raised the main with about four minutes to the start, started well, went to the left very fast (a good gudgeon) and won the race by two minutes. I remember rounding the mark with a small lead, and getting on a plane, and stretching out to a minute or so at the leeward mark while everyone fought high. It was the first race either my dad or I won in the NAs. It was great.

One final sub note to the story is that the boat that my dad borrowed the gudgeon from had not been sailed all year. By the way, we did put the gudgeon back when the regatta was over. The gudgeon had cobwebs and rust on it. But, on this particular day in late August, the owner of the boat decided to take a sail with some people from his office. (I'm sure the guy had quite a drive, Rehobeth is a couple of hours

from DC) and put the boat in the water and didn't know why the rudder wouldn't stay up straight. It was one more aspect to the day that gave us a good laugh. The owner came up to us at the banquet, and actually, we had fun talking about it.

What has the Lightning Class meant to you over your lifetime?

The Lightning Class has been the constant in my sailing, my entire life. I have sailed collegiately, and in other classes, but the Class has become extremely strong and is in better shape now than at anytime before. It is truly an International Class, and that is very important. The Class has been constant, but it has continued to change. I have not been active in the last couple of years but will get back into the boat soon. I have been impressed because is seems to always have adapted to change that was necessary to make improvements to make things more even, safer, or more attractive.

We talk about changing the boat, but really not much has changed in the last 20-25 years. Our set up on the boat is nearly identical to what we had in Seattle in 1984. You couldn't say that for the previous 25 years. The boat has changed to be better, whether it be fiberglass boats, aluminum masts, self-rescuing boats, adjustable backstay, and now very well-made new boats. The boat has changed when necessary, and our Class is strong because we can talk about making improvements. But, what the Class appears to be doing now is aggressively reaching out to more people to provide training and accessibility to improve boat handling and tactical skills and boat set up. That wasn't common 25 years ago, and is common for regattas now. The sailmakers and boat builders are very engaged with the success of the Class, and that is very good. I don't think it was as common 25 years ago, and if it was, it just seems more so now. But, the changes in how aggressively the Class is managed are impressive. I have been away, but I read the web updates at major regattas and stay in touch with what is evolving in the Class.

What has been your greatest contribution to the Lightning Class?

I was on the Executive Committee for a couple years, but I don't know if that is my greatest contribution. I think I have been an 'example' for some good attributes of the Class. And, not by my doing, but maybe by others. First, I think we did a lot for junior sailing as a family. This is to my dad's credit. My brother and I became part of the Class, and part of the active sailors who were having a good time and sometimes, doing well. We were very young, and I am sure that more than a couple other parents or Lightning leaders (like Jim Carson) got kids sailing and steering more, and it became more common for juniors to sail. I realize that there were many, very young people sailing and doing well before my brother or me. Jim Crane, Steve Backman, and many, many others sailed in large regattas at young ages. But, I believe we had an impact as young people who could be active in the Class and sometimes do well.

Another contribution that may have not been so good, but might have been good at the time (this is an 'example' of not being in control, but having an impact on the outcome) was winning in an old boat in the late 70s. Bill Shore did the same thing. On one hand, I personally should have bought a new boat earlier than I did, because by 1984 they were very well made. But, many people got into the Class because they could enter at a very reasonable price and be competitive. So young people (other than Bill and Stu Nickerson) would buy these old boats since they figured if we could win in one, they could.

I also think I set an example for a non-'pro' who could win against the people who were in the boat business. Believe me, the people in the business make this Class very strong, and we are lucky to have the group we have had and have now. They make the Class strong in many ways. And, to answer another question, these people love the sport and the Class. The Class is better because of the builders and sailmakers we have. I never really say I want to beat the people in the business, but it seems to have motivated some other people several years ago.

How important to you is the team atmosphere on a Lightning?

The team atmosphere is the most important part of being on a Lightning. I am relatively intense on the boat, and if I do not connect with one or two of my teammates, there is no fun, and minimal performance. The people who I have had as teammates would know that when we are a team and we are connected on how we are getting around the course, it is a great experience. I have been blessed with outstanding teammates in major regattas. Joe and Ned, Rob and Abby, my brother and Joyce, Steve Callison, and Ric and Dan. When I list these people it may sound like I can't keep people around; but they would each say I am tough, but that they felt a big part of the strategy and tactics and knew that we would do well because of a team. When it became just me making all the calls, we would do crappy, and not have fun. I really don't like sailing single-handed. I start talking to myself and get bored.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

Whether someone is a junior or a new sailor, it is most important to love the sport. That may sound like "duh, of course," but it seems like there are still people who don't know what part of the sport they really enjoy. Whether it is being with the family, competing, sailing the boat, improving, being around people, or big parties. It could be all, part or some. But, I think you've got to like to sail.

I haven't been very good at getting my own kids involved in sailing, so I'm not an expert on this subject.

My kids enjoy a couple of competing sports, like swimming and baseball, and I have always wanted them to be passionate about what they are doing, on their own. My brother and I didn't have to get convinced by my dad to like the sport. We loved it, and couldn't do enough of it.

I didn't grow up in as structured a Junior program as some areas, but with that said our club has had three Junior champions: myself, Willy Petersilge, and Mike Hein. The advice I would give a junior is that I think it is very important to sail with as good of a person in the Class as possible. If a junior wants to learn and grow, they need to alternate or at least spend some time sailing with one of the top people in the Class. I am very lucky to have sailed with first, my dad, but then next, with Jim Dressel. Attitude and strategy around the course are the key parts of sailing that people need to learn. New sailors are very fast these days.

What is the best event socially?

For our family, St. Petersburg Midwinters.

What is the regatta you will never forget?

The regatta that I remember practically every race in was the North Americans in 1992. We had bad races in race #2 and #3, but in the end, we won four races. I believe in my own wacko opinion that it is easier to win four races once you are basically out of it, rather than the first four races. But, that is between me and my therapist.

Anyway, on the days of races 4 and 5, it was blowing out of the east at the Canoe Club about 15-20. We won the first race, and in the second race, we were leading, and the course was two triangles. At the second weather mark, we had about a 4 boat length lead on Terry Hutchinson, and several others like Larry and Jim Crane were pretty close behind. Due to a recall, the blue fleet had caught up to last half of the yellow fleet. At this time, we had Ned Roseberry and Joe Starck sailing on our boat. We were pretty good in a breeze, and these guys were great competitors. So, we round the 2nd weather mark, and there are 40 boats from the yellow fleet in front of us, nearly all without spinnakers up. We were on a tight reach, planning pretty fast, and we were approaching what could be a very difficult situation since most of the yellow fleet was high, and we could get caught low.

So Ned and Joe, being from the Canoe Club were going to help direct traffic. One of the best rules we have in the Class is that at the North Americans, the quota for the hosting districts is doubled. Realistically, there are venues (like the Canoe Club) that could take everyone who participates in the Districts. Many of the people in the Yellow fleet were acquaintances of Ned and Joe, either being from BCC or close by. So the communication, in a relatively loud tone from Ned or Joe was varying by who we were approaching, based on age. "Mr. Jones, would you mind laying off a little so we could go by? Thank you. Hey, put just a little more boom vang on, there that looks good. Thanks." Then we would go by Mr. Jones. Then we would come up to one of the Canoe Club Juniors —"Johnny, get the &*#@$ out of our way. Now!" I am not exaggerating. There were at least six boats, and I think there were three juniors and three masters. Hopefully, we didn't scare the juniors for life.

I don't know why this one sticks in my head, but we had a few years that we really had trouble getting races off due to weather. One was in Illabella, Brazil. I was sailing with Ned Roseberry and Joe Starck. We were spending a lot of time with our training partner, family and good friend, David Starck, who was sailing with Kevin and Jody Lutz. We sat on the water with no wind for I believe 3 full days. I am not a very patient person, but the conversations, dares, contests, that we talked about, I still tell stories to my kids about those days.

Interview by Mark Bryant

Matt Fisher, Jack Mueller, Jim Dressel, Bruce Goldsmith & Tom Allen, III

Mark Bryant—2-Time North American Champion

Every class needs someone who thinks "outside-the box". Mark has been that guy for decades. From his early success as a junior sailor sailing "Putt-Putt" out of the Buffalo Canoe Club, Mark has always been questioning how to do it better. Innovative, creative, non-conventional…that's the Mark Bryant way. At the family reunion we are all running because Mark is the guy lighting the barbeque with a stick of dynamite and then we all come back because…well it worked!!—Brian Hayes, ILCA Secretary

Why do you love sailing Lightnings?

I could write a book about my adventures of being a Lightning sailor for 40 plus years. It has been said that if you can win in a Lightning then you can win anywhere. That statement is true; many great Lightning sailors have sailed other boats, and have done very well. The boat is not easy to step into and do well. It takes time and dedication to the boat.

In your opinion, who is the best sailor to not win a North Americans or Worlds?

In the 60s, Stu Anderson. 70s, Jim Carson/Jim Dressel. 80s, Stu Nickerson. 90s, David Starck.

Who is the sailor you most like to race against and why?

Hands down, Larry MacDonald. He and I sailed against each other a lot all the way back to the mid seventies. Don't take me lightly on this guy. Behind that happy-go-lucky exterior there is one fierce competitor. There were many times that during a race we'd exchange some good laughs or pass a cig or cold beverage between boats. We did that stuff in really major events. In addition, all those races (some 500) we never got into a protest.

What is the biggest difference in Lightning Racing between the 70s and now?

During the 70s, there were more choices. There were five good boat builders and a half a dozen sailmakers. Choice is always good. In the early 70s, the Class went through a chaotic time with spars. I honestly remember major events where there were, wooden spars, tapered aluminum with jumpers (jumpers where a support at the upper hound area transferred from wood masts), untapered aluminum with an external sail track and then the new oval.

Now our selection is quite limited. Two boat builders (both quality), and three or so sail makers. The individual equipment supplier has seen better days.

Finally, the biggest difference is fleet racing. In the 70s, fleets of 30 plus boats were very common, not so today. On a more positive note, our juniors and next generation appear to be on the rebound.

What innovation do you see out there, that people could do now, within current Class rules, to make their boats go faster?

There are two specific areas. First, understanding sail shape needs a lot of work. There are very few who actually understand what their looking at. In defense of sail makers and any coaches, sail shape is by far a very difficult topic to teach, or understand. Many years of experience, with help, is the only way to improve.

The second is with the entire boat. Today, you buy an out of the box boat. Put together and go race. I guess that's OK if you're the greatest of all time. Years ago, Don Brush made great rudders. Strange shape, very light, and quality. I bought it, changed the shape and loved it. The Class says it's too light, and implements a weight of 8 pounds. I still have that blade, can't use it, but it is a piece of craftsmanship. Rudder shape—only a select few really get into going faster. Ched Proctor's boats are always prep to the max. If the 15' arc wasn't max, he would wet sand all the way through gel coat to get max. That was real dedication. Rigging, Bill Fastiggi has some very unique ideas that work. I keep my rigging very simple; it is an attempt to get my team's heads out of the boat.

What is the best regatta in terms of depth of talent, which you have participated in?

No question—the '85 Worlds at Little Egg Harbor. Participants were the previous five World Champs, the past six NA champs. That was by far the most competitive regatta I've ever sailed in. That's just the helms person. Now throw the likes of the crew in, and give me a break. Betsy Alison, Cory Sertl, Kip Hamplet, Rob Ruhlman, Jody Lutz, Brian Taboada, and too many others to mention. By far, the deepest, and most talented. What a great regatta.

1980 NA Champion

After the oval spar, what is the second most significant change the Class has seen?

There are many, wood boats to glass, steel boards to stainless, cotton to dacron, to whatever we use today. Really good trailers, you can't believe some of the junk we trailed down the road at 90. The biggest is with somewhat self-rescuing boats. Years ago, it was nearly impossible to right a boat, no less sail it out of a capsize. The boat is way safer.

How would the stars of Lightning sailing today stack up with the stars of the 70s?

Easy there, Greg Fisher is still around…well, so are a lot of us. Lets go this way:

Bruce Goldsmith vs Ched Proctor. Absolute draw… night and day in approach and prep…Bruce would go golfing with a cold beverage, Ched would wetsand, rerig, and go sailing.

Tom Allen vs Tito (it's cool to go by one name). Both too talented. Both sneaky quick. You know they are there but it's like they have a cloaking device. I sailed against both in their prime: Tito gets the edge only because he consistently has better crew. I can't say that, because Tom's three Worlds in a row with Anne Allen and Larry Bone were special. That's pickin' 'em.

Matt Fisher vs Alan Terhune…that's not fair, or is it. Both very intense, and I mean, intense. Neither has outstanding speed but are NEVER SLOW. Designer sailors, sail by the book tactically, predictable but very tough to defend or beat. Very good match up—would be a fun match race.

Jim Carson vs Taylor Lutz. What a scene it'll be when Jim hands Taylor the big trophy. The kid has talent and a very fine teacher, but Jim is the teacher of many greats. Jim had back to back heartbreaking losses in '70 and '71 NAs. Youth versus experience. Gotta go with Jim, but the kid will win; it'll be fun watching this career blossom.

Talent is talent in any era. Today's sailors have a lot of advantages, i.e., coaching, better equipment. I think we had more freedom in the '70s and it was different racing, no 720, no throw outs, no Harken.

There are many personalities that have sailed and are sailing Lightnings. Who is your favorite and why?

That's a tough one, only one, because over 40 plus years there have been so many…Bruce Goldsmith. He also had a single name (the Bruin) and only person I know to have a sail named after him. Bruce was/is a character and a great, great sailor. I had the opportunity to sail with him in Lightnings and Solings when I was 15 years old. What an experience on and off the water.

Who is the best boat handler you have seen?

Mario Buckup, hands down. His teams had technique that hasn't been duplicated, although, Linton's team is close. He's a great sailor, and an asset to our Class.

Who is the most influential person on your sailing ability?

Bill Shore…he taught me how to win and lose, made me think way too much. Bill is still coaching me and supporting my Paralympic campaign.

Who do you think has had the most impact on the Class, either sailing or supporting the ILCA organization?

Dave Nickels, Tom Allen, Jr, and Greg Fisher. In different ways, they have all been available to provide a service and support the membership.

When was the best period of time for racing Lightnings?

The early '80s. We had a lot of 'older guard' mixed with new blood: Tom Allen, Mario Buckup, Bill Shore, Ken Read, Dave Curtis, Jay Lutz, Larry MacDonald, Jim Crane, Manuel and Tito G plus the whole Fisher clan…that was a lot of talent.

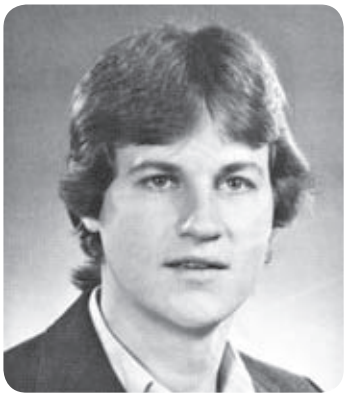
Rank the 10 best Lightning skippers of all time.

Bill Shore, Tom Sr, Tito, Mario Buckup, Bruce Goldsmith, Matt Fisher, Mark Bryant, Larry MacDonald, Greg Fisher, Jay Lutz, Ched Proctor, Jim Crane.

All these sailors have great careers and at their time were by far the best. This is a top ten of only my forty years. Let the arguments/discussions begin. I've enjoyed my life in the Lightning Class.

Interview by Alan Terhune

The 1990s



Larry MacDonald—2-Time World Champion and 2-Time North American Champion

Over the last couple of years you may have noticed that navy blue boat out there with two kids crewing…yep, that's Larry and his kids. But make no mistake, Larry didn't just start teaching and sailing with the up-and-comers of the Lightning Class recently; rather, he has been mentoring and inspiring young sailors for decades now. As a junior, Larry was taught by his Dad, the great Larry Sr., who spear-headed the Youth World Championship for many, many years. These days you can find Larry sailing a club race or a world championship race with his kids, teaching them all the way around the course.—David Starck

Please tell us about how you came to be involved with sailing a Lightning.

I began sailing Lightnings when I was 13 or 14, sailing club races in Hamilton, as an occasional crew. When I was 16, my father bought a boat and I began practicing for the Jr. NAs and Jr. Districts. I sailed the Jr. Districts that year in Silver Lake and then the Junior NAs in South Carolina, and I was hooked.

Who did you sail with? Was your family involved?

I began my Lightning sailing with my father and junior crews. Dad would drive and pay for the events, and he helped train my junior crew. After a few years, my sister sailed with us, as well as my junior crew. Eventually, my sister got her own boat and Dad went to sail with her.

What venues did you most enjoy?

I have always loved sailing at the Buffalo Canoe Club, but I must say one of my favorite places to sail is Savannah. I also have a warm place in my heart for Indianapolis on the Geist Reservoir, where I sailed the spring regatta for a few years when I was young. I still remember kicking off the season; dad would drive both ways while I would sleep along with the other crew. We would drive all night Friday, and again most of the night Sunday to sail. It sure made for great memories.

Who was your big competition racing in that era?

My first regatta was a junior district at Silver Lake, and I came second to Mark Bryant. I raced for many years against Mark and he was 'the guy to beat' along with Jay Lutz and Matt Fisher. There were many others such as Shore, Allen, Goldsmith, Crane, Curtis, etc., but I always seemed to focus on the younger guys as the guys to beat.

What is the victory you treasure the most and why?

I have a number of treasured victories for different reasons. My first Canadian Open win with my dad was special, for both of us; my first NA victory with Ya and Trevor because it was a year long effort with that as the goal; my Worlds win with Ya and Jody, because the journey to get there was so much fun; and also the spring regatta in Toledo a few years back, winning my daughter's first regatta.

What has the Lightning Class meant to you over your lifetime?

Being involved with the Lightnings has shaped my life. It exposed me to a group of people at the age where life can be confusing. The Lightning family has helped make me who I am. The racing has made me focus; taught me to make a plan, execute that plan, and then evaluate the result to formulate another plan until we arrive at success. It has been a great life lesson. Now, with my children involved, it is wonderful to see the same people help shape them. The Lightning Class is one of the few places that the kids are treated as peers and it has an enormous effect on their confidence.

What has been your greatest contribution to the Lightning Class?

Perhaps focus on the youth, and trying to give as many as possible the opportunity to enjoy what the Class has to offer.

How important to you is the team atmosphere on a Lightning?

Team is everything to success and enjoyment of this sport. I have sailed with some great teams, and wonderful people. Many have become my best friends and life long friends. It is strange that the team effort of trying to get this square boat around a race course, a little faster than everybody else, has the ability to bond people.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

I sailed four Junior NAs and the first Junior Worlds and thought these were great events. I believe strongly in developing younger sailors in the Class. I have been sailing with my kids as of late and am reasonably competitive with 10 and 12 year olds on the boat. Most people have been waiting to include kids once they reach 15 or 16, but I think we all should start earlier. The boat is conducive to a small crew member and now that we rarely reach, it is an advantage 75% of the time to be lighter. We need more kids at the regattas, because the social side is important, and once there is a group of kids sailing, the growth will take care of itself.

What is the strangest thing you ever saw while sailing?

That would be Bill Faude.

What is the best event socially?

When I was young, it was the fall regatta at Silver Lake, now it would be the Southern Circuit.

What is the regatta you will never forget?

There are many, but my first with my daughter, Joy, is way up there.

Mario Buckup
1st Non-North American World Champion and South American Champion

I remember the day that I realized the world was round. Well, not really, just that it was big. 1975. News Flash! New World Champion. Mario who?? Is he from New York? Chicago? Brazil!! You mean a non-American won the Worlds! Wow! The ILCA really is an International Class, and it was Mario Buckup who opened up the floodgates. Now we are surprised when a US sailor wins the big one (what a difference 30 years makes) but Mario was our first international champion. At our reunion, Mario is the guy telling the story about how our family welcomed an 'outsider' into our ranks with open arms.—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

My father had a Lightning and won, once, our Nationals. Also, I always like better boats with crew instead of sailing alone. I like teamwork.

Who did you sail with? Was your family involved?

At the beginning, I sailed with my friends which ended to be my best friend, until now. Since around 1992/93, I began to sail a lot with my brother, and sometimes my younger son, Marc. Then, around ten years ago, I decided to sail with my wife, Telma, and Marc. At the beginning, they depended on me, but now I depend on them, so good they became!!! Telma on the spinnaker, and Marc on the jib and helping on tactics.

What venues did you most enjoy?

Even I work with sailing (North Sails and Boat Equipment). I enjoy very much all Lightning regattas, from small club races to Pan Am games (2), Worlds (many), NAs (Many), SAs (Very Many), etc…

Who was your big competition racing in that era?

To name some: Claudio Biekark, Bill Shore, Mr. Goldsmith, Tito and Manolo Gonzalez, Tom Allen, Paco Sola, Maspons Brothers, Andres Lisocki and many, many others.

What is the victory you treasure the most and why?

Two Gold Medals in Pan Am games plus one World Champ.

What has the Lightning Class meant to you over your lifetime?

My life belongs to the Lightning Class.

What has been your greatest contribution to the Lightning Class?

I'm trying to teach all what I learn in and out of the Class to those who want to know.

How important to you is the team atmosphere on a Lightning?

Super important, if not fundamental!! A skipper alone will have serious difficulties to sail a lightning, without building teamwork with his crew.

Chat about the juniors programs you've been involved with and the Lightning Junior NAs. Add your suggestions for developing young Lightning sailors.

In Brazil, we have a good junior program. Interestingly, all Brazilian junior are interested in sailing Lightnings, once and from then on they love it. They even have other good classes, such as 420, Snipes, etc., in Brazil.

What is the strangest thing you ever saw while sailing?

Sailing in one of the American big lakes (I think Sheboygan), and even in a hot day there was fog on top of the lake because the water was so cold!! During one week, and another one: seeing small hurricanes coming in front of a cold front in Guaruja (Brazil)!!

What is the best event socially?

All social events are super important. I like them all!!

What is the regatta you will never forget?

One of the regattas I will never forget was at the lake San Pablo near Quito, Ecuador, and I was sailing with Telma (pregnant—6 months), and my friend Joaquim against Jim Dressel, Bill Shore, etc. . . The wind was strong and suddenly a stronger puff came in and we were the only ones to hoist the spinnaker. Joaquim was taking care of the jib and spinnaker and carrying Telma around the boat to not hurt her and the baby!! We survived and won the regatta!!

The 2000s

Jody Swanson
1st Female North American Champion and Youth World Champion

Well I think it's Jody Starck as I write this, but regardless, both last names are synonymous with success in the Lightning Class. Jody's talents seem limitless. She sails the Lightning in such a carefree and loose manner you wonder how is it possible for her to do it so effortlessly? Hopefully, married life and the new baby (Sabrina Ann, born May 1, 2006) will not slow Jody down, but then again, the only way I figure most of us can beat her is if she doesn't show up!!—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

I was very fortunate to grow up sailing with my family in the Lightning Class. We skied in the winters and sailed Lightnings in the summers. It was just what we did as a family. Good fortune comes in all sorts of shapes and sizes. This was my good fortune growing up.

Who was your big competition racing in that era?

Sometime you just get lucky. I had my family as well as a whole host of others to help me excel. Weekend club sailing brought me the likes of MacDonalds, Jones, Bryants, Stu Anderson, Allens, Starcks, Roseberrys…out to race. Some incredibly valuable lessons were learned week in and week out in front of the BCC!

What is the victory you treasure the most and why?

Lightning Youth Worlds. It was my first international competition. It was a very big to even qualify, much less win the regatta. Looking back, it was one of the first times, my team and I set our goals, worked very hard preparing and actually saw the fruits of our labor. The regatta also opened many doors for me in years to follow!

What has the Lightning Class meant to you over your lifetime?

The Lightning Class has been very gracious to me. It is partly responsible for my love and passion for the sport. It has provided me with some incredible opportunities and was always there to push me to become better, yet still provide the friendships and camaraderie to keep the sport fun.

What has been your greatest contribution to the Lightning Class?

The biggest contribution any of us can make to the Lightning Class is promoting it among our peers. We are all responsible for the health of the Class, so introducing new people to the Class is a contribution we all need to make!

How important to you is the team atmosphere on a Lightning?

For me, the team concept is quite possibly the best part of the sport. Assembling a team is just another challenge in our sport. However, when done right, there is a special magic brought to the boat, providing the difference between first and second! In my opinion, the team makes or breaks a regatta, so I am often left wondering why the team doesn't receive more credit as a whole. In most cases, like mine, the skipper is left floundering without the constant backing of the team!

Interview by Mark Bryant

David Starck—Current World Champion Runner-up and Junior North American Champion

"Super Dave" is just that. Super. Oh sure he wins his share of regattas and is always on the leader board at every major event but that's not why he's "Super Dave" in my opinion. Whether he's co-chairing the NAs, winning the Southern Circuit or getting junior sailors hooked on our boat, David just bleeds Lightning sailing. He gets pumped up for it like no one I know. Going to Chile. David's pumped up. Weekend regatta at Cazenovia Lake. He's there! "Supe" would say the Lightning Class has given him a lot but we know it's the other way around. Now he and Jody have added another talent to the ILCA with the birth of Sabrina. Won't be too long before she's beating us all too!!!—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

Growing up at the BCC, all the best sailors were in the Class.

Who did you sail with? Was your family involved?

I sailed with Tom Ward; Larry MacDonald was really responsible for getting me involved in the Jr. Regattas. Yes, my entire family was/is very involved in the Class.

What venues did you most enjoy?

BCC, Key Biscayne, Savannah, Pymatuning

Who was your big competition racing in that era?

Larry, Mark Bryant, Tom Allen Jr., Jody (my wife, as a kid), Steve Hayden.

What is the victory you treasure the most and why?

1987 Junior NAs—it was so critical to me to win that regatta!

What has the Lightning Class meant to you over your lifetime?

A lot. Many of my best friends are and continue to be sailing in the Lightning Class.

What has been your greatest contribution to the Lightning Class?

Getting the fleet and the BCC back on track and getting the kids involved again. Today the fleet is very healthy and sound.

How important to you is the team atmosphere on a Lightning?

The team chemistry is the difference between winning and losing. Period.

What is the best event socially?

Pymatuning Spring Classic

Who was your biggest pain in the side, whether speed, tactics, or just lucky?

Fastest—Matt Fisher; tactics/smarts—Larry.

The sailor you don't want to sail against when he/she is hot?

Tito.

Lets go back a couple of years and chat about the junior programs you've been involved with and the Lightning Junior NAs. Add your suggestions.

Once again, the BCC Juniors had a great tradition—it's the reason I'm working hard now to get it back!

Take us through the first time you led an NAs race, what the feeling was.

1992 in Buffalo. Too painful a regatta to reminisce…lost to Larry by two points.

The feeling of winning your first NAs race, this year?

I need to win the damn regatta—not just the race. It is a great feeling though.

What are your other hobbies ?

Tennis, running, ice hockey…all help sailing in various ways.

Is your family part of you sailing and how so?
Now more than ever…Jody!!

Dumbest thing you ever saw while sailing?
A pin end RC boat call boats over and NOT being anchored.

Strangest event you attended?
Grateful Dead Concert in Madison Square Garden.

Hardest loss to accept?
1992 NAs…a couple collegiate regattas come to mind…1990 Sloop Nationals.

Luckiest event you ever won?
1986 Navy Fall Invite D division Laser.

Best event—racing, non-Lightning?
J/24 Worlds…also, the Pan Am trials.

Regattas you would like to forget?
2006 St. Pete.

Regattas you will never forget?
2005 Worlds in Chile.

We took your magic wand away, but if you could change anything on a Lightning, what would it be?
Rudder design and centerboard material.

Lets go to amateur vs pro. Who has more love for the sport of sailing?
Same.

Is there a difference?
No.

Interview by Mark Bryant

Greg Fisher—North American Champion

Greg Fisher has a major flaw. He's too nice. There, I said it. While our class has it's share of dominating champions who have won their fair share (and then some) of major regattas Greg is the guy who is likely to have made more of an impression on you than many of the names you read about in the Flashes. Don't get me wrong. Greg has won a ton of Lightning regattas (NAs, Southern Circuit, St. Pete) but those are just the ones he has won while on the boat. But you see Greg's flaw is that he wants to help other people win almost (I said, almost) as much as he wants to win himself. You're as likely to see Greg tuning a competitor's boat while the fleet sails out to the start as you are to see him on the winner's podium. Maybe he'd have won a few more "big ones" if he hadn't helped the guy with his mast rake or his jib leads but he can't help himself. He's too nice. And we like him just the way he is.
—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.
My dad was very involved with sailing and Lightning racing. My brother and I started racing with him at a young age. I think I was 6 or 7, and Matt was around 5. We went to all the regattas with my dad and mom, and it was a very family-oriented activity for us.

What venues did you most enjoy?
At that time, any of the ones that had a beach! Buffalo, Pymatuning.

What is the victory you treasure the most and why?
For sure, the NAs in 1977. My brother won with my dad as crew. I was second behind him. Second most memorable regatta, though, was the Worlds in Miami where I crewed for my dad and we were sixth—part of the event, we led!

What has the Lightning Class meant to you over your lifetime?

Many friendships have come as a result from the Lightning Class. For our family, it has long been the common denominator.

How important to you is the team atmosphere on a Lightning?

It is everything…without the right 'chemistry' it's not fun, and we won't do as well. For me, it is more important to sail with someone I have a great time with than one who is the very best sailor.

The most consistent sailor, which is always there, but never wins.

Jim Dressel had, over the years, been second in the NAs numerous times. He won St Pete a couple of times but he was always super consistent.

Please add what different teammates have offered.

Sailing with Joann and Jeff Eiber (who I've sailed with for 23 years) has always been a solid team and fun. They communicate well together and paint the 'picture' of the racecourse well for us, so together, we can make the best tactical and strategic decisions. Joann, when she is 'on' and confident is one of the very best tacticians anywhere, I feel. Brian Hayes has always been a great talent to sail with, too! Tactically, he is very strong. He and I have always worked well together both on and off the racecourse.

Lets go back a couple of years and chat about the junior programs you've been involved with and the Lightning Junior NAs. Add your suggestions.

We sailed the very first junior NAs in Cleveland. My brother won and we were second (sound redundant?!). It was a great time as there was lots of talent sailing—Mark Bryant, Jay Lutz, to name just a couple.

I think this event is key for future Lightning growth. It is important that it continues to receive the effort it does today to make it a strong event. Making sure as many of the hot kids in other classes, outside the Lightning Class, are invited and have boats available would be great press and an opportunity to bring even more kids into the Class.

Take us through the first time you led an NAs race, what the feeling was.

It was '77 and it was unbelievable. At the time, I was surprised but excited that we were there!

Is your family a part of your sailing and how so?

My family is all about sailing. My wife, Joann, sails with me as much as her work schedule allows, and I enjoy crewing for her. She is very talented in her own right. She was third in the NAs a few years back. My daughter, Martha, sails with us a lot, or her buddy Maegan Ruhlman. Lightning sailing is special for her as well…her strings of friends all sail Lightnings! I still enjoy sailing with my dad and look forward to the next event. Martha and I have crewed for him several times and it really doesn't get much more special than that! Talk about team chemistry!

Interview by Mark Bryant

Tito Gonzalez—4-Time World Champion and South American Champion

"Numero Uno". That pretty much sums it up. Let's take a look at his results last year: Lightning World Championships—1st, Etchells World Championships—1st. That does it for me—two of the toughest one design classes in the world (assuming you think the Etchells is tough), and Tito goes and wins them both. Oh yeah, he has won the Lightning Worlds something like four times now. The only real question right now is—who's number 2??—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.
Because my father had a boat; he invited me to sail with him when I was 13.

Who did you sail with? Was your family involved?
The first 5 years in the Lightning Class, I crewed together with my brother while my father was the skipper. Then, my father bought two Lightnings and my brother and I started our own team with friends.

What venues did you most enjoy?
Always the ones that are challenging; heavy winds have been always my favorite ones. I remember Puerto Rico, a bay where we sailed Pan Am games in 1979. Big waves and 20 knots plus everyday. Another good place to sail is Con Con, Higuerillas, Chile, where we sailed the Lightning Worlds 2005.

Who is your big competition racing?
At the beginning, the South American competition was Mario Buckup from Brazil. Internationally, there were many great sailors like Bill Shore, Matt Fisher, Jay Lutz, Larry MacDonald, to mention a few.

What is the victory you treasure the most and why?
To me, all the victories have the same sweet taste because all of them are hard to win.

What has the Lightning Class meant to you over your lifetime?
It's been more than I can say in one book, it is part of my life and the Lightning is deep in my heart because it gave me such a great time, experience, and the opportunity to know friends and countries around the world.

What has been your greatest contribution to the Lightning Class?
I gave it back my best competitive sport spirit ever.

How important to you is the team atmosphere on a Lightning?
This is the most important question you have done today. Even before the regatta has started I already know, only because the atmosphere factor, if I have a good chance to win. In other words, I have won only when I got good feelings with my crews; and always when I had even a small issue with one of them, the final results are poor.

What have other teammates of yours contributed?
Some of them, like German Schact, offered extremely strong physical conditioning, which turned out to be unbeatable in heavy air. Other sailors like Jay Lutz or Terry Hutchinson gave the strategy at an expert level.

The most consistent sailor, which is always there, but never wins?
These days, Dave Starck.

Having been a CHAMP, what is next? Can you just hope to win another or do you work at it?
As long as I have the desire, I will keep working as hard as possible to try to win again.

Let's go back a couple of years and chat about the juniors programs you've been involved with. Add your suggestions.
I never had a junior program in the Lightning Class. I sailed sabots from age 8 to 13 without any coach, but all summer, everyday, I had a lot of fun sailing inside the bay rounding the boats and marks close to the beach.

Other hobbies?
I ride mountain bikes, play tennis, winter ski, and I go to the gym once per week all year round.

Is your family part of your sailing and how?
My father and my brother are life long sailors, and now my older son, Diego, is training to go to China for the Olympic Games. I hope my younger son, age 11 now, will be involved in the sport.

Interview by Mark Bryant

Betsy Alison—Multi-Time Rolex Yachtswoman of the Year

Betsy (Gelenitis) Alison—deeds unprecedented—that's the only way to detail her accomplishments. The list is longer than space permits. For a few, try five-time Rolex Yachtswoman of the Year, three-time Adams Cup Champion, Multi-winner International Womens Keelboat Championship, US Womens Match Racing Champion, Laser Womens World Champion, Yngling Worlds Champion not to mention Lightning victories including Womens North American Championship and a team member for Lightning Worlds, North Americans, and Southern Circuit victories. All this and more from the girl that cried when she was first introduced to junior sailing. Now sailor, teacher, friend, and ambassador of the sport—unprecedented talents—giving back to the sport that has earned her international recognition.—Jim Carson

How did you get into Lightnings and why?

Back in the early 70s, Jim Carson and Dave Ruiter from Metedeconk River YC started offering 'advanced classes' in Lightnings to juniors (selected by resume application) that were moving out of established sailing-class format. By teaching weekly classes in loaner Lightnings (fleet sailors), we all learned valuable skills like compass use, tactical and strategic analysis, advanced spinnaker technique, teamwork, etc. The Class culminated each season with a Junior Championship regatta for the Junior Club Champion, and all of the participants in the teams were from the advanced class. Not only did this keep us active and interested, it provided a ready, willing and ABLE group of 'crew' for the fleet sailors. Pretty smart, eh? Through this channel, many of us then were skilled enough to be able to 'borrow' boats to sail in the Junior NAs and then stay on to crew in the big show.

What has this Class done for your sailing, as a coach, sailor, and World Class sailor?

The Lightning Class is a very friendly, family-oriented Class. I was able to sail with family and friends for a long time. It is a Class that has a lot of talent and depth in it, all across the age spectrum. This Class provided me with the opportunity to experience top-level competition at a local, regional, national, and international level at a very early age (in my teen years), and it helped me to grow as a sailor as I explored many opportunities in the other classes and disciplines. The Class has provided me with a great foundation. I draw from many of my experiences sailing with Class stalwarts like Bill Shore, Dave Curtis, Hale Walcott, Jud Smith, Tito Gonzalez, and many others when I am involved with my sailing projects regardless of whether they are my own racing programs, or in my coaching duties.

What was the difference of sailing with Dave Curtis vs Bill Shore or Mark Bryant?

Each person I have sailed with has brought to the table their own variety and style of demands, expectations, and personality. Dave Curtis was one of the most naturally talented people I have ever sailed with. I enjoyed learning from him to appreciate the gut feelings, the trusting of sensory perceptions, the rigors of a very precise and organized program. With Bill Shore, I particularly learned how to be much more analytical and technical in my thinking and approach to decision making—his intense demands warranted making quick yet calculated suggestions. Those years were very educational to me—culminating by winning a Worlds together in 1985. Mark Bryant—well, sailing with you was definitely a piece of work. You tended to be far more emotional than the others, determined and holding high expectations. We worked hard as a team to get the job done.

How would you rank the Lightning among all the boats you've sailed and why?

The Lightning will always be one of my favorites—a glorified square, flower box that you can hop in and out of without too much effort (though hiking hurts like mad). Even if you've been away, you will still be able to have a reasonable degree of success. Plus, the people in the Class is what makes being involved so enjoyable.

What influence did Jim Carson have on your life, outside of sailing.

In addition to his influence in getting me and my brothers involved in the Class, he has been a great personal friend to me and my family.

What did you do with all the watches, can I have one or do I need to earn it?

Of the five watches, I kept the first, and the fourth (it was different) and gave away the other three to people who have supported my program over the years and who have a tremendous impact on the resultant outcomes. BTW—you (Mark Bryant) need to earn yours.

Who was your toughest US lady sailor, i.e. Adams, etc.?

There are many female sailors that I have tremendous respect for that have provided plenty of challenges over the years. Jody Swanson, Sally Barkow, Marit Soderstrom of Sweden, Shirley Robertson of Great Britain, Marie Bjorling of Sweden. There are plenty more.

If you campaigned a Lightning full time, how good would you be? A Champ?

You are only as good as your last result shows, and I believe that if you spend enough time working at any task you can achieve great things. The challenge is to recognize what your strengths and weaknesses are, then capitalize on the strengths and convert the weaknesses into strengths. Then, you pay your money and take your chances—there are so many changing variables in sailing. The more time you can put into a well-planned effort, the higher the success rate. But, having an EFFECTIVE program is far more important than spending all day, every day, on the water.

Now that US Sailing has recognized your ability with disabled sailors, (Thanks Coach) what are you plans to achieve multiple Golds in China?

Since becoming the staff coach at US Sailing for the Paralympics disciplines, the focus and long term goal is to have podium finishes in all three classes. Maximizing our assets from athlete performances to resources is critical to making that happen. If we can help our athletes reach their potential in an effective and timely manner, and if the athletes that comprise our TEAM put forth their best efforts in training and competition, we will make the world 'take notice'.

Your most memorable moment in the ILCA?

I can only guess, '85 Worlds. Great job. Winning the Worlds in '85 (crewing for Bill Shore) was a definite highlight—but then again, so were the bonfires at the Junior NAs on the beach at Buffalo Canoe Club.

Interview by Mark Bryant

Matt Burridge—2005 North American Champion

What is not to like about Matt Burridge? He's your everyday, ordinary Lightning fleet racer from Lake Carlyle who, by the way, went out and sailed the pants off everyone in Sheboygan to win the 2005 NAs with a race to spare. Matt Burridge is exactly what's great about Lightning sailing. Get a great crew, practice a bit, have a plan, make sure you're having fun, sail against the best competition whenever you can and combine it all together and you end up filling up a tarnished silver bowl with champagne, sharing a sip with 200–300 of your new best friends and get called "NA Champ" the rest of your life. We need more Matt Burridges. Who's next?—Brian Hayes, ILCA Secretary

Please tell us about how you came to be involved with sailing a Lightning.

My dad bought a wooden boat #7503 when I was six. He thought it would be 'relaxing', but I am not sure if that meant sailing or maintaining a wooden boat. As soon as he learned you could race, the relaxation went out the window. I first crewed for him when I was eight, and did my first full NAs when I was 12 (raced 1 race as a sub the previous year, '71). Dad shared the helm with me when I was 13; we kept learning together through the '89 season, when he crewed for me in the Europeans in Athens (10th), he was 59.

Who did you sail with? Was your family involved?

I raced with my dad, Lal Burridge, and my mom would always go along and ask to work RC. I was privileged to sail with a wide range of distinguished teammates: Bill Shore, Bill Buckles, Mark Bryant, Rick Larson, Cully Ward, Phil Grotheer, Jim Carson, Don & Scott Zerban, Dan & Tobi Moriarty, Todd and Christine Wake. I am teaching my son, Patrick (10), to sail this year.

What venues did you most enjoy?

I loved Athens; Newport, Rhode Island; Pucon, Chile, Burlington and Mission Bay YC, each for different reasons but mainly because I felt as though I had these places moderately figured out, and they are beautiful venues.

Who was your big competition racing in that era?

I had great rivalries with Greg Florian, Steve Craig, and Larry MacDonald as a junior. As I aged out, I developed a very health rivalry with a master, Augie Paoli, who was a great light air sailor from Carlyle and probably taught me more about the nature of competition week in and week out than anyone, ever.

What is the victory you treasure the most and why?

The 2005 North American Championships in Sheboygan because we were dark horses, I trained very hard to overcome the common wisdom that I was 'way too old to win', yet we won by a healthy margin. Being able to do it with my best friends as teammates, and my parents watching at the same venue where I almost drown 29 years earlier was special.

What has the Lightning Class meant to you over your lifetime?

A life long set of friends. No matter where I go, if there is a lake and a Lightning fleet, I find I am welcomed. That is rare in this age.

What has been your greatest contribution to the Lightning Class?

Being ILCA Secretary for two years as we tried to infuse the Class with energy and enhance the stature of the Class internationally. It was very satisfying volunteer work.

How important to you is the team atmosphere on a Lightning?

The team is responsible for the result, and therefore, the atmosphere has to be right. Loose but attentive, mentally, is really good place for us to be, so we try to create the surroundings where that is the outcome. We have each done this Lightning racing thing a thousand times, and I think that helps us stay calm and in perspective. For my team that works well.

Who was your biggest pain in the side, whether speed, tactics, or just lucky?

For me, over the past 15 years, no question, Steve Hayden and Barr Batzer. They are very talented and make very few mistakes. We know them, like and respect them, and are constantly around them, for better or worse. Lately, worse for us. However, at the end of the day we can sit with their team and have a good laugh about what happened and why. That is a real treat in a competitive environment. They might say that we are a pain in their sides, too!

The sailor you don't want to sail against when he/she is hot?

The Class is so even right now that is almost impossible to answer. If I had to give a response it would be some mixture of Larry MacDonald and Tito Gonzalez in heavy air, Jody Swanson and Jim Crane in tight situations, Dan Moriarty and Bill Fastiggi in a flat water drifter, Bill Faude in a drag race, and Matt Fisher and Ched Proctor every other time and every other situation. They are all highly skilled, highly motivated, very clean and honorable competitors. Frankly, they are just plain better than me but that motivates me. I enjoy being the underdog with the old 'element of surprise' kind of thing. I know I've left myself open to a lot of second guessing with some very obvious omissions but the margins of differentiation are very small in the Class today. Every year, it seem like if any one of about 20 boats get hot, they can win the NAs, too.

The most consistent sailor, which is always there, but never wins.

Wow, I don't think I can answer that. By the time a boat makes the blue fleet, they really are winners, but maybe, just at a different stage of development. I'd rather say who I thought was the most consistent sailor whether they happen to win or not; Matt Fisher. In my opinion, he's the prototype of a smart, conservative style and that puts him consistently at the top in virtually regatta since he was a teenager. Considering the evolution of the tuning in the Class over this time, I think he has had the most consistent results.

Now that you are a CHAMP, what is next? Can you just hope to win another or do you work at it?

I work at it because I am a long-term goal driven sort of animal. That is just me. Right now I am just working to stay fit in the off-season and hopefully learn a few new things that are venue specific. I am lucky that I can still be as physically fit as I am, and am profoundly grateful. On the other hand, I study a lot of sailing videos (from '84 Olympic Games VHS through the current Volvo race streaming video). Although not much of what I see is Lightning sailing, maybe it just helps keep me sharp with sail shapes and conditions, etc. when I can't sail all the time. The mental visualization thing really works well for me. However, it does seem that the harder I work, the luckier we get.

Add in that Tobi and Dan may help...

With Dan and Tobi Moriarty as teammates, we have three good skippers, so we know what has to happen. Dan finished 5th in his first NAs as a skipper, so I know he's a hugely talented sailor. Tobi is the best starter in our fleet when she skippers, and she helps to keep us relaxed but focused with her wit, organization, and ability to read wind on the water. She's also a former triathlete and has a very competitive streak. I guess, at times, we all work hard not to be the biggest wimps on board. Having them on my boat is a privilege, I just want to be up to it.

Let's go back a couple of years and chat about the junior programs you've been involved with and the Lightning Junior NAs. Add your suggestions.

The best junior programs always had an exit strategy for the junior sailor to transition into the 'open' fleet. This requires people to extend invitations, take chances, and share their knowledge and time on the helm. I can't think of a better junior program than what Larry MacDonald and Jody Swanson/Starck are doing right now with kids. To come on to those boats as a junior just must rocket them down the learning curve at an incredible speed. I really respect Larry and Jody for their current approaches and generosity.

Take us through the first time you lead a NAs race, what was the feeling was?

Leading at the windward mark in an NAs is a truly heady feeling, but if you actually think about it in mid race you have already lost it. We try to remain focused, know the races ahead of us with the opportunities that we need to capitalize on and really only relax, reflect and analyze after that race is over.

The feeling of winning your first NAs race, this year?

It sounds like ego, but winning the first race in Sheboygan came more easily for us than race #5 (7th). Sometimes it is just like that. After the first day with a 1-1-2, it sunk in that we really had it dialed in. That made for one long, sleepless night.

What are your other hobbies and is it used to perform better while sailing?

I exercise, try to learn patience by having 2 high energy boys (10 and 7), and be the best parent of a child with special needs as I can be. I owe a ton of gratitude to Chris, my wife, for the way she has supported my time commitments for sailing. It is truly a humbling experience. I figure, after that, racing sailboats is pretty non-threatening.

You mentioned your son is now sailing, chat about how that feels and how this may help your families challenge?

For us, it is about bonding time and perspective on the rest of life. Sailing is both a metaphor for life and an escape from the realities of day-to-day life. That why I love it. If sailing can help my son see beauty, or have fun, or be healthier, AMEN!

Dumbest thing you ever saw while sailing?

I saw a guy finish an NAs qualifying race in the Blue flight and step to the leeward shrouds to relieve himself. His crew steered back onto the racecourse and hit one of the leaders in the green flight race. They were DSQed after the fact. That was dumb and crazy.

Strangest event you attended?

Strange events happen all the time in small lake sailing, so I am fairly immune, but one sticks out. To get to the '95 NAs, we had a one race districts that was shortened to a 2 leg drifter. We were lucky enough not to get the lead too soon and took the guy, that was strange.

Hardest loss to accept?

Some of my college sailing losses were tough to take because I lacked the maturity to put it in perspective. However, the one that hurt the worst was in Burlington in '01, when we had a 2 point lead going into the last day and finished 6th overall when the breeze came up out of my strike zone that year. That was one long 1,000-mile drive home.

Luckiest event you won?

Sheboygan NAs was my luckiest win. You have to have good luck to win the NAs, but as I said earlier: the harder I work, the luckier we are.

Best event, socially?

The Bluenose, every November in Nashville. I try never to miss one.

Best event racing in other boats, not Lightnings?

The 1998 470 Olympic Trials in Newport was the best two weeks of race management I think I'll ever see. We did not place well, but the racing was superb. In the Lightning Class, we have such a high standard and Class guidelines to ensure a good event the pattern is much tighter. The one that stands out is the Detroit NAs in '97 that Tom Vickers and his team ran, maybe that is because I was crewing and has more time to observe.

Regatta that you'd like to forget?

1976 Sheboygan NAs. The boat was destroyed in the first qualifier, I was 16 and in way over my head. 3 of us almost drown. It was VERY sobering.

Regatta I'll never forget?

The Sheboygan NAs 2005, baby!

We took your magic wand away, but if you could change anything on a Lightning, what would it be?

I have no magic wand, but if I did, I would use it to help the Class return to a growth mode in Europe and South America. It would benefit all of us. That would be my wish.

Interview by Mark Bryant

Matt's VERY proud parents—Lal and Pat Burridge

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District and Fleet Reports

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ARGENTINA

FLEETS

206 Club Nautico Olivos
446 Club Univeritario de Buenos Aires

Fleet 206—Club Nautico Olivos

Sailing on Lake Olivoa
Buenos Aires, Argentina
Argentina District

Boat#	Boat Name	Owner
8411	Repunte V	Javier Pascuchi
11043	Mancarron	Pablo Gustavo Bordino

Fleet 446—Club Univeritario de Buenos Aires

Sailing on Rio de la Plata
Buenos Aires, Argentina
Argentina District

Boat#	Boat Name	Owner
11037	Marmolin	Roberto Ricoveri
11041	Flamingo IV	Roberto Gomez Joly
11649		Hector Longarela

Roberto Ricoveri, Federico Mera, Manuel Ladogana

BRAZIL

FLEETS

147 Sao Paulo
351 Flotilha de Lightnings de Niteroi
401 Guanabara
462 Guarapiranga Lake

District Commodore ..... Torsten Ralf Bojlesen

2005 in Review:

From April through June, the Lightning Fleet participated in a Ranking program to qualify for the Pan American trials held in July in Rio de Janeiro. It was the first event in preparation for the 2007 Pan American games, and the Class was congratulated by the organizers for the size and quality of the fleet.

The second half of the year was dedicated to selecting the teams that would qualify for the Chilean Worlds.

Three teams participated from Brazil: Tommy Sumner, Mario Buckup and George Rider, with Torsten Bojlesen in the Masters. Although the Brazilian teams did not do very well, the outcome was positive. It had been some time since Brazil was represented by so many teams, this shows we are on the right track to revive the Lightning Class in Brazil.

Another key point brought home from Chile was the fact that the boats we have in Brazil need to be upgraded to incorporate the latest modifications we saw. One way of doing this is to have new boats brought to Brazil for the 2007 Pan Am games.

2006 Preview:

We started the Year with the Brazilian Junior Championship, with Tommy Sumner winning the title in the last 2 races. João Hackerott, in second, showed that Brazil will have another great team to follow up when Tommy moves out of age.

The year promises great races, with several teams battling out the one spot available for the 2007 Pan American games. Besides the forever great Champions who never give up, like Mario Buckup and Claudio Bieckarck, the 2 time Junior World Champion, Tommy Sumner (going for 3 next July) , we now have a new great name joining the Class. It is an honor to have Lars Grael sailing with us in Lightnings and trying to qualify also.

In July, Rio de Janeiro will receive teams from each Pan American country wishing to qualify for the Pan Am Games. Hope to see you all here.

The Future:

Interstate Team Races, International Team and Match Races, Inter Club Challenges and a Lightning School for adults available to all local Clubs. These are some of the areas we are working on for the future of the Lightning Class in Brazil.

John S Bennett

Brazilian competitors at the World Championship in Chile

Fleet 147—Sao Paulo

Sailing on Lake Guarapiranga
Sao Paulo, Brazil
Brazil District

Boat#	Boat Name	Owner
11708		Roberto Marinelli
11710	Irema	Jan Peter Zacher
14498		Enrico Francavilla
14602	Flash Ridder	Claudio Biekarck

Fleet 351—Flotilha de Lightnings de Niteroi

Sailing on Guanabara Bay
Niteroi, Brazil
Brazil District

Boat#	Boat Name	Owner
13405	Waikiki	Luiz Clarkson Lebreiro
11710	Irema	Jan Peter Zacher
14101	Junt'n Time	Marco Antonio Gantois Gomes

Fleet 401—Guanabara

Sailing on Guanabara Bay
Rio de Janeiro, Brazil
Brazil District

Fleet 462—Guarapiranga Lake

Sailing on Lake Guarapiranga
Sao Paula, Brazil
Brazil District

Boat#	Boat Name	Owner
11693		Brian Murray Sumner
11710	Irema	Jan Peter Zacher
12440	Lightning Rider	Horoldo Fleischfresser
12657	Perereca	Frede Neils Bojlesen
13405	Waikiki	A Carlos Richard Prado
14330	Kirimaw	James Sumner
14353	Scambau	Dennis Plambeck
14378	Meia Noite 8	Mario Buckup
14562		Thomas Sumner
14601	Gator	Claudio Augusto Bonomi
14633	Fala Serio	Bruno Ruthenberg
14845	Clone Rider	Torsten Ralf Bojlesen
14892	White Magic	Hans Juergen Ludwig
14893	Layline	George Lewis Rider
14894	Uizo	Caio Seabra
15152	Xamego VI	Nelson Small Schmitt
15229		John Stuart Bennett
15264	Hooligan	James Stuart Birkinshaw

João Hackerott after 2nd place in Qualifiers for the 2006 Junior Worlds

CALIFORNIA

FLEETS

194 Mission Bay Yacht Club 372 San Francisco Bay Area

District Commodore.....Jeff Coppens
District Secretary ..... Alissa Hall
District Champion.....Jeff Coppens
Runner-Up.....Scott Finkboner

This year was an encouraging and exciting year for Lightnings on the West Coast. The San Diego fleet experienced strong growth this year. We claimed one of the top participation rates of any one-design class in the San Diego for both club races and regional one design events. I believe we raced more than 25 days this year in great, San Diego sailing conditions.

Two years ago, the San Diego fleet had seven active racing boats. Today, we have twelve boats racing on a regular basis with fourteen Lightnings at Mission Bay Yacht Club.

The Mission Bay Fleet submitted a bid early last year to host the 2006 North Americans, and the entire club is excited at hosting this world-class event. With a shortage of boats on the West Coast and the lack of large regatta exposure, this event is vital for continuing the Class growth on the West Coast.

We enjoyed a very competitive race season. In February, we sailed the California Circuit. Challenging race conditions existed with a storm front passing through each day of the event. The wind changed from calm to 18+ knots on almost each day. This year, we raced all five days at Mission Bay. Scott Finkboner won the Circuit with Mike Brewer placing second and Jeff Coppens was third.

The District championship was held in May at Mission Bay Yacht Club. Eight boats competed for the Districts. Jeff Coppens won with three bullets in four races, and Scott Finkboner placed second and Ed Petit De Mange third.

Jeff Coppens towed his boat 2,400 miles to Sheboygan to compete in his first North Americans with Ed Petit De Mange and Paul Tarantino as crew. They qualified 20th placing them in the Championship Fleet and finished 31st in the Championship Fleet. Having grown up in Green Bay, Jeff enjoyed returning to his home state and introducing Ed and Paul to brats, fried perch, and Leinekugels.

Five Lightnings from San Diego traveled to San Francisco for the Pacific Coast Championships in September. Much to the fleet's chagrin, none of

Cookout in the rain!

the San Fran boats could free their schedules, but we enjoyed fantastic racing anyway in a variety of conditions from light air to San Fran's famous "blow the oysters off the rocks" heavy air. Man is it fun to surf a Lightning in 22 knots! The race was incredibly close, as all five places finished within six points of each other and the top three by three points. Ed Petit De Mange placed first, with Pete Bellin second and Jeff Coppens third.

Back in San Diego, we ended the year with Jeff Coppens winning the Turkey Regatta in November and Ed Petit De Mange winning the Hot Rum Regatta in December. Mike Brewer was named Fleet Champion for the best point total in club races, and Jeff Coppens was awarded best finisher in non-club events for the year. Dan Gravatt won the award for most dedicated fleet member—I think he missed only one event all year!!!

Fleet 194—Mission Bay Yacht Club

Sailing on Mission Bay and the Pacific Ocean
San Diego, California
California District

Boat#	Boat Name	Owner
8778		Dan Gravatt
8966	Excalibur	Richard Hoffman
11603	Direct Access	Joel Vann
13411		John Carr
13742		Richard Hockaday
13819	Flipper	Eric Swayze
13842		Peter Colantuono
13856	The Flying Wasp	Ed Petit de Mange
13860	Jolly G	Dan Gravatt
14095	Puddleglum	Kirk & Edna Johnson
14202		Greg Lembo
14263		Peter Bellin
14308		Dale Bull
14486	JJEB	John & Jolene Northrop
14572		Tim Jehle
14846	White Lightning	Michael & Dick Brewer
14904	Hana Hou	Scott Finkboner
14924		Jeff Coppens

Fleet Co-Captain ..... Peter Bellin
Fleet Co-Captain ..... Kathryn Ham
Fleet Secretary/Treasurer ..... Edna Johnson
Fleet Champion ..... Mike Brewer
District Champion ..... Jeff Coppens

We started racing on January 9 with the Winter Series and ended on December 18 with the Hot Rum. In between, we saw our fleet grow and change. Jeff Coppens bought a new boat and won the Districts with it. He sold his older blue boat to Dale Bull. Merlin Green decided to move to Boston for a while where, we hear, he's frostbitten and missing us; he sold his red boat to Peter Colontuano. Kirk Johnson actually bought a complete set of new sails for the first time in 10 years. He misses the duct tape on the jib window, but his crew can finally see starboard boats approaching. Scott Finkboner bought an old Eichenlaub and had it restored. Now he's paying to store two boats in the yard. Ed Petit de Mange joined our fleet with boat number 13856 from the east coast and is tearing up the course with it.

The yacht club puts on at least two days of club races every month, occasionally three, and a beer can race every Thursday night starting the first Thursday in May and ending the first Thursday in September. We would keep on sailing, but it tends to get very dark by the six o'clock starting time, and the race committees can't see the boats. So we reluctantly give up these TNTs (Thursday Night Things) and wait for Spring.

We managed to have an abbreviated California Circuit in conjunction with Southern California Yachting Association's Midwinter regatta. One day of Bay racing, one short marathon which had to be even further shortened due to drifting and dreaming conditions, and two days of ocean racing which turned out to be one day in the bay because of serious breakers in the channel, and one day in the ocean in even more serious wind.

Our trophy winners were: skipper who sailed the most TNTs—Dan Gravatt (he gets to be our fleet captain next year); Club Races Champion—Mike Brewer; Regattas Champion—Jeff Coppens; District Champion—Jeff Coppens, Fleet Champion—Mike Brewer. This year he and his crew, Dick Brewer, got to compete in the club championship in Snipes. He didn't win, but they finished with the mast in the air.

Fleet 372—San Francisco Bay Area

Sailing on San Francisco Bay
Richmond, California
California District

Boat#	Boat Name	Owner
12337	Golden Girl	Nathan Peman
13626	Crusader Rabbit	David Larz Anderson
13783	Elusive	Elissa Hall
13869	Maniacal	Peter Beecher

CENTRAL ATLANTIC

FLEETS

26	Little Egg Harbor	34	Metedeconk River Yacht Club
99	Great Egg Harbor	104	Lavallette Yacht Club
173	Brant Beach Yacht Club	196	Surf City
228	Riverton Yacht Club	335	Barnagat Light Yacht Club
430	Ocean City Yacht Club	491	Lake Nockamixon

District Commodore.....Keith Taboada

Fleet 26—Little Egg Harbor

Sailing on Little Egg Harbor Bay
Beach Haven, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
10768	Procrastination	Jody Robinson
11124	Spirit	LEHYC Junior Sailing Program
11666		Rafe Pilling
14634	Options	Caroline V L S Hoedemaker
15079		Franz & Sheila Schneider

Fleet Captain..... Dr Jody Robinson
Fleet Secretary..... Frank K Schneider, Jr
Fleet Champion..... Dennis Lojek

Our regular Saturday series began on June 18th with races every Saturday through till September 3rd.

Franz Schneider with his wife Sheila and daughter Susan Lojek sailing Aries on Little Egg Harbor Bay

The Central Atlantic District Championship was held at the neighboring Brant Beach Yacht Club and the Long Beach Island Race Week races were held at the Surf City Yacht Club.

Rafe Pilling represented our club in the local Sears Cup eliminations that were sailed in Lightings at Monmouth Boat Club. His crew was his sister Colie and Tyler Klaus.

Mark Schneider, sailing with his daughters Ashley & Greta won in a fleet of eleven boats at our Down Bay Regatta this year.

A family oriented club, the Little Egg Harbor Yacht Club has a strong dedication to sportsmanship and sailing excellence. Based on the southern tip of Long Beach Island, we are blessed with an excellent deep water course and a strong prevailing southerly breeze. Come and sail with us when you are in this area.

Fleet 34—Metedeconk River Yacht Club

Sailing on Metedeconk River
Brick, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
6557	Zig Zag	Carol H Kern
9852	Club Tub	Metedeconk River Yacht Club
10952		Robert G Savarese
11122		David Magliaro
11894	Love It	Stephanie Ruiter
12209		Donald Schon
14008	Incredible Hulk	Greg Kinzel
14450	Fog Racing Team	George B Francis & Richard D Thomas
14589	Less Than Zero	Brian Taboada
14597	Roadmaster	Keith Taboada
14830		Mike & Hadley Green
14842	Crusader	Stephanie Ruiter
14889	Stripes	William C Bogardus
14960		Michael Hnatt
15122	Logical	James G Carson
15166		Jody Lutz & Michael Schon
15166		Jody Lutz
		Ryan Dunn
		Rick Pokorny

Fleet Captain..... Michael Hnatt
Fleet Secretary..... Jim Carson

Fleet 34—Metedeconk River Yacht Club

The 2005 review starts in November, with the Class elite event, the Worlds in Chile. Metedeconk made a splash in international waters led by Jim Carson, who finished 2nd in the Masters World Championship. Jim reunited his Ugly Fuzzy crew from the mid 1970s, Jay Lutz and Michael Schon, and streaked to a 2nd over strong competition and even stronger winds. The races were sailed in conjunction with the South American Championship, which Jim took 10th. We would say Jim ages like fine wine, but even wine isn't this good after 60 odd years. The following week saw the Worlds event, with Jody Lutz making a strong showing, finishing 6th, despite a capsize. Paul Gelenitis returned to the Class to finish 33rd. Fleet members George Francis (with Paul) and Jarrett Lynn (finishing 5th with Allan Terhune) also participated; tales of Chile's giant waves and ever strengthening winds have circulated around the fleet already.

The emphasis of the fleet was participation in the Barnegat Bay Yacht Racing Series and local regattas. The BBYRA series saw seven Metedeconk fleet sailors qualify, the strongest showing in years. Toms River's Will Demand edged Metedeconk's Mitch Hnatt, the recent perennial winner. Ryan Dunn returned to the area, to finish 3rd. Summer series sailing on the river dropped off as the battle for river supremacy over motor boaters took its toll. Strong participation in spring and fall series balanced out the decline in summer series. Matt Reiser of Lavallette took spring honors, while Allan Terhune of Annapolis won the fall. The spring and fall series are open to all clubs. The Club Junior Champion, an event held each year in Lightnings, was Michael Crann.

The initial local regatta is the Long John, held in Red Bank, New Jersey with 5 of our fleet sailing, with the best performances by Brian Taboada (4th) and Jody Lutz (5th). The Central Atlantic District Championship was held in Brant Beach in June and Metedeconk sailors took 3rd (Mitch Hnatt), 4th (Bill Bogardus) and 5th (Jim Carson). Other Metedeconk participants included George Francis (10th), Rick Pokorny (15th) and Matt Schon (17th). Keith Taboada traveled to North Carolina for the Atlantic Coast Championship and Jody Lutz finished 2nd in the Canadian Open. Jody Lutz won the New Jersey States, held at Toms River. In the major fall regatta, the Frigid Digit in Annapolis, three Metedeconk sailors braved strong winds to finish in the top ten: Jody Lutz (6th), Bill Bogardus (8th) and Jim Carson (9th).

The North Americans in Wisconsin held less luster for Metedeconk sailors, with mild participation. Jim Carson made his annual pilgrimage and finished 6th in the Masters and qualified for the championship flight in the NAs. Matt Schon sailed the Junior NAs and finished 13th.

The 2005 year began on a dark note as two fleet sailors, Andrew Brennan and Dick Thomas Sr. passed away in January. Andrew was three time Club Junior Champion and won the Lightning Junior North Americans in 2001. Dick sailed Lightnings for 30 years, most in 11411, and served as Commodore among many other yacht club posts. Both will be missed while their contributions will be felt for many years.

Jim Carson receiving 2nd in the World Masters Championship with crew Jay Lutz and Michael Schon

Ian Gilliland, Sarah Mergenthaler & John Faus

Fleet 99—Great Egg Harbor

Sailing on Great Egg Bay
Ocean City, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
13159		William Demand
14495	Sweetness	Bill P Clausen
15052		Robert Warner
15232		Allan Terhune

Fleet 104—Lavallette Yacht Club

Sailing on Barnagat Bay
Barnegat Bay, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
12957	Spirit	William E Dacosta
14539		John C Morton
15197		Matt Reiser

Fleet 173—Brant Beach Yacht Club

Sailing on Little Egg Harbor
Brant Beach, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
9628	Discovery	Paul L Alberti
13809		Jeffrey L Carson
14325	Verbal Abuse	Carl Reitinger
14660		J Edward Serrill

Fleet 196—Surf City

Sailing on Manahawkin Bay
Surf City, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
13139		Darryl Waskow
14068	Punch Too	George Schmidt
14300	Scrap Metal II	Randy Swartley & Richard M Warren
14595		Robert Rizzitello
14635		Darryl Waskow
15139	Fast Horses	Tuathaul MacColgan
15175	Triple Threat	Timothy G Robinson & Frank Temme
15204	Exit 63	Bill Mergenthaler
15218	Jezebel	Steve Warren

Ian Gilliland, Sarah Mergenthaler & John Faus at the World Championships in Chile

Fleet 228—Riverton Yacht Club

Sailing on Delaware River
Riverton, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
7660	Air Ball	Gary Birnhak
11519		Kent Steinriede
12480		John Mangan
13740		Michael McCourt
14214	Chees Whiz	Bruce Nicholson
14659		Bruce Falls
14699	Toodle-OO	Allan M Crew
14739		Paul M Van Cleve
14771		John G Haiges
14890	Ultimate Pressure II	Peter R Denton
14942	Primal Scream	Richard Moyer
15055		Hugh J Hutchison
15154		Mark C Schneider

Fleet Captain..... John Townsend
Fleet Champion.....Denton/Townsend

Pete & Jen

The Delaware River was busy again this year with more than 20 races of 8+ Lightnings each Wednesday night. We raced along side four other fleets with up to 80 boats in total on the river making for some very interesting mark roundings. Afterwards everyone gathered around the newly refinished club house to spend time with competitors and friends.

This year the club spent many of its weekends visiting other fleets. This included many trips to the New Jersey shore, Pennsylvania lakes, Virginia and Maryland bay, Delaware, Georgia and Florida. We even made it down to Chile to compete in the Worlds. This was all in addition to hosting our annual New Jersey Governor's Cup regatta with our famous barbeque dinner.

We had one very exciting night that brought out the Coast Guard, Marine Police, and the 4 local news channels complete with helicopters. All because of a knock down squall and a very nervous on-shore fan who dialed 911; she did not realize that these sailors have handled these difficult conditions many times before.

This year was one of surprises and great competition, and we welcome a new owner John Mangan to the fleet. Come join us.

BBYC Lightening Finish

Fleet 335—Barnegat Light Yacht Club

Sailing on Barnegat Bay
Harvey Cedars, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
10859	Wallaby	Dan Gilman
13708	Boo Boo	Alex Klein
13772		Justin Monnig
13876	Rasta	Harold W Pote
13970		Mark Kaplan
14350		James C DeCesare III
14450	Fog Racing Team	Doug Zimmermann
14489	Hot Pepper	William S Clarke
14650		Paul B Wood
14787		John Demming
14833		Peter D, Jacqueline & Tyler Menninger
14881	Mac At-tack	Mac DeTuro
15235		John Faus

Fleet Captain..... Alex Klein
Fleet Secretary..... Bill Clarke

Again, Barnegat Light Yacht Club had one of our Lightning sailors at the Club's helm. Jim DeCesare was the BLYC Commodore for the year of 2005. He was a third generation Commodore, his father and grandfather having preceded him and he is a second generation Lightning sailor at the Club, his father having preceded him as a Lightning sailor at BLYC in the '60s and '70s. Jim and Amy did a great job. Many thanks. And again in 2006, we will have a Lightning family holding down the Commodore spots. Dave and Holly Faus get to do that job this year and they both have long been a part of the Lightning sailing scene.

We had a series of 27 races commencing July 2 through September 3. We succeeded in getting six or more boats out on the race course every week except one, when we had four boats sailing. Again, regular participation paid off in the standings. The results for the Club series were John Faus, first, Bill Clarke, second, and Mark Kaplan, third. The Clarke and Kaplan boats were within a couple of points right to the end and throw outs made the difference. It was a very competitive series. We were happy to see the BLYC Lightning out on the race course with its Irish skipper and crew consisting of some of our Club sailing instructors. Had they not left our shores for home in Ireland early, they certainly would have trophied. We miss Mac DeTuro and John Demming and look for their regular participation in 2006. John felt the need to supplement the future crew availability; and he and Stephanie are the proud parents of son Conner. By the way, John Faus did show up with a brand new boat as he said he would. I have heard that Justin Monnig has been spending his weekends getting his boat back in shape to be raced.

There are rumors about the Browns getting a Lightning and maybe another contingent of the expansive Faus family buying a boat. Probably too early to tell. The Gilman boat? Beginning to look doubtful. Maybe Clay Shaner at some point? Hopefully, Mark Epstein, an excellent crew and sailor, will continue his interest in the fleet. We know that the Menninger family sailing team will continue to be a serious threat to taking trophies this year. Congratulations to Will Brown for his acceptance at one of the nation's premier scholastic and sailing colleges, Brown University.

We're thinking of running a raffle this summer with the winners getting the privilege of naming the many boats in the fleet that are without names. Come-on, guys, use some creativity and imagination—pick a tasteful name we are permitted to have printed in the Yearbook.

The BLYC Annual Lightning Regatta was sailed on our North Course on August 27 with six BLYC boats participating and several boats joining us from our closest Lightning Fleet neighbor to the south, Surf City Yacht Club. Awards to BLYC participants, among its Fleet, went to Clay Shaner in the DeTuro boat, first, Mark Kaplan, second, and John Faus, third. As usual, the north course provided us with deep water and good winds. An incredible parade of extremely noisy stink pots disrupted the smooth sailing briefly. Three windward-leeward races were sailed. A couple of us allowed our boats to lay on their sides for a while.

Fleet 335—Barnagat Light Yacht Club—*cont.*

Our 2006 mid-Winter Lightning meeting was held at the Brown's house the weekend of the big snowfall on the evening of Saturday, February 11. By the next day we had around 15 inches of snow on the ground. We thought of turning an old Lightning into a sort of toboggan. Nevertheless we had a successful turnout of 15 or so persons, had a good time and its fun to discuss Lightning sailing and make sailing plans at any time of the year in any conditions. Thanks to the Browns for holding the function.

Max Achtau will be returning to sail with us again this summer. He returns from teaching in Switzerland for the past two school years. We understand he will also be heading the BLYC summer youth program in 2006. He will be a tremendous asset to the program.

Again, many thanks to the many Race Committees. Their willingness to get out there in all kinds of weather is what is needed to make our sailing season a success. Their volunteer efforts are indispensable. We plan on continuing our efforts to make their jobs easier by participating with them in laying out the sailing courses and helping with equipment. Just keep those catboats out of our way.

Lastly, but most importantly, the Fleet wants to thank Alex Klein for his outstanding help and interest as our Fleet Captain over the past few years. Alex has been "right there" throughout. The enjoyment and pleasure he gets out of Lightning sailing appear as a glow on his face each week around noon time when he shows up at BLYC to sail his Lightning with the unfortunate name of Boo Boo. That's OK Alex. The name isn't important; it's your leadership and participation that count. We all thank you Alex.

As this is written, it is only about 55 days until the summer racing series begins again. Can't wait to try out those new sails.

Fleet 430—Ocean City Yacht Club

Sailing on Great Egg Harbor Bay
Ocean City, New Jersey
Central Atlantic District

Boat#	Boat Name	Owner
13078		Richard McCarraher
13649		Howard M Solomon
13873	Freebooter	Russell Hanscom, III
14014	Blue Streak	Erik T Hostvedt
14341	Water Rat	Richard McCarraher
14348	Flower Child	John J Parker
14415	Mr Pinky	George Glenn, III
14922	White Lightning	Kevin Robinson
14987	Sailsman	Erik T Hostvedt

Fleet Captain.....Richard McCarraher

Fleet 430 of the Ocean City Yacht Club had another excellent summer of racing in the Great Egg Harbor Bay. We had our usual mix of light and heavy air with great clear days for every race. There was no pre-season favorite and each race was competitive.

The summer was successful for everyone because of the crew members who bring their skill of sailing to the races. No skipper could be successful without the experience and teamwork of the crew. Howie Solomon had his daughter Tracy and Sean Dowleius. Richard McCarraher sailed with his daughter Tiffany Prettyman and granddaughter Phoebe Prettyman. Sometimes his other daughters, Sara Scargill and Courtney Bonnet, were in town to crew. George Glenn always had his regular expert sailing crew consisting of his brother Jim

George at the Worlds in Chile

George Glenn, James Glenn & Chappy Hopkins at the World Championships

Glenn and Chappy Hopkins. Russell Hanscom had his regulars, Mike McGuckin and Dave Bordon with his daughter Courtney starting to crew and following in her father's footsteps. John Parker is always successful with his daughter, Lisa, and Brian Eldin.

The Independence Day Regatta began the summer with Russell Hanscom winning the day while John Parker was second and George Glenn was third. In mid-July we hosted the MAYRA Regatta which filled the bay with sailboats of several classes on the race course. The Lightning series was won by John Parker with Russell Hanscom claiming second and George Glenn was third.

The summer ended with the annual Flag Officers Regatta. On this day George Glenn won the honors, while John Parker was second and Russell Hanscom was third.

It was obvious that our fleet enjoyed the close competition of the sailors. The summer series was decided by close scores. Our fleet championship series was won by John Parker. Russell Hanscom was second while George Glenn was third. Richard McCarraher was fourth and Howie Soloman was fifth.

Our season ended with a cookout at John's house and the annual Sailing Dinner at the Ocean City Yacht Club.

Stories of the sailing adventures of George Glenn added to the excitement in the fleet again this year. George with Jim Glenn, his brother, and Chappy Hopkins sailed his Lightning, Mr. Pinky from the Southern Circuit to the North Americans and in November went to Chile for the World Championship. The Ocean City Yacht Club is excited and proud to have such dedicated sailors in their membership.

We are looking forward to enjoying next summer on the bay with our old and new sailing friends.

Richard McCarraher

Fleet 491—Lake Nockamixon

Sailing on Lake Nockamison
Quakertown, Pennsylvania
Central Atlantic District

Boat#	Boat Name	Owner
11176		Mark Northacker
11444		Brent W Benson
13720		Gary Bonner

Lightning sailors participated in the Nockamixon Sail Club's "Club Fleet", Invitational Regattas, and Wednesday evening racing.

There's always hope that the fall Cap-it-Off regatta will be resuscitated though it didn't happen this year.

Visitors are always welcome at any of our regular racing days (many Saturdays and some Sundays April through October) and especially at our single-day invitational regattas. Contact Brent Benson or check out the Nockamixon Sail Club web site (www.NockamixonSailClub.org) for the calendar.

CENTRAL CANADA

FLEETS

277	Clearwater Bay	279	Temple Reef Sailing Reef

District Commodore ..... Ross Bailey
District Secretary ..... Tina Walsh

Fleet 277—Clearwater Bay

Sailing on Lake of the Woods
Clearwater Bay, Ontario, Canada
Central Canada District

Boat#	Boat Name	Owner
13180		Stephanie Broll
14878		Mike Couture

Fleet 279—Temple Reef Sailing Reef

Sailing on Thunder Bay, Lake Superior
Thunder Bay, Ontario, Canada
Central Canada District

Boat#	Boat Name	Owner
12755	Honk on Bobo	Richard Walsh
14013	TBA	Jim Cameron
14612	Play Pen	Ross Bailey
15064		Richard Walsh

CENTRAL NEW YORK

FLEETS

1	Skaneateles Country Club	10	Onodaga Lake
77	Newport Yacht Club	108	Great Sodus Bay
164	Willow Bank Yacht Club	225	Henderson Harbor Yacht Club
252	Keuka Lake	338	Galway Lake
484	Ithaca	498	Selkirk

District Commodore ..... Edward Seyerlein

The Central New York District had another active sailing season. In addition to our 4 two day regattas, the District held seven one-day regattas. The competition remained fierce throughout the summer.

Sodus—One Day-Sailing in the District began with a one day regatta in Sodus for 14 boats. The weather was much warmer than it has been the last few years. Only moderate to light breeze but a good day of sailing. Clay Murphy won the regatta.

Champagne Bash—One Day-Keuka—Light winds greeted 11 boats who turned out for the annual Keuka Regatta. Clay Murphy won the regatta.

Cazenovia—Two-Day—17 boats sailed at the annual Caz Regatta. Beautiful sunny day with nice 5–10 knot breeze. Bob Wardwell won the regatta.

Centrals—Fairhaven—Light air with chop on Saturday and heavy air with lots of shifts on Sunday made this a very interesting regatta. Dick Hallagan won the regatta.

Districts—Henderson Harbor— On a hot sticky weekend in July, 12 boats raced in spite of the threat of thunder storms. Winds were brisk and fairly steady for all six races. Jed Dodge won the regatta.

Dick Hallagan and Hendrix Ten Eyck at the World Championship in Chile

Ithaca Gorges—Two-Day—14 boats turned out for the Ithaca Gorges regatta. Five races were sailed in fairly light air. Dan Pope won the regatta.

Newport Yacht Club—One-Day—This year Newport opted to try something different—team racing. Nine lightnings rose to the challenge of sailing with three teams of three. The winds on the lake were fairly light. It was a fun day of sailing with a chance to try some different strategy, tactics and different race courses. Team Cazenovia, led by Captain AJ, won the regatta.

Onondaga—One-Day—High winds and rain greeted the sailors at the annual Onondaga Regatta. Dave Starck won the regatta.

Skaneateles —One-Day—It was another light wind regatta on beautiful Skaneateles Lake. Kirk Reynolds won the regatta.

Cazenovia—One-Day—In addition to the annual great chili cookoff, 12 boats raced in light and shifty conditions. Clay Murphy won the regatta.

Ithaca Frostbite—As has been the case for the last 2 years, it was another wet and exciting end to our sailing season. Wind and rain greeted 12 boats. With the longer race course, racing was fierce. Dick Hallagan won the regatta.

Many thanks to all of the skippers and crews who attended the regattas and made the CNY District both a competitive and friendly District. Complete results from all the Regattas along with other District news and next year's schedule, when available, can be found at www.cnyLightnings.org.

Jillian Erika Stokes
CNY District Secretary

Fleet 1—Skaneateles Country Club

Sailing on Skaneateles Lake
Skaneateles, New York
Central New York District

Boat#	Boat Name	Owner
762		Christopher Moore
8230		Sara Hogan
13330	Club Boat	Skaneateles Country Club
13677	Wag	Hendrix Ten Eyck
13900	Missmarker	Christopher C Kuhns
15088	Lyn	Bent L Thomsen

Fleet Captain.....John A Barnes

Fleet 10—Onondaga Lake

Sailing on Onondaga Lake
Liverpool, New York
Central New York District

Boat#	Boat Name	Owner
736	Huntress	W Craig Thayer
762		Christopher Moore
8656		W Craig Thayer
9392		W Craig Thayer
10370		W Craig Thayer
11425	The Cheese	W Craig Thayer
12545		Leonard Phillips
14737		Leonard Phillips

Despite being blessed with a great summer for sailing, we struggled to get Lightnings to the starting line of our club's Sunday races. Our Annual "Woody Get Together" in late July was again a success, with several people attending as crew since there own boats were not yet finished. This year we know that at least 3 more boats will be coming as they are nearing completion this winter. A great day of perfect 8–15 sailing on Saturday was followed by a barbeque cookout at the club. Unfortunately

Sunday morning was too light to race. Bob Astrove and crew repeated as Champs in #7603. Come join us this year July 22–23.

Our One Day Invitational was sailed under very windy conditions with half the fleet retiring before the final race. Dave Starck of BBC gave the rest of the boats a sailing lesson on heavy air boat handling and walked away with first place honors with four bullets. A delicious onshore lunch followed by trophies concluded the event.

This past year our fleet captain Joe Raite ventured off to college and put his boat up for sale, Len Phillips got married and sold his boat, so it is hoped we will add some new faces this spring.

Fleet 77—Newport Yacht Club

Sailing on Irondequoit Bay, Lake Ontario
Rochester, New York
Central New York District

Boat#	Boat Name	Owner
12355	Shadow	Craig A Flynn
12400	Windswept	Andy Smith
14298		Mark C Sertl
14397	Plan B	Chad H & John H Atkins
14580		Stephen Cox
14605	Endeavor	Don Curran
14655		Peter Hallagan
14949	Comfortably Numb	Leland G Atkinson, III
15165	Gandalf the White	Alan R McReynolds
15250		Daniel Pope
15255		Richard W Hallagan
15276		Philip Lange

Dick Hallagan & Sally Hume in Chile at the Worlds

Fleet 108—Great Sodus Bay

Sailing on Sodus Bay
Sodus Point, New York
Central New York District

Boat#	Boat Name	Owner
15164		Jed Dodge

Fleet 164—Willow Bank Yacht Club

Sailing on Cazenovia Lake
Cazenovia, New York
Central New York District

Boat#	Boat Name	Owner
12004		Charles I Woods
14465	Motion	Richard P Tuttle
14527		Peter & Kathleen King
14849		Clay & AJ Murphy

Fleet 225—Henderson Harbor Yacht Club

Sailing on Henderson Bay, Lake Ontario
Henderson Harbor, New York
Central New York District

Boat#	Boat Name	Owner
10712	May Day May Day	Leonard Montague
12696	Jeggpaw	Bill Wilcox
13353	Fleet 225	Fleet 225
14192	Run Away	John H Treadwell
14254	Footloose II	Richard C Grissinger
14321		Jack Jones
14808		John Boxberger
15205		Robert Wardwell

Fleet Captain..... Jack Jones
Fleet Treasurer.....John H Treadwell, II
Fleet Secretary..... Sara Treadwell
Sailing Activities .....Richard C Grissinger
Weekly Picnic Coordinator ..... MaryAnn Giangobbe
Awards Banquet Coordinator.....Polly Matarese

2005 REVIEW—The Spring meeting and social gathering was held at John and Sara Treadwell's cottage on June 12th. We had a great turnout of Fleet supporters and enjoyed snacks and beverages while we planned for the upcoming season of sailing and Tuesday Night Suppers. Topics included the new ownership of Henderson Harbor Harbor-View Marina's decision to cancel our Fleet's usage of their facility. Individual sailors had to make other arrangements to drysail and launch their boats. Also discussed was the Lightning CNY District Regatta to be hosted by HHYC on July 16th and 17th. Bob Wardwell was again chairing the event and asked for help from the Fleet. A sign-up sheet to host Tuesday Night Suppers was passed around. Marianne Giangobbe again agreed to organize and set up the calendar with dinners starting the first Tuesday in July.

We had an abbreviated racing season which consisted of nine Sundays starting with the Apple Blossom on July 23rd and ending with the Frostbite on September 25th. Winning skippers were:

John Treadwell	Apple Blossom Captain's Cup Summer Series Skipper's Race May's Trophy
Jack Jones	Barne's Memorial Frostbite
Tom King	Stoney Race Junior's Trophy
Dick Grissinger	Fall Series

Tuesday Night Suppers were well attended. A special Thank you to Marianne Giangobbe for a great job in getting the host families and calendar set.

HHYC hosted the CNY Lightning Districts on July 16th and 17th. Thank You to Bob Wardwell and all those who worked on making the event a success.

The season ended with the annual Awards Banquet at Ryan's Lookout. Thank you to Polly Matarese for putting together a wonderful evening of great food and festivity. Dick Gissinger presented the awards to the participating sailors, and special award flags went to the following:

Polly Matarese for organizing the Awards Dinner.

Marianne Giangobbe for organizing the Tuesday Night Suppers.

Hal Lyness for his photographic expertise over the summer.

Joan Treadwell Woods for her computer skills in assisting the secretary.

Sara Treadwell for whatever it is she tries to do!

Special recognition was given to ***Bill Wilcox*** for all his efforts in getting young people involved in Lighting sailing.

Dick Grissinger, ***John Treadwell*** and ***Jack Jones*** for all of their efforts toward promoting Lightning Sailing over the years.

The HHYC Waterspots Program leased the Fleet Lightning for the 2005 season. It was raced all summer with Tom King at the helm with his great crew. Fleet 225 was presented with a certificate of appreciation for the use of the boat.

MEMBERSHIP—We had 59 paid memberships for 2005, down from 63 the year before.

Thank you to the following people who so generously donated to our Lightning Fleet: Gerry and Marty Bezner, Connie and Marty Clasby, Marianne Giangobbe, Ruth Goodwin, the King Family, Hal and Ellie Lyness, Rich and Polly Matarese, Betty Matheson, Ann and Marty Maurer, Len and Gay Montague, Bob and Jean Parker, Len Roberts, Fred and Nells Stone, Nick Tdissco, Marcia Treadwell, Bill and Jane Wilcox and Dot Williams.

A short meeting was held after the Awards Dinner. Officers for the 2006 season were elected:

Fleet Captain	Jack Jones
Sailing Activities	Dick Grissinger
Treasurer	John Treadwell
Secretary	Sara Treadwell
Social	Polly Matarese and Marianne Giangobbe
Lightning Yearbook Report	Bill Wilcox

Capt' "Hook" Treadwell's Lightning in parade

2005 RACE RESULTS

Apple Blossom
- 1st John Treadwell
- 2nd Dick Grissinger
- 3rd Tom King
- 4th Bill Wilcox

Barmes Memorial
- 1st Jack Jones
- 2nd John Treadwell
- 3rd Tom King

Captain's Cup
- 1st John Treadwell
- 2nd Dick Grissinger
- 3rd Tom King

Summer Series
- 1st John Treadwell
- 2nd Tom King
- 3rd Dick Grissinger
- 4th Bill Wilcox
- 5th Jack Jones

Stoney Race
- 1st Tom King
- 2nd Dick Grissinger

Slippers' Races
- 1st John Treadwell
- 2nd Tom King
- 3rd Dick Grissinger

Fall Series
- 1st Dick Grissinger
- 2nd Tom King
- 3rd John Treadwell

Frostbite Race
- 1st Jack Jones
- 2nd John Treadwell
- 3rd Dick Grissinger

JR's Trophy
- 1st Tom King
- 2nd Rob Hoffman

May's Trophy
- 1st John Treadwell
- 2nd Tom King
- 3rd Dick Grissinger
- 4th Bill Wilcox
- 5th Jack Jones

Fleet 252—Keuka Lake

Sailing on Keuka Lake
Hammondsport, New York
Central New York District

Boat#	Boat Name	Owner
10490		Barry Brogan

Fleet 338—Galway Lake

Sailing on Galway Lake
Galway, New York
Central New York District

Boat#	Boat Name	Owner
12130		John Orton
13251	Eng_neer	Willard Kohler
15134	Huggie 3	R James Millard
15161	Dead Meat	John Korkosz

Fleet 484—Ithaca

Sailing on Cayuga Lake
Ithaca, New York
Central New York District

Boat#	Boat Name	Owner
1674		John B Rudd
11347	Anna T	Terrill Moore
13372	Windwalker	Stephen Little
14002		Edward Seyerlein
14240	Green Achers	John B Rudd
14713		Edward Seyerlein
14799	Hot Flash	Jesse W Miller
15027		Patrick J Sullivan
15188	Conspiracy Theory	Stephen Little

Fleet Captain.....Jeannette Little

The 2005 sailing season for Ithaca Lightning Fleet #484 was hot, hotter and hottest! By the way, I'm talking about the weather.

It all started in early June with race days scheduled on Thursday evenings and Sunday afternoons:

Thursday, June 2: 76°—3 races held
Sunday, June 5: 80°—no wind—no race
Thursday, June 9: 96°—1 race
Sunday, June 12: 85°—no wind – no race
Thursday, June 16: 80°—2 races
Sunday, June 19: Out of town regatta
Thursday, June 23: 80°—no wind—no race
Sunday, June 26: No racing
Thursday, June 30: Warm—no wind—no race

Do you see a recurring theme here?! Ithacans experienced the hottest summer ever with very little rain, for the first time in many years. The month of July was not any better, just busier with back to back out-of-town regattas three weekends in a row, plus hosting our own two-day regatta for our

Ithaca Fleet members swimming in the warm Lake!

District fleets the end of July. We got lucky with the wind goddess for those two days and held 5 races. Everyone had a fun time that weekend since it was "Pirates Night" at the yacht club and guests could camp out on the beautiful point.

What did we do with all our hot air? While some of us, including me, sat around and waited for the wind to come up, the collection of activities amongst the rest of the fleet members were: flying a Jack Russell puppy (all by his lonesome) via Delta airlines from California to New York; trying to make grass grow; vacationing to the West Coast; sitting around looking out over beautiful Cayuga Lake watching power boaters burn up gasoline, and watching a fleet member fall slowly in love…but not with his boat. Yup! That's what we did in June, July and most of August. Until…late August.

Around mid-August two weeks before our scheduled racing season was to end, the wind picked up! On Sunday, August 21st three boats went out to race. Ed Seyerlein with crew member Mary Lou Carlucci, Karen and Byrne O'Brien, and Jeannette and Steve Little with new crew, Samatha Zaharis. We held two races with a normal, windward, leeward, finish course set with Seyerlein and O'Briens staying pretty close to each other in both races, but we Little's were in the "back of the bus." All of a sudden coming downwind, the Littles, in the middle of a jibe, got hit with 32 knots of wind, turning them upside down. While I was treading water, I looked down the lake towards the finish line at what seemed to be another turtled Lightning. Sure enough! The O'Briens had gone over; and since they are so good at righting their boat, they capsized TWICE! As for Steve and I, we had to enlist the help of a nearby C&C 36 sailor friend. In the meantime, Ed and Mary Lou are sailing upright around the course and finishing FIRST!

The regular fleet members who showed up to race just about every Thursday and Sunday were Ginny and Jesse Miller with crew member Mary Lou Carlucci, Karen and Byrne O'Brien and Steve and Jeannette Little. Other fleet members who are active and showed up when their schedules allowed were: John Rudd, Jon Humphrey and Ed Seyerlein; and for some reason when they showed up there was WIND. Humm… They would come and get in their boats and try to beat the rest of us, and only Ed succeeded at that! Oh yea! He shows up just that one Sunday race in August, the heaviest, windy day of all and leaves the rest of us swimming in the lake. Not fair you may think, but hey, the guy loves heavy air, and so does Mary Lou, and they did very well just the two of them that day!

Since he was not at the awards banquet in October, congratulations go to Ed Seyerlein for taking two firsts that windy Sunday and winning the 2005 Over-All Sunday series – the Hallagan Award.

It was a different, but still, a nice, fun summer that we all will not forget.

Jeannette Little

Fleet 498—Selkirk

Sailing on Lake Ontario
Pulaski, New York
Central New Yorrk District

CENTRAL STATES

FLEETS

60	Jayhawk	438	Perry

Fleet 60—Jayhawk

Sailing on Lake Shawnee
Topeka, Kansas
Central States District

Fleet 438—Perry

Sailing on Lake Perry
Lake Perry, Kansas
Central States District

CHILE

FLEETS

318	Algarrobo Yacht Club	342	Higuerillas
490	Aculeo Lake		

District Commodore ..... Fernando Gallyas

23º LIGHTNING WORLD CHAMPIONSHIP HIGUERILLAS—CHILE—2005

Tito González, King of the Seas

The Chilean Alberto González did it again. After winning the Lightning South American Championship with a spectacular recovery in the last day of racing, in the Club of Yates Higuerilla, Con Con, Chile, Tito Gonzalez gained his sixth sailing World Championship, the fifth in the Lightning Class and the fourth as helmsman, equaling the record held by American Thomas Allen III since 1977 and that up to now seemed unrepeatable.

Although he had to replace one of his crew members just two days before the South Americans and ten days before the Worlds, the Chilean accepted the bad news, the pressure of the Chilean nautical world—anxious to see a triumph at home—the superior ability of his rivals and the changing conditions of the wind in Con Con. None of this seemed to favor the home teams.

In the first day, with a fleet of 45 boats representing Chile, Argentina, Ecuador, United States, Canada, Brazil, Switzerland and Finland, Tito finished 1st and 2nd, stepping immediately into first place in the standings. Crewing for him were his son Diego (18 years) and Cristián Herman (3 points). He was followed by American Jody Lutz (9 points), and by Chilean Cristobal Pérez (9 points).

Nevertheless, the second day of the tournament, an OCS and a 10th place in the following race left González in the 12th place, with 59 points, and delivered the leadership of the regatta to American Amanda Clark (25 points), followed by Ched Proctor (27 points) and Jody Lutz (31 points).

The following day there was no racing. A front of bad weather caused a storm that affected the central coast of Chile and left the boats at the docks. The Race Committee decided to advance the Rest Day and resume races 24 hours later. That would be Tito's day. He won the first race, but the strong winds forced them to delay the start of the second race. By then, the Chilean had risen from 12th to 8th place. But he wanted more. In the afternoon, in the sixth race of the tournament, he finished 4th, with which he recovered the first place with 18 points, followed by American David Starck (20 points) and Chilean Pablo Herman (34 points).

Tito leading the pack!

González was happy to be back on top, but worried about not being able to make a single mistake. But in the following day, he scored two more firsts, stretching the differences with Starck. With one race to go, the Chilean had 20 points, while the American accumulated 40. Further back the Chilean Pablo Herman, with 41, held the hope to reach the runner-up position.

But the final race was destined to Tito. Although he had planned to sail conservatively, he touched the first mark, dropping back from the lead. González finished advancing leg by leg, to win the race and the 23rd Lightning World Championship, where he not only renewed the title obtained in 2003, but also added his fifth World crown in the Lightning Class and the sixth World triumph in his career (in September he won the Etchells World, in the United States).

The Chilean was proclaimed five-time World Champion and entered the history of the Lightning Class with four titles as helmsman. This achievement equaled the longstanding record of American Thomas Allen III (winning in 1961, 1963, 1965 and 1977), and who at his 74 years of age was also present in Higuerilla. González's previous championships were obtained in Colombia 1987; Finland 1995; Ecuador 1999 and United States 2003, the last three as helmsman.

The final recount:

- The Chilean obtained 21 points (1-2-10-46*-1-4-1-1-1), followed by
- American David Starck, with 41 (33*-10-4-1-2-3-15-4-2)
- Third was Chilean Pablo Herman, with 48
- Further back were:

  American Jody Swanson (52 points)

  Allan Terhune (64)

  Jody Lutz (67)

  Ched Proctor (73)

  Bill Mauk (78)

  Amanda Clark (83)

  Chilean Juan Eduardo Reid (84)

Canadian Larry MacDonald was 17th (134); Swiss Urs Wyler, 22nd (162); Argentine Roberto Ricoveri, 24th (184); Brazilian Tommy Sumner, 29th (209); Finnish Sakari Pesola, 40th (281); and Ecuadorian Carlos Lecaro, 41st (285).

With these results, Tito González is undoubtedly the most successful Chilean sailor of all times, with six world championships (five in Lightning and one in Etchells), six South American titles (five in Lightning and one in J-24) and four Pan-American medals (in Lightning silver 1983, silver 1991 and gold 1995; and in J-24 bronze 2003). The Chilean press already calls Tito González, the King of the Seas…and with reason.

Reprinted from a Chilean newspaper article and translated.

Fleet 318—Algarrobo Yacht Club
Algarrobo, Chile
Chile District

Boat#	Boat Name	Owner
12925	Veterano	Ignacio Perez
14709		Juan Eduardo Reid
14794		Cristobal Perez Spencer

Fleet 342—Higuerillas
Sailing on Higuerillas
Vina del Mar, Valparaiso, Chile
Chile District

Boat#	Boat Name	Owner
13282	Marmalade	Pablo Ramirez Magana

Fleet 490—Aculeo Lake
Sailing on Aculeo Lake
Champa, Paine, Chile
Chile District

Boat#	Boat Name	Owner
11011	Ojo de Lince	Alberto Gonzalez Mas
14231	Atlante	Juan Pablo del Solar G
14609	Don Chamy	Andres Gomez Errazuriz
14632		Felipe Guerrero M

COLUMBIA

FLEETS

73 Club Nautico Del Muna 501 Club Nautico El Portillo

District Commodore.....Felipe Castillo G

Fleet 73—Club Nautico Del Muna
Sailing on Lake Tomine
Bogata, Columbia
Columbia District

Boat#	Boat Name	Owner
14700		Santiago Uzcategui T
14801		Mauricio Vanelzuela

Fleet 501—Club Nautico El Portillo
Sailing on Lake Tomine
Bogata, Columbia
Columbia District

Boat#	Boat Name	Owner
14552		Hernando Ramirez
14813		Filipe Recaman

Lake Tomine—Columbia

CONNECTICUT/RHODE ISLAND

FLEETS

6	Housatonic Boat Club	85	Niantic Bay Yacht Club
126	Cedar Point Yacht Club	129	Madison Beach Yacht Club
134	Noroton		

District Commodore.....R Neil Hayes

Fleet 6—Housatonic Boat Club

Sailing on Long Island Sound
Stratford, Connecticut
Connecticut/Rhode Island District

Boat#	Boat Name	Owner
10801	Woody	R Neil Hayes
14947		Brian Hayes

Brian Hayes in St Pete

Fleet 85—Niantic Bay Yacht Club

Sailing on Niantic Bay, Long Island Sound
Niantic, Connecticut
Connecticut/Rhode Island District

Boat#	Boat Name	Owner
7170	Baby Makes III	David G Dickerson & Martin O'Meara
12069		William A Sebestyen
13940	Zing	James Gardner
14289	Ciao	Tom Emch
14417	Imp Baby	Donald R & Donna Barrett
14419		Franz R Edson
14665	April Thunder	Gregory & E Jennifer Hall
14619		Theresa & Larry Colatuano
14588		Georges Peter
14900		Kelly Crane
15130	Vannish	Christopher J Vann
15190		Michael Gooch-Breault
15215		Nina Cuccio Peck
15239		Randall Shore
		David Peterson
		Barry Buehler
		Bill Healy

Fleet Contact..... Dave Peck

Fleet 85 looks forward to another summer of racing with participation from our regulars as well as guest sailors, Dan Hertzer and Dave Spira. Although some of our stalwarts have moved on to other activities due to burn-out or family obligations, we still have about a dozen boats in the parking lot. We welcome any Lightning sailor to be our guest on Sundays or Holidays. The spirit of Sunday racing is for fleet building, family participation and helm-swapping while Holiday races allow for preparation for regional or national events.

Our Fleet 85 sailors continue to represent NBYC well on the national circuit. Greg Hall made the trip out to Wisconsin for the 2005 NAs and qualified for the Blue fleet for the very first time. Dave Peck and Chris Vann attended the 2006 St. Pete Circuit race, while Larry Colantuono along with PJ Schafer and Steve Kirkpatrick recently won the 2006 Long John regatta in Redbank, NJ. Larry also placed 2nd in 2005.

In addition to our Sunday and Holiday series, our fleet hosted both the CT/RI Districts and the annual Connecticut Governor's Regatta in 2005. Both regattas were won by Dave Peck and his team of Nina Peck and Bryan Lilley.

2003 North American Champion Bill Healy is resurrecting an 11000 series Allen hull, so watch out for his return to active competition.

Best of luck to all in the 2006 season.

Fleet 126—Cedar Point Yacht Club

Sailing on Long Island Sound
Westport, Connecticut
Connecticut/Rhode Island District

Boat#	Boat Name	Owner
11385	Ol' Blue	Richard Thackaberry
11486	Generic Boat	Aaron Seymour
11570		Liviu Vogel
11674		Scott Potter
13821	Fast Forward>>	Terence D Frimmet
13832		Ryan O'Grady
13889	Wind Breaker	David Marseli
14176		Christopher Miller
14238	Lloyd on Acid	Steven Wexler
14630		Thomas Glynn
14807	Second Chance	Rod Ratcliffe
14821	Charlie Horse	Charles Proctor
14900		Rob & Brenda Crane
15057		Al Minella
15111		Gianni Cuccio
15116		Doug Latour
15171	High Cheese	Joshua Goldman

Fleet Captain.....David Howe
Fleet Secretary.....Dave Marseli
Fleet Treasurer.....Dick Thackaberry
Fleet Champion.....Gianni Cuccio
Fleet First Runner-Up.....Josh Goldman
Fleet Second Runner-Up .....David Howe
Fleet Third Runner-Up .....Dick Thackaberry

Cedar Point Yacht Club has been home to Lightning Fleet 126 for over 40 years. Cedar Point last held the North American's in 2003. The Fleet sails every Saturday from Memorial Day through Labor Day, with at least two regattas thrown in for fun. The Early Bird regatta in the spring is held the weekend before Memorial Day, and the Fall Classic is the last weekend of September. Overall, the fleet had 13 boats in the dry stall area this year. Of those thirteen, eight boats managed to qualify for the season, meaning they hit the line at least 50 percent of the time.

This year the Early Bird winner was Gianni Cuccio, with Dave Peck of nearby Niantic Bay YC coming in 2nd and Ched Proctor 3rd. Also competing from the club were Josh Goldman, Dave Howe, Rod Ratcliffe, Doug Latour and new fleet member, Al Minella.

During the year we saw the helm being turned over to the next generation in a few boats. Ched and his son Charlie were seen switching places, as well as Gianni and his daughter Laura. From what we saw, they are going to be skippers to reckon with as time goes on. Congrats to Laura for winning the last cup weekend of the year and for helming to a win in the Fall Classic!

The Fall Classic is held in conjunction with a race in the Thistle Fall Series. This regatta has gotten quite the reputation for its party on Saturday night, as well as the great steak dinner too. We've had a live band the last few years made up of sailors from Cedar Point to rock the house until you're too tired to dance anymore. This regatta is a can't miss for your schedule.

If you are interested in coming to our club to try out a Lightning, we have a very competitive fleet boat. Contact Fleet Captain David Howe, and he'll reserve it for you. Or, if you are interested in crewing at Cedar Point, contact anyone in the fleet and they'll most likely be glad to have you on board. Hope to see you out on the water this year. www.cedarpointyc.org

Dave Marseli

Fleet 129—Madison Beach Yacht Club

Sailing on Long Island Sound
Madison, Connecticut
Connecticut/Rhode Island District

Boat#	Boat Name	Owner
11207		James R Deephouse
11933		J Michael Sulzach
14342		Timothy Millhiser
14441		Katherine Lee
14509	Early Times	James R Deephouse

Fleet 134—Noroton

Sailing on Central Long Island Sound
Central Long Island Sound, Connecticut
Connecticut/Rhode Island District

Boat#	Boat Name	Owner
11097	Cygnus	Gavin Watson
14900		Jim Crane

Bob Crane, Winner of the 1st Deep South, with wife Pat, son Jim and grandson Rob

DIXIE

FLEETS

50	Potomac River Sailing Association	192	Lower Susquehanna
253	Susquehanna Yacht Club	314	Sassafras River
325	Rehoboth Bay Sailing Association	329	Severn Sailing Association
496	Swift Creek	508	Solomons
509	Fishing Bay		

District Commodore ..... Nabeel Alsalam
District Secretary/Treasurer ..... Todd Johnson
District Champion ..... Al Terhune
District Runner-Up ..... Neil Fowler
Purnell Cup (Traveler) ..... Steve Constants

The year starts with the Southern Circuit. We all would love to take 11 days to go sail three very competitive regattas down south. In the Dixie District, Susquehanna sent four boats, Severn sent three or four, and Havre de Grace sent one.

Our District has decided to rotate the District Championships around the District. We sail our Lightnings on all types of water and so our championships might as well be sailed in equally varied venues. This year and for the first time in memory the District Championship was on the Potomac River in Washington, DC, the home waters of Fleet 50. The river isn't very wide there and had the wind blown out of the east or west, the racers may have gotten dizzy trying to keep track of what lap they were on. However, the wind blew out of the south and southwest and the race committee got off 6 races with some nice long legs. Past national champion and new member of the Dixie District, Allan Terhune won the Championship. However, Neil Fowler, who is partnering with Todd Johnson to sail 15202, was always hounding Allan and took second. Fleet 50 served steak and salmon at the party, which is symbolic of the great event they put on.

The North Americans were way out in Sheboygan, Wisconsin, but the District still filled their quota and more. Ten teams made the August trip: Nabeel Alsalam, Jamie Brickell, Steve Constants, Neil Fowler & Todd Johnson, Drew Hudson, Jonathon Lange, Ed Michels, Pat Phelan, Allan Terhune, and Jason Werner. Neil & Todd place 7th in the Blue Fleet. Jason Werner won the Green Fleet!

The District had a very full schedule of regattas. The Purnell Cup (Traveler) Award consisted of eight regattas, one at each fleet that had an invitational regatta plus the District Championship. Steve Constants went to five of the eight. Honorable mention go to Jason Werner and Nabeel Alsalam for sailing in six of the eight.

This report has emphasized the big events and the traveling, but the backbone of Lightning racing is fleet racing that occurs with less fanfare but which produces just as much fun. Read the fleet reports for more.

Mike Wertz—Fleet 253

Fleet 50—Potomac River Sailing Association

Sailing on Potomac River
Washington, DC
Dixie District

Boat#	Boat Name	Owner
3343	Little Bit	Alan R Rogers
7603	Pandora II	Robert Astrove
10215	Black Adder	Ted Oakda
10226	String Cheese	James W Greenwell
10814	Fast & Loose	Denise Malueg
11369	Big Green	Justin Morris
11767	Thunder	Harry Keith
11792	Rogue	Bobby Fulton & Brendan Walsh
11908	Envy	Eric Swanson
12416		Robert Astrove
12417	Redline	Doug Taphouse
12588	Tijuana Taxi	Greg Virgin
12743	Chiquita	Keith & Paul Hankins
13977	Lord Jim	Suzie Gilbert
14019		Peter Grimes
14037	Bony Buns	Edgar Hunting & Joe Warren
14096	Gray Ghost	Drew & Sousan Arafeh Hudson
14100	Moonshadow	Red Fehrle & Amee Devine-Wiggins
14187	!Vaya Chica!	Laurie Duncan
14222	Windchaser	Russell Roberts
14375	Out of the Blue	Peter M McDonnell
14395	String Theory	Robert Wilbur
14485	Deux Poissons et un Chat	Ron Buchanan
14521	Puff the Magic Dragon	Joe Anderson
14532	Boonoonoonoos	Robin Tompkins
14553	Sinistra	Richard Welch
14566	Resistance is Futile	Frank & Maryann Gallagher
14592	Beedobeat	John Butler & Benjamin Forman
14627	No More Excuses	James Dillard
15117	Shamrock	Marian Bruno
15142	Shadowfax	Nabeel Alsalam
15228	Blue Two	Walter David Thompson
15256	Ariel	Jeffrey Strock

Fleet Captain..... Jeffrey Storck
Fleet Secretary/Webmaster ..... David Thompson
Fleet Treasurer.....Frank Gallagher
Fleet Lieutenant .....Rob Tompkins
Potomac Cup Regatta Chair ..... David Thompson
Fleet Scorer.....Russ Roberts
Fleet Champion..... Nabeel Alsalam
Fleet Runner-Up..... Pat McGee

Modernizing the Fleet—Continued

2005 saw Fleet 50 continue its modernization program that started in 2004, with several skippers moving up to new boats. First, Marian Bruno joined the fleet in January, bringing her newly acquired 15117, Shamrock, to the marina; then Fleet Captain Jeff Storck purchased 15256, Ariel, hoping to have her here in time for the Spring Regatta, but missing that date by two weeks.

But that was not all! Steve Gregg left the fleet in June, heading for a new job in Boston, but leaving behind his beloved 14222 Bathtub Gin, that was quickly picked up by new skipper Russ Roberts and renamed Windchaser. Ben Forman, previous owner of the legendary 12081 Swill Dog, returned to Washington and promptly bought a share in John Butler's 14592 Beedobeat. Bob Wilbur sold 13317 Witcher and purchased 14395 String Theory from Jeff Storck. New skipper Greg Virgin acquired 14588 Tijuana Taxi and brought her to Washington from Florida; and later in the season Rob Tompkins purchased 14522 Boonoonoonos, from Bob Harkrider and brought her into the fleet. Earlier, Paul Maher had sold his rust red Rogue 11792 to the duo of Bobby Fulton and Brendan Walsh, who promptly painted her a new, and very attractive midnight blue; and new skipper Keith Hankins obtained the bright yellow 12743 Chiquita from Jay Gray, and sailed her aggressively this summer before heading back to Brown University for fall semester. Sam Zadeh found that between his new business and a new bride he no longer had time to sail, and graciously donated his yellow 12416 to the Leukemia and Lymphoma Society to be auctioned as a fundraiser at the Leukemia Cup. Bobby Astrove, deciding that owning one Lightning was not enough, turned out to be the high bidder and brought her home for a restoration project. We did have thoughts of conducting a bright-yellow-only regatta for the quartet of Bobby's new boat and Chiquita, Tijuana Taxi, and Jim Greenwell's 10226 String Cheese, with of course an invitation extended to Starling Mikell of the Susquehanna fleet to bring 15118 Yellow Boat down for the competition. Maybe next year.

In the meantime, David Thompson sold 10745, EGV, to Frank Gallagher as a fixer-upper, which Frank did before selling her to a day sailing skipper in Olney, Maryland.

Regattas (Running and Sailing In)!

For Fleet 50, 2005 was the year of the Regatta! Every spring, on the first weekend in May, we run the Doc Gilbert Memorial Potomac Cup on the Potomac River south of Washington at Leesylvania State Park, where the river is three miles wide. This year that weekend spanned the April 30/May 1 dates, and saw a turnout of 30 Lightnings from as far as Buffalo NY and Wilmington, NC. We had great winds—although potentially severe thunderstorms were predicted for Saturday, they never materialized, and we had great sailing in 8–12 mph southeasterly breezes under overcast skies. On Sunday it was even better, sunny with good, if gusty 15–20 MPH winds from the northwest. Jeff Storck headed a race committee of highly skilled PRSA skippers, including Frank Gallagher, Bobby Astrove, Red Fehrle, Rob Tompkins, Cathy Bleakly, Cathy Feig, Latane Montague and Bill Kleysteuber, who showed us how a regatta should be run. Dick Hallagan won the event for the sixth year in a row; Pierce Barden took second place; Steve Constants

took third; Jamie Brickell took fourth. Pat McGee took fifth, and was the top Fleet 50 finisher. Mark Grinder from Buffalo won the trophy that recognizes the skipper who came the farthest; Phil Lange and Dan Pope from Rochester won the "middle of the Fleet" trophy.

Then in June, we ran the 2005 Dixie District Championships on the Potomac on our home course right in front of Washington National Airport. This was the first time ever for Fleet 50 to host the Dixie Championships, and it was a roaring success! 31 boats competed, including 14 from Fleet 50. The weather was outstanding—highs both days were around 85 degrees under sunny skies with southerly winds 12–13 on Saturday, and 13–16 on Sunday. Allan Terhune from Pine Beach New Jersey, sailing with his spouse Katie and sister Kristen, took first place with four bullets and a second. Neal Fowler, sailing with Todd Johnson and Katie Offerman finished in second place. Nabeel Alsalam, sailing with Lisbet Kugler and Scott Bradford finished fifth. Two Fleet 50 skippers qualified for the North American championships in August. Jeff Storck brought the same Race Committee that we had organized for the Potomac Cup, and Regatta Chair David Thompson drew on the same organizing talent that brought success to the Doc Gilbert. New crewmember Kristen Lopez assisted with Race Committee work while taking 312 action photos of the racing over the two days, posting the results on the Internet for all to see.

Crewmember Skip Hirsh provided this remembrance: Vince Lombardi once said, "If winning isn't everything, then why do they keep score?" But every now and then it is good to be reminded that if winning was only about the best score, 80% of the competitors would have no reason to show up. The 2005 Dixie District Championship was just such a reminder. My skipper was Frank Gallagher, our foredeck crew was Christy Lavigne, and I held my usual seat: "rail meat" up wind and flying the kite back down. We hadn't sailed a race all season. We were rusty, clumsy, and slow. We got caught in really weird places resulting in two disqualifications, one OCS, a boat full of bruises and sore muscles, and a 21st place finish in a fleet of 31… but we won the Dixie Districts. We won, because Fleet 50 won. We won, because everyone who sailed that weekend won.

Shadowfox chasing Greg Fisher as he approaches the finish line downwind at the 2005 Dixie Districts

Photo by Kristen Lopez

It was perhaps the best two consecutive days of racing that the Potomac River has coughed up in the 20 odd years that I have been sailing out of the Washington Sailing Marina. It was a competitive regatta with lots of close finishes in every part of the fleet. The wind was solid with enough variation to make things interesting; its prevailing direction could not have been more perfect for setting up courses off of Haines Point. The race committee was careful, and correct, but never forgot their primary function: to get off as many fair and challenging races as possible. The beer was cold; the steaks were hot; and, as those of us who have spent a lot of time around Lightning sailors in general and Fleet 50 in specific have come to expect, the camaraderie, inclusiveness, and sportsmanship rivaled any sporting venue, at any level of play, anywhere in the world.

I started sailing Lightnings back in the early 80's with John Butler, in an old wooden clunker. Since then I have sailed with a ton of different skippers and have finished in a lot of places in the fleet. I've seen Fleet 50 run regattas plagued with raging winds that seem to spring up from nowhere, and drifting breezes that could not begin to compete with even the lazy current of the Potomac in the blazing heat of summer. I've seen families build sailing dynasties; and crews get married and build families. I think, among all these losses and wins, high points and low, we must mark the regatta on June 11th and 12th among the highest of the high points for the fleet.

I have not had much chance to sail this year, and I've missed the competition, the excitement, and most of all the fleet. I've missed yelling at Frank for yelling at me; I've missed cussing at Nabeel for sneaking in front of us again. I've missed the adrenaline pumping excitement and the frustrating windless moments. So for me, the 2005 Dixie Districts was an unqualified win. As for the score… well, we did better the second day than the first, so to paraphrase Mr. Lombardi, we didn't lose, we just ran out of races.

Fleet 50 also saw increased participation in local and regional regattas this year. Ten Fleet 50 boats competed in the PRSA Spring Regatta, with Nabeel Alsalam taking first place. Fourteen Fleet 50 boats participated in the Dixie District Championships, and Nabeel had the highest Fleet 50 finish, a 5th.

Two Fleet 50 boats went to the Atlantic Coast Championships in Wrightsville Beach NC; two to the Wooden Lightning Get-together in Syracuse; and two to the North American Championships in Sheboygan. Two Fleet 50 boats went to the Duck Challenge in Havre De Grace, which was won handily by Nabeel. Then, to kick off the Fall season, fourteen boats competed in the Presidents Cup/Leukemia cup regatta on the Potomac, won by Rick Welch. Three Fleet 50 boats journeyed to Solomons Island later in September to participate in the Southern Maryland Sailing Association's Small Boat regatta, and Nabeel took first place there. Six Fleet 50 boats entered the wild Frigid Digit regatta in Annapolis in October; three went to the Borderline regatta; and three to the Hampton Fling in November, scoring a second, a third, and a fourth in that event.

Pat McGee won the PRSA Spring series, with Rick Welch in second place and Nabeel Alsalam in third place. Nabeel Alsalam won the PRSA Fall series, with Ben Forman/John Butler in second place and Pat McGee in third. For the season, Nabeel took first place, Pat McGee took second, and Rick Welch took third. An analysis of the results revealed that, for the top twelve finishers in the 51-race Championship series, eleven of the top twelve were within 10 points of each other (low point scoring). Contrasting this from earlier years, in 2002 only six of the top twelve finished within 10 points of each other; in 2003, eight of the top twelve did. The closeness of the finishes in 2005 shows how much more competitive the fleet has become, and reflects the results of the fleet modernization program.

An analysis of PRSA racing records for the 2005 season revealed that 97 different individuals served as Lightning crew at least once during the season, sailing on 24 different boats, in racing events including the PRSA Spring and Fall series; the Doc Gilbert Memorial Potomac Cup Regatta; the PRSA Spring Regatta; and the Leukemia/Presidents cup regatta.

This year as in last, Joe Warren and Frank Gallagher served as coaches for the Maryland Special Olympics regatta.

Kudos to Nabeel Alsalam who stepped up to the role of Dixie District Commodore; Jeff Storck who was elected Commodore of the Potomac River Sailing Association; and Drew Hudson, who won the PRSA Fleet Captain's award for his outstanding work in running Race Committees this year.

Annual End-of-Season Banquet

David Thompson was named the most improved skipper for 2005, and his crew of Barb Thompson and Catherine Calvin were named as the most improved crew. Nabeel Alsalam took away the Iron Skipper award, having raced in a Lightning on 42 total race days; Pat McGee and Rick Welch each sailed 25 days. Lisbet Kugler won the new All Weather Crew perpetual award for her participation as crew on 44 different race days; Paul Maher was second with 21 days. High Impact Crew nominees were Cathy Bleakly; Joe Kimak; Paul Maher; and Vince Wawrzynski, with the nod going to Cathy and Paul. Best New Crew nominees were Henry Cheng and Geof Bishop, with the award going to Geof.

The Crew's Choice awards went to Frank Gallagher (Mr. Hospitality); David Thompson (Mr. Congeniality); Bob Astrove (Skipper of the Year); with Bungle Buckets awarded to Pat McGee and Laurie Duncan. Pat was recognized for hoisting a spinnaker on approach to the finish line (upwind finish) in a desperate attempt to block the wind for his closest competitors, only to discover that the maneuver froze his boat in her tracks, allowing five trailing boats to slip by and finish ahead of him. Laurie was recognized for a bad day on the water (that was still better than a good day in the office) that she memorialized in report to the fleet.

The Bloody Rudder perpetual trophy went this year, for the fourth year in a row, to Nabeel Alsalam. This trophy goes to the Fleet 50 skipper with the lowest number of points (low point scoring) in 3 in-town and 7 out-of-town regattas; Nabeel only missed one of those 10 regattas and accumulated just 35 points; Rick Welch was second, with 94 points.

Fleet 192—Lower Susquehanna

Sailing on Susquehanna River
Havre de Grace, Maryland
Dixie District

Boat#	Boat Name	Owner
		Myrl Stone
		Jen Adams
10302	Blueberries for Sale	Mark Hergan
11240		Mark Daghir
11248	Piloerection	Mark Sanford
12613	Boat	Mike McCusker
13047	Shamoo's Ghost	Matthew Jay
13184		Garrett Pensell
13667		Douglas Fletcher
14165	Soggy Breakdown	Robert McAnally
14366	T2	Patrick Phelan
14629		Thomas Compton
15024	Killer Biscuts	Jason Werner
15131	Just Call Me Names	Carl Muska

Fleet Captain..... Jason Werner
Fleet Secretary.....Patrick Phelan
Fleet Treasurer.....Karen L'Empereur
Fleet Champ.....Jason Werner & Crew

The sailing season was once again kicked off early by Jason Werner and his now fiance Heather Dodd and Matt Jay heading to the warm weather for the Southern Circuit. This warm weather event has the effect of shaking off the rust for the upcoming season, which was evidenced by the Werner boat accomplishments this year.

The local sailing season started with fleet members helping the local J-24 fleet host their annual regatta. The fellowship and good spirits was returned later in the season when help was provided with the Fleet 192 Regatta.

Although the number of boats in the lot this year was down, the level of participation for Thursday nights was consistently better this year leading to improved competition. Jason Werner showed yet more improvement by sweeping both the spring and summer series. Carl Muska and crew earned 2nd place in spring and Patrick Phelan and crew took 2nd in the summer series.

Several boats attended the various District regattas this year enjoying the great camaraderie and hospitality, which is pervasive in the Dixie District. Both the Werner and Phelan boats placed in several of these regattas and managed to qualify for the North Americans. Unfortunately, Matt Jay with Shamoo's Ghost never overcame her persistent structural difficulties despite her sharp paint job, to meaningfully participate in the season. Although disappointing for Matt, it was also disappointing for those of us who enjoyed the stories from Shamoo's exploits. Thus the road warrior title would go to…you guessed it, Killer Biscuts. The title of most courageous could go to our newest member Tom Compton, who purchased Steve Constants boat and although new to sailing was consistently racing/practicing. His persistence is sure to pay off in the not too distant future.

For the 3rd year running Fleet 192 sparred in a team competition with Fleet 253 for bragging rights on the Susquehanna River. Hosted in Havre de Grace, Fleet 192 ran into a well-oiled team from the North which won overall for the first time. This writer cannot emphasize enough how much fun the two fleets have and encourage others to try this unique format.

The best performance of the year on the racing ledger was garnered by Jason Werner, Heather Dodd and Jose Montiero, when they won the Presidents fleet at the North Americans held in beautiful Sheboygan. They overcame the RV ghetto experience to shine when it counted! This was no small feat given the conditions, which included wind, no wind, fog, shifts, washboard waves, no waves. The series put a premium on team experience. Congrats to Jason and crew for a fine job!

Racers returned home to host our Fleet Regatta, the Duck Challenge. For the 3rd year in a row the weather gods were with us and provided many (9) races on the lower Susquehanna River. The racing was keen, with Nabeel Alsalam (PRSA) winning the weekend. Local boats fared well with Werner (3), Phelan (5) and Sanford (6) finishing in the top third. The format of smaller courses allowed the many races, which was well received by the competitors. Thanks go to Garrett Pensell for arranging the fine duck decoy trophies for places 1–5 including crew along with the hospitality of Tidewater Marina.

Patrick Phelan, Matt Jay, Adam Dolezal at the North Americans—great set guys!

Fleet 253—Susquehanna Yacht Club

Sailing on Susquehanna River
Long Level, Pennsylvania
Dixie District

Boat#	Boat Name	Owner
		Carol Park
9897	Jonsella	Stephen D Tiley
9904		Craig & Becky Cassel
11329	Rare Vos	Joseph & Tina Lauver
11582		Walt Poyck
12081	Swill Dog	Brian Schooling
13218	Sneak Attack	Kenneth C Kuzdro
13813	Double Whammy	Frederick S Bush
14074		Richard M Doherty
14156	Starthrower	Charles F Noble
14204	Ma Jolie	Neil Clark
14365	Strikes Twice	Thomas Decker & Anita Blackaby
14525	Spitfire	John & Caroline Bates
14692	Potluck	Matt Potvin
14777		Joseph Deerin
14902	Miss Conduct	Bill Remorenko
14927	Shark Bite	Michael Wertz
15118	Yellow Boat	Starling H Mikell, III
15132	Temerity	Peter Pundt
15159		Frank Hanson
15210		Kevin MacNeil

Fleet Captain..... Pete Pundt
Fleet Secretary.....Michael Wertz
Fleet Treasurer..... Ken Kuzdro
Fleet Champion..... Carol Park

The Susquehanna Yacht Club and Lightning Fleet 253 enjoyed another thrilling season sailing and racing on the beautiful Susquehanna River. Thank you to all of those who participated and helped during the 2005 season.

We hosted our second annual Junior Sailing Day on June 18th and the event was once again very successful. We had 20 junior sailors this year. There were 25 volunteers, mostly Lightning sailors, who assisted with land drills and sailing. The weather was a repeat of last year, a beautiful sunny day with cooperating winds of 6-8 knots.

During the first half of the Junior Sailing Day, the students rotated through four different skill areas including sailing basics, knot tying, land-based sailing simulators and capsize drills. We used Sunfishes and Lasers for the capsize drills, and, since it was a warm day, most of the students enjoyed doing this in-the-water activity.

The second half was spent sailing and practicing the drills the junior sailors learned on land. They had the opportunity to crew on and skipper the Lightnings. The day was completed with a barbecue and certificate ceremony.

Star Mikell at the Dixie Districts on the Potomac

The summer series started well with an average of 15 boats on the line for the Wednesday night races. The winds were brisk most evenings and we were able to race without any cancellations. This series was won by Carol Park; second and third were Star Mikell and John Bates.

The fall series was a welcome change from the previous two years. There were no hurricanes in our region! Although the winds were lighter during this series, only one race was cancelled because of a lack of wind. Kevin MacNeil took first place in this series followed by Carol Park and Star Mikell.

Congratulations to Carol Park for winning the Frey Cup Trophy for Fleet Champion for 2005! Carol has won the trophy two previous times, in 2002 and 2003, and, as always, she had to overcome very fierce competition from her fleet members. Carol and her crew, Bill and Linda Remorenko, also finished first and second, respectively, in the Summer and Fall series.

Fleet 253 hosted the annual Sweet Corn Regatta in August. Although we were able to start only one race because of a scarcity of wind, the dinner and music afterward were bountiful. We have ordered more wind for next year's regatta.

We attended the annual King of the River team racing challenge on the upper Chesapeake. It was the Mighty Ducks of Havre de Grace's turn to host this year. The third time was definitely a charm for our club as the Susquehanna fleet won the challenge after two unsuccessful tries. This team-racing event is definitely one of the highlights of our racing season.

Boats from our fleet continue to maintain a presence at the Dixie District regattas and others: Dixie District Champion (5), Duck Regatta (4), Solomons Island Regatta (5), Potomac Cup (1), and the Annapolis Frigit Digit (3). In addition, we had more boats (4) attend the 2005 Southern Circuit than any other Lightning fleet.

We had another new skipper join the Fleet this year: Matt Potvin. That brings our Fleet up to twenty boats.

Our membership remains strong and committed to the spirit of Lightning racing. Until next year, see you down at the river.

Frey Trophy Standings:

1. Carol Park
2. Kevin MacNeil
3. Star Mikell
4. Tom Dexter
5. Mike Wertz
6. Rick Doherty

Rick Dogherty chases Rick Remorenko and Star Mikell on the Susquehanna

Carol Park and Mike Wertz at the Dixie Districts

Fleet 314—Kentmore Park

Sailing on Sassafras River
Chestertown, Maryland
Dixie District

Boat#	Boat Name	Owner
9391		Les Moorhouse
12381		Robert B Horne
12710		Alfred B Mast
12964		John D Farquhar MD
13926		Peter Austin
14218		Howard S Edson
14265		Ted Ganley MD
14648		F Thomas Hopkins MD
14651		Alfred B Mast
15023	Star O'Dust	Robert B Horne
		David J Horne

Fleet Captain.....Ted Ganley
Fleet Secretary.....Dave Horne
Fleet Champion.....Bob Horne

We followed our typical racing format this summer by splitting the season into four series of four races each. Each series winner is awarded one of the Fleet's perpetual trophies. Our numbers have dwindled this season to an average of four boats out on the water most weekends. That is a far cry from the late 70s and early 80s when we would see a fleet of fifteen Lightnings and scores of juniors sailing Lightnings, Lasers, and Sunfish. Although our community has evolved over the years into a majority of non-sailors, a few "old-timers" still faithfully race every Saturday morning, includ-

ing more children this year than in the recent past. And due to some new enthusiasm, we have even re-activated a dead Sunfish fleet with the hopes of getting our new sailors into the Lightnings.

The season started off with first of our two annual Bay Races. Tom and Jim Hopkins won the race, followed by John Farquhar, Bob Horne, and Ted Ganley.

Ted Ganley was awarded the Walbert Cup for the first series of the season with a 1-2-1-2 series, with Bob Horne and Jim Hopkins finishing in second and third. The second series was won by John Farquhar (Buss Neff Cup) after posting finishes of 2-1-3-3. Les Moorhouse and Ted Ganley finished in second and third, respectively.

The third series of the summer (The Skippers Cup) was won by Ted Ganley with finishes of 1-2-1-1. Bob Horne took second and John Farquhar followed in third. The Commodores Trophy was awarded to Bob Horne for final series of the season with a sweep of 1-1-1-1. Ted Ganley and Jim Hopkins finished in second and third.

The final race of the season was our Fall Bay Race, which for the second time this year saw light and variable winds, causing numerous changes of position. Jim Hopkins pulled out the victory, followed by Ted Ganley, John Farquhar, and Bob Horne.

The James V Ganley Fleet Champion Trophy went to Bob Horne this year. His consistency over the years has finally paid off. It's great to see Bob and John Farquhar out on the water almost every weekend, and it hasn't been unusual to see both of them up front this year.

This season's annual Banquet was once again held at the Granary in Georgetown. The day concluded with the presentation of the Forrest R. Schussler Award for Outstanding Service to the Kentmore Park Sailing Club, which was fittingly presented to John Farquhar.

Fleet 325—Rehoboth Bay Sailing Association

Sailing on Rehoboth Bay
Rehoboth Beach, Delaware
Dixie District

Boat#	Boat Name	Owner
11899		W David Racine
12160	Turtle	Alex Stein

Fleet Contact.....W David Racine

While our numbers are few, I'm glad that the Lightning Class keeps coming back for the Delaware Governor's Cup. Rehoboth Bay is a great place to sail and race. This year we had ten boats and two beautiful days. Too bad the wind would pick up for the start only to die before the finish. Next year, we'll have the regatta later in the summer when the sea breeze should be more reliable.

Fleet 329—Severn Sailing Association

Sailing on Chesapeake Bay
Annapolis, Maryland
Dixie District

Boat#	Boat Name	Owner
		C B Currier
9655	Sundance	James Bielefeld
10860	Still Crazy	Gregory & Jo Ann Fisher
14049		Diana Lohmeyer
14096		Anthony Vernon
14139	Boatbox	Robert Harmon
14191	Newfie	Spencer Abbot
14221	Iwakuni	Mark Whitson
14548	Pain Killer	Johnthan S Guth
14581		E Joseph Friebele
14950	Ultra Lightning	Ed Michels
15016	Loon	James B & Susan C Brickell Kimberly Brickell Flank
15054	Blue Highways	Jonathan I & Derek Lange
15202		Todd Johnson & Neal Fowler
15240	Got Moe Joe	Stephen Constants
15252		Alan Terhune

Fleet Captain.....Ed Michels
Fleet Treasurer.....Todd Johnson
Fleet Champion.....Steve Constants

Fleet 329—Severn Sailing Association

2005 was a year of change and progress: the schedule was evened out across the season, another weekend was added, socials were added Saturday evening for every racing weekend, and participation was up significantly.

The schedule was changed to have the Lightnings race the third weekend of the month; an August weekend was added to have a weekend of racing from May through October. (April is being added in 2006.) The regularity of "the third weekend" helped skippers, crew, family and friends to keep the dates free for racing. (The pattern is being continued into 2006.) SSA has been described as a "club of one-design fleets"; there are 11 regular fleets, and three others trying to get big enough. SSA races every weekend, April into November, but usually only three or four fleets on any given weekend. At SSA, we also have Tuesday evening racing May through early Sept., and the District has 9 regattas at other clubs during the season. All but one is within a 75-minute drive of SSA.

Mark Whitson and Bob Harmon arranged for socials every racing Saturday night; formats varied, but knowing there would be something every time drew racers and family in good number.

The average number of fleet racers per local weekend went from 6.4 in 2004 to 8.0 in 2005.

Steve Constants won the No Gas Regatta, followed by Jamie Brickell and Todd Johnson. The Spring Series: Steve Constants, followed by Todd Johnson and Jamie Brickell; Summer series: Todd Johnson, followed by Steve Constants and Jon Guth; Fall Series: Jon Guth, followed by Steve Constants and Todd Johnson. Steve Constants was the overall Season Champion.

The fleet was really competitive in 2004, now it is even more so. Allan Terhune, now a coach at the Naval Academy, joined Greg Fisher, the local One-Design North guy, at the top. The fleet continues to send four to six boats to the Southern Circuit and the NAs, and dominates the top of the District Championships.

Diana Lohmeyer (in addition to Allan) joined the fleet in 2005; several potential new members are in the wings for 2006.

Jon Gluth placed 4th at Dixie Districts

Under the Regatta Chairmanship of Jon Guth and the help of the entire fleet, the Frigid Digit Regatta was better than ever. Two years in a row now the wind really blew; Sunday was wisely cancelled due to excessive conditions. (The "I Survived the Frigid Digit" bumper stickers from 2004 were spotted on local (Chilean) boats at the World Championships in Chile!)

Frigid Digit attendance was up by 1 to 46; the fleet was led by Al Terhune, Neal Fowler, and Jamie Allan. For 2006, Severn Ssailing Association and the Fleet will help its next-door neighbor, EYC, hold the final Pan Am Games Lightning Trials. They will be on the 4 weekdays preceding the 2006 Lightning Frigid Digit. With the 20 or so trials boats anticipated to stay around for the Frigid Digit, the Frigit Digit field will probably be larger and more competitive than it has ever been. Come join us!

Fleet 496—Swift Creek

Sailing on Swift Creek Reservoir
Chesterfield County, Virginia
Dixie District

Boat#	Boat Name	Owner
14292	Macerator	Jim Richards

Fleet Captain & Swabee .....Jim Richards

Fleet 508—Solomons

Sailing on Patuxent River and Chesapeake Bay
Solomons, Maryland
Dixie District

Boat#	Boat Name	Owner
9991	Spartina	Lindsay Bach
10096	Boat	Jake & Diane Layer
11271	La Cochon Rouge	Chuch Collins
11951	Banana Boat	Matt Oster
11983	Lolly	Jeff Kumke
13640	Bolt'a	Dan Schneider
14028	Permanent Accessory	Don Behrens
14800	Sofa King	David & Jacki Meiser
15101	Patriot	Dan & Alice Liston

Fleet Co-Captain.....Don Behrens
Fleet Co-Captain .....Dave Meiser
Fleet Secretary .....Shawn Stanley
Fleet Champion .....Dave Meiser/Crew on Sofa King

The 2005 Thursday Night Race Series again saw Lightnings as the biggest one-design fleet with 4-5 boats normally found on the start line each Thursday. The Thursday evening racing was much more competitive this year with there being no run-away winner of the summer Thursday Night Series as in years past. This years winner was Dave & Jacki Meiser and Barry Friedman on team "Sofa King", proving that the go fast "BBQ Pork Rinds" were the secret to Thursday night speed. They still won't reveal the brand-name and the rest of us have tried many various brands to no avail. Dan Liston and crew finished a close second just barely beating out Don Behrens and crew.

Only three of us managed to travel to various District regattas this year, but each reports having a great time, as expected, out enjoying the friendship and competition of our Dixie District friends. Dan Liston started the year traveling to the Doc Gilbert Cup on the Potomac. Don Behrens traveled to the Rehobeth Beach regatta. Both Dave Meiser and Dan Liston made it to the District Championships, and then Dave Meiser closed out our traveling year by going to the "Duck" regatta in Havre de Grace.

The Southern Maryland Sailing Association (SMSA) Small Boat Invitational was again held in mid-September. The Lightnings were again (for the 9th) year the largest one-design fleet with 14 boats competing. Four races were held and the racing was excellent. Although on the first day there was a bit of carnage between the Lightnings fleet and several multi-hulls racing in another fleet. One of these incidents resulted in a newly installed starboard side window and a modified (read as severely shortened) rudder on the defending champ (from 2004) boat "Permanent Accessory". This also resulted in an early retirement from day one of racing. A bunch of help repairing the hull and a nearly all-night session by Don and faithful crew Shawn Stanley rebuilding the rudder wasn't enough to even get team PA back into the top half of the fleet. While Don played with his boat the on-the-water activities continued, with Nabeel Alsalam (PRSA) winning the weekend.

The biggest news is in the outstanding crew development program that is occurring within Fleet 508 (and we promise it has nothing to do with our proximity to the Tiki Bar). Dave and Jacki Meiser (14800) are the proud parents of Henry J. who joined the ranks of future crew in January. Dan and Alice Liston (15101) are the proud parents of Brett who joined the ranks of future crew in July.

Fleet 509—Fishing Bay

Sailing on Fishing Bay
Deltaville, Virginia
Dixie District

Boat#	Boat Name	Owner
14485	Deux Poissons et un Chat	Ronald R Buchanan
15084	Irie	Joe Buczkowski

Fleet Captain .....Joe Bucakowski
Fleet Champion.....Joe Bucakowski

2005 was not the banner year we had hoped, but it still was a good year. Ron Buchanan moved to DC but is still active in the District, and I have now moved to an at sea Navy job that limits my sailing. However we look forward to resurgence in 2006, starting with the Dixie Districts to be held at Hampton Yacht Club. The club is fully behind the event and it will be a spectacular one. Hampton has hosted US Sailing Championships, several National Championships, and host the Annual Black Seal Cup.

As always we look forward to hosting the Hampton Lightning Fling. Once again this year was a spectacular event. Short course racing kept everyone close. Although the winds were a little bit light we had five outstanding short races providing close quarters, and tactics that made your head spin. After four of five races, there were three teams tied for first: Ben Forman, Nabeel Alsalam and myself. The last race proved to be a great race that went down to the wire. Nabeel rounded the last mark in second and I was a close third while Drew Hudson was out in front. With a short last leg a tacking duel ensued and when everything was done we still were not positive who crossed the line in second. Fortunately for, us we got the nod by about a half inch. I was excited as this was the first time Rich Morris and Mat Jay enjoyed a victory. But the great part was that everyone had a great time and the racing was always close. Additionally, the oyster roast and fried turkey at Leigh Morgan's house was great. A party that everyone enjoyed. Plus the entry was a measly $20!

We are excited about hosting both the Districts and the Hampton Fling. We look forward to showing everyone our hospitality and great racing. So, if you are even thinking about it, come on down to the Hampton Roads area and enjoy some great sailing, the beaches and everything the area has to offer.

ECUADOR

FLEETS

405 Salinas Yacht Club 447 Club Nautico San Pablo

District Commodore..Juan Rafael Santos Dillon

Fleet 405—Salinas Yacht Club

Sailing on Pacific Ocean
Guayaquil, Ecuador
Ecuador District

Boat#	Boat Name	Owner
8513	Roberto Campoverde	Abuelo
9411	Enrique "Kike" Granja	Huevo Frito
10114	Rafael Quintero	Finesse
11153		Francis Parker
11928	Ratonera	Sebastian Herrera
14099	Desencuentro	Miguel A Plaza
14145	Flota Azul	José "Pepe" Gonzalez-Rubio
14150	Plastico Fantastico	Francisco J Sola, Sr
14163		Julio Velez
14379	Extreme	Jaime "Pincho" Calderson
14383	Alegato II	Jimmy Pazmiño
14461		Alberto Maspons
14541	Colo	Cesar "Colo" Baquerizo
14671	Magia	Juan R "Juanra" Santos, Jr
14673	Black Beauty	Juan M Santos, Sr
14674	Marraqueta	Alfredo Ochoa
14676	Garufa	Carlos L Lecaro
15094	Culilla	Juan C "Culilla" Plaza
15095	Mazmorra	Santiago Romero
15096	Pataki	Xavier Monge
15150	For Sale	Francisco X "Paco" Sola

Our efforts to increase participation in the fleet have paid off, and we are proud to report that we have three junior skippers who are currently training to participate in the 2006 Youth Worlds. These skippers have lowered the average age of the fleet by, well, a lot of years!

Our fleet division has also paid off. We are in the third year of awarding prizes to winners of the blue, green and junior fleets. Even though all boats sail together, we carry separate scores for each fleet, thus keeping both top level sailors and weekend sailors enthusiastic and able to win some silver. The rules are simple, those that are in the green fleet will be automatically upgraded to blue status when they win three regattas in a row. Likewise, when a blue fleet member finishes last in three consecutive events, will be demoted to green status.

Carlos Lecaro, Oscar Viteri & Paco Sola representing Ecuador at the World Championships in Chile

The Ecuador-Brazil Challenge and Salinas Tominé (Ecuador-Colombia) were two highlights of the sailing season. The first one was a regatta that was born at the 2004 South Americans in Brazil, when at the warmth of caipirinhas, this challenge was born. Great participation from both countries, excellent sailing and even better social activities made everyone promise to keep this one regatta on our calendars. Lets hope we can keep it going, despite the distances between our fleets. The Salinas Tominé is now in its 15th year and running strong, having become a tradition deeply ingrained in the roots of both Club Nautico del Muña and Salinas Yacht Club Members.

Our traditional club regattas were also huge successes: the Regata de la Amistad, a multi-class event that is, above all, a celebration of the joy of sailing, in which most boats sail with family members; Copa Genesis, which is starting to become a classic that nobody wants to miss, especially because of the hostesses at the party; the Salinas Yacht Club Cup, which gives the winner bragging rights by allowing them to put their boat's name on the Lightning bar's Lightning; the Copa Santiago Romero, sponsored by Santiago himself, usually held on or close to his birth date, which makes for interesting parties.

From left to right: Julio Velez, Maria Beatriz Gonzalez Rubio, Gabriel Moran

So yes, our fleet is all about fun, both on and off the water! We pride ourselves of being able to sail in close-to-perfect conditions all year round, and this fact alone makes the friendships among our fleet members very strong.

From top to bottom: Paco Sola, Arturo Iturralde, Rafael Lecaro

Roby Campoverde, his wife Alexis in the middle and Daniela Heinert doing bow.

That is a fine woodie, it belonged to ILCA past President Paco Sola's grandad (the first Paco), its hull number is 8513. Paco's dad gave it to Roby sometime after Paco's grandfather passed away and Roby did a beautiful job restoring it with his own hands.

Fleet 447—Club Nautico San Pablo

Sailing on Lago San Pablo
Quito, Ecuador
Ecuador District

Boat#	Boat Name	Owner
11661		Santiago Aguirre
12338	Speedy	Diego Leon
14405		Lars Dyck
14558		Ernesto Martinez F
14765	Quicky	Olaf Dyck

Marcelo Leon, Maria Clara Ordonez, Ole Emmick

FINLAND

FLEETS

166	Helsinki	328	Jyvaskyla
456	Tuusulvanjarvi	468	Valkeakoski

District Commodore ..... Sakari Pesola

Fleet 166—Helsinki

Sailing on Gulf of Finland
Helsinki, Finland
Finland District

Boat#	Boat Name	Owner
13130	Masi III	Juha Savela
13413		Pertti Pyy
14352	Sini	Riitta Kangas
14406	Amarillo	Pertti Pyy
14535	Snow White	Antero Punttila
14638		Matti Leppanen

During the sailing season 2005 the Helsinki Fleet 166 continued to work in close co-operation with the Tuusulanjärvi fleet 456. Kimmo Aromaa with Masi V and Lauri Hemming were our active sailors. For Kimmo and his crew the season could not have been more succesful—a first place in all eight regattas they sailed in Finland, the District Championship and first place in the ranking series. The District Championship was Kimmo's third. Lauri was fifth in the Districts, sailed couple of good ranking regattas and was sixth in the overall ranking series.

In the middle of the summer crew of Masi V was also involved in training of less experienced sailors. Tuning, sailing safely in strong wind and righting a capsized Lightning were the most important areas. Did you know that when you are trying to deliberately capsize a Lightning it can be quite difficult?

In the Europeans in Porto San Giorgio "Masi" was the best Finnish boat, finishing in fifth place. Kimmo´s final analysis was: "An even series with good races will not give medals. You need to have top races."

Kimmo sold his trusty old Masi V and is now working with new wooden Lightning project. The boat construction is based on laser-cut frames and epoxy bottom. It is now 50 years since the first boat 5544 was built for the Aromaa family. The newest boat will have a number almost 10000 higher and 15281 will sail actively in 2006.

Fleet 328—Jyvaskyla

Sailing on Lake Paijanne
Jyvaskyla, Finland
Finland District

Boat#	Boat Name	Owner
14364	Nikea	Sampa J Salminen

Jyväskylän Veneseura Yacht Club, Jyväskylä

Fleet 456—Tuusulvanjarvi

Sailing on Tuusulvanjarvi
Tuusula, Finland
Finland District

Boat#	Boat Name	Owner
13130	Masi III	Juha Savela
13413		Pertti Pyy
14352	Sini	Riitta Kangas
14406	Amarillo	Pertti Pyy
14535	Snow White	Antero Punttila
14638		Matti Leppanen

Our fleet was very active this year. In Heinosniemi we joined the Jyväskylä fleet in a training session for new sailors and crew members. The idea was that a professional crew would have a skipper with little or no sailing experience and vice versa. It was fun and useful for both members and coaches, especially the demonstration on how to turn the boat up again after swimming.

After Heinosniemi, we packed our boats for the Italian Europeans. In Porto San Giorgio we had five boats from Finland, two of them from Tuusula. 14331 Shark was the 15th and 14352 Sini the 20th. When driving in Germany, it was raining all the time and when we entered Italy as well. Then we totally agreed with the famous Finnish javelin thrower Seppo Räty what he thought about the German weather. Before the race it was worrying to look at the boats planning to go out in a rather heavy wind. As there was no landing stage, the result was a hole in one boat and only a boat out. However, in the Europeans the hidden sun started to shine again. The sailing conditions were perfect, but for some reason most of us did not find our maximum boat speed.

For our team, it took some time to notice that there was more wind even closer to the breakwater side.

In November, we (this time team Pesola, Bollström and Kangas) participated in the Chile Worlds. According to the organizers the prevalent weather pattern was moderate wind for three days and BLH for the next three. BLH means blows like hell. In our lake, even when it is blowing, there are almost no waves at all.

However, we were satisfied with our results, at least we did all we could. We capsized once but certainly we were not the only ones to do that. In the 6th race there were eight DNFs out of 45 boats. But we had fun with the Sur 35 wine and without.

Sakari Pesola, Riitta Kangas, Pekka Bollstrom representing Finland at the World Championships

Tuusulan fleetin vuosi oli aktiivinen. Yhdessä jyväskyläläisten kanssa järjestettiin Heinosniemessä uusille purjehtijoille koulutusleiri, jonka ajatuksena oli, että kokenut miehistö saa kipparikseen kokemattoman tai vähäisen kokemuksen omaavan kipparin ja toisin päin. Leirillä oli hauskaa ja erityisesti kaatumistreeni oli hyödyllinen kouluttajillekin.

Heinosniemen jälkeen veneet pakattiin kohti Italian EM:iä. Porto San Giorgiossa oli 5 suomalaisvenettä, joista kaksi Tuusulasta. 14331 Shark oli 15. ja 14352 Sini 20:s. Saksassa ajaessamme satoi ja aluksi satoi perilläkin. Saksasta totesimme Seppo Rädyn olleen oikeassa: "Saksa on p- maa". Näin ainakin pelloilta tulevan hajun ja sään perusteella. Ennen varsinaista kisaa katselimme huolestuneina rannasta treenaamaan pyrkiviä veneitä. Laiturin puute hankaloitti lähtemistä ja lopputuloksena olikin vain yksi harjoittelija ja yksi paikattava vene. Mutta lopulta varsinaisina EM-päivinä kadoksissa ollut aurinko alkoi paistaa. Sääolosuhteet olivat lopulta loistavat, mutta jostain syystä useimmilta meistä oli venevauhti hieman kateissa. Omalta miehistöltä meni lisäksi vähän aikaa uskoa, että tuultakin on haettava vielä lähempää aallonmurtajaa.

Marraskuussa me (tällä kertaa Pesola, Bollström, Kangas) osallistuimme Chilen MM:iin. Kisajärjestäjän mukaan tavallista on, että ensin puhaltaa kohtuullisesti 3 päivää, jonka jälkeen on 3 päivää BLH:ta. BLH eli blows like hell eli puhaltaa niin hemmetisti. Tuusulanjärven tuulissa ei aaltokokemusta oikein synny, mutta olimme silti tyytyväisiä tulokseen.

World Championship in Chile

Ainakin annoimme kaikkemme. Kerran uitiin, muttei todellakaan oltu ainoita.

Kuudennessa lähdössä 8 venettä 45:stä sai tulokseksi DNF:n. Mutta hauskaa meillä oli joka tapauksessa, sekä viinisponsorin suosiollisella tuella että ilman.

Fleet 468—Valkeakoski

Sailing on Lakes Mallevesi and Vanajavesi
Valkeakoski, Finland
Finland District

Team Finland In San Giorgo, Italy for the European Championship

FLORIDA

FLEETS

226 Biscayne Bay 502 The Suncoast Fleet

District Commodore ..... Bill Mauk

Commodore Bill Mauk

Fleet 226—Biscayne Bay

Sailing on Biscayne Bay
Coconut Grove, Miami, Florida
Florida District

Boat#	Boat Name	Owner
10700		James Mellor
11702	Glockenspeil	Larry J Ames
14309		David Kurtz
14374	Free Beer Yesterday	Carol Stout Ewing
14684	Scare Tactics	Bill Johns
14708	Booby Trap	Fay Regan
14930	Widespread Panic	Stephen Horwitz
15151	Palindrome	Frank Atkinson

Steve Horwitz—Winner of 2005 Thanksgiving Regatta, Davis Island YC

Fleet 502—The Suncoast Fleet

Sailing at the Davis Island Yacht Club
Tampa, Florida
Florida District

Boat#	Boat Name	Owner
2		Fisk Hayden
2924	Dream On	Kenneth See
6350	Uncle Mills	Cortland Steck
9098	Zapper	Mark Rodgers
10338	Salsa Picante	Andrew Hayward & Rod Koch
10565	Go Dog Go!	Amy Smith Linton
10944	Black Watch	Cameron Carlin
11346	FOB	Christopher (Kip) Hamblet
11379		Jonathan Rukhaver
14006	Fired-Up	William H Meyer, III
14414	Emeline	Michael S Maher
14428	Yellow Kitten	Sandy Scheda Klaus & Robby Brown
14730		Dave White
14748		Jim Alman
14752	Calvin	Steve Hayden & Fisk Hayden
14780	Comedy Central	Colin & Karen Park
15083		Jeff Linton

2005 was a quiet year for the Lightnings of the Suncoast. Notably, Robby Brown began sailing the Lightning this year, adding the Lightning to his dance card, which includes J-24s and Flying Scots. Jonathan Rukhaver moved to the St. Petersburg area and began campaigning #11379, and Jim Alman (hurrah!) finally replaced his missing Lightning (#14748).

Our Districts were held in Miami, with a scant ten registrants; Frank Atkinson of Fleet 226 topped the leader board, while Robby Brown finished third, Jeff Linton fourth, Bill Meyer, and Jonathan Rukhaver rounded out Fleet 502's numbers at the Districts.

We sent crew to the NA's in Sheboygan: Jeff Linton crewed for Bill Fastiggi, Claudia Aguado and Dan Weidenhoft sailed with Bill Mauk, Kip Hamblet sailed with Stu Nickerson, and Charlie Clifton sailed with Bill Hofmeister. Additionally, Jeff Linton sailed with Bill Mauk and Tito Gonzalez to win the Etchells World Championship in September.

While several local skippers went walkabout—Bill Meyers spent the summer up North, while Steve and Fisk Hayden have been busy with family and work this year, and Mark Rodgers has been focusing on his son's sailing career—Colorado skipper Steve Davis made several trips to the area, for fishing and sailing. The fleet is, however, growing its own: we look forward to the addition of Baby Sailor Batzer, and the first races of the youngsters from the Taylor, Hayward, Hayden, and Scheda-Klaus dynasties.

GREECE

FLEETS

251 Yacht Club of Athens 286 Parthenon

District Commodore ..... Costas Limberakis

Fleet 251—Yacht Club of Athens

Sailing on Phaleron Bay
Piraeus, Greece
Greece District

Boat#	Boat Name	Owner
14211		Manthos Sikiniotis & Nikos Bikakis
14377		Antonis Manolakis
15077		Alexandros Dimou
15144		George Andreadis

Fleet 286—Parthenon

Sailing on Phaleron Bay
Piraeus, Greece
Greece District

Boat#	Boat Name	Owner
13968	Renata	
14211		Manthos Sikiniotis & Nikos Bikakis
14377		Antonis Manolakis
15077		Alexandros Dimou
15144		George Andreadis

Our crew—Marialena Kamilou ((17) (fore) Demetre Tellios (Mid) (16) and our Captain John Giannopoulos (17)

INDIANA

FLEETS

154 Wawasee Yacht Club 270 Silver Fox Squadron/Indianapolis

District Commodore ..... Billy J Allen

Our Indiana District in 2005 continued with our normal pattern with one exciting new twist. Like all other regions of the Country, we have experienced a certain amount of lethargy in recruiting additional sailors to our regattas. Many reasons are presented to explain the erosion. The most alarming is that most families are working longer hours and in what free time they have, they prefer to spend watching others play football, baseball, tennis, soccer or what have you, rather than participate themselves.

At one of our Clubs, strong promotion of adult and junior training programs combined with on the water sailing races with the new sailor as skipper and/or crew has brought a trickle of new and enthusiastic sailors into the Sunday racing crew pool. In three cases, this has stimulated the purchase of three new Lightnings into the Fleet.

Another reason given for lower turn-outs at regattas is that more and more Fleets cancel each other out because two or more in the same geographic region are scheduled on the same weekend.

To attack this problem, Mike Brock, the Ohio District Commodore, took the initiative to contact us in order to explore ways to increase attendance at major area regattas. The agreed upon solution was to "scratch each others back" by committing some Indiana boats to attend Ohio regattas in return for more Ohio boats coming to Indiana. The first experiment included the Cowan Lake Regatta north of Cincinnati on October 22nd & 23rd. In return, some Ohio boats will participate in the Indy Open regatta on May 6th and 7th, 2006.

The District Regatta was hosted by Fleet 154 on Lake Wawasee on June 18th & 19th. Nine boats braved the 90-degree plus weather with extremely light air. Two races were completed on Saturday afternoon followed by one more on Sunday morning. Brad Wagnon with crew Kevin Keller and Steve Miller as crew, in his brand new boat, eked out a win by one point over Bill Allen with crew Peggy Lehman and Tom Hadley. Both Brad and Bill made the most of their strong finishes by continuing on to the North Americans in Wisconsin.

At the annual District business meeting, Bill Allen from Fleet 154 was elected unanimously to replace Ken McGinity from Fleet 270 as District Commodore.

All Lightning sailors are invited to visit with us at our two major regattas, the Indy Open in May and the Hoosier Regatta held annually on the last weekend in September on Lake Wawasee.

Ken McGinity–Bill Allen

Fleet 154—Wawasee Yacht Club

Sailing on Lake Wawasee
Syracuse, Indiana
Indiana District

Boat#	Boat Name	Owner
11181		Dale Fulkerson
13895	Brandywine II	Douglas Schmahl
13910		Bill Allen
13975	Divine Wind	Virgil Snyder
14024		Ronald Lester
14125	Millers Merry Manor	Stephen Miller
14173	Thor Play	Jim Sabens
14600	Wolf Cookies	Edward Bradley Wagnon
14835		Alan Fox
14870	Con Brio	Herbert Snyder
14940		Craig Cobbum
15213		Jeffre Schmahl
15251		Debbie Probst
15259		Edward Bradley Wagnon

Fleet Captain ..... Brad Wagnon

Sitting here in the middle of February, I'm caught in between seasons. I need to recap last year, but I am so ready for this coming season, it's hard to remember the details from last summer. I should have kept better notes.

Last year was pretty typical in many ways. We had some beautiful racing days but there were to many no wind days sprinkled in during the season. Steve Miller had foot surgery and was unable to sail most of the season, Herb Snyder and Jim Sabens were also not able to sail much. Gee, we sound like a bunch of old codgers.

And in December, we lost one of our longest yacht club members and Lightning skippers, Doug Schmahl. Doug had been a fixture in fleet 154 since long before I joined. Doug will be missed by all of us, but he leaves his legacy in good hands with Jeff and his grandsons Michael and Andrew.

On the plus side, Jeff Schmahl and his two sons, Michael and Andrew, sailed with him in some pretty big winds for such young kids. These kids are going to be kicking some serious butt in the not-to-distant future! I'm sure Doug will be looking down and smiling and cheering them on as they leave the rest of us staring at their stern.

I was lucky enough to win the 2005 season again for the first time in many years, thanks in large part to my crew Michael Richey and Kevin Keller. Kevin has sailed with me for 10-11 seasons and Michael joined us in 2004. All three of us are looking forward to this coming season.

2006 looks promising for the addition of one or two more boats. I hope to see you all on the water.

2005 Final Standings

1 Brad Wagnon
2 Bill Allen
3 Craig Cobbum
4 Jeff Schmahl
5 Keith Swihart
6 Alan Fox
7 Virgil Snyder
8 Ron Lester
9 Debbie Probst
10 Jim Sabens
11 Herb Snyder
12 Doug Schmahl
13 David Schmahl
14 Steve Miller

Fleet 270—Silver Fox Squadron/Indianapolis Sailing Club

Sailing on Geist Reservoir
Indianapolis, Indiana
Indiana District

Boat#	Boat Name	Owner
1342	Thunder	Mike Naughton
8679	Weirdly Manor	Andrew C Harmon & Steven D Hayes
12296	Sochaint	Peter J & Moira McGinity
12392	Yikes!	Daniel Ramsey
12896		Norman L Cubellis
12963	Navigo	Mark A Cudworth & Andrew C Harmon
13279		Andrew Cook
13657		Michael R Franceschini
13954	L'eclair Rouge	John B Heath
13958		Brian & Ellen Huckabee
14359	Sundance II	Joseph A & Michele S Lassaux
14449		Dale Kreck
14537	Winsome	Paul Vos
14610		Kenneth D Woods
15097	Elaine	Carlton Simmons
		E Anne Foster
		Ken McGinity
		Joan Naffzinger
		Sigrun Roberts
		Bill Robinson
		Steve Tinsley
		Ann Vaughn

Fleet Captain ..... Carlton Simmons
Fleet Secretary ..... Joan Naffzinger
Fleet Champion ..... Pete McGinity

Fleet 270—Silver Fox Squadron/ Indianapolis Sailing Club

Our fleet enjoyed another great year of sailing and expansion. Our fleet participated in 60 races stretching from April to October. At the end of our season, less then one point separated first and second place. Third place was not far behind. Our fleet also returned to having two divisions, a Gold and Silver fleet. This was due in part to the increase in number of boats but also to help those skippers and crews new to the Lightning and to racing. Still the big story of the 2005 season for our Fleet was the increase of four additional boats Dale Kreck picked up his Lightning in Michigan and has been coaxing his family into crewing; Frank Wilder got his Lightning from Ohio after sailing a Snipe for a number of years. We hear that Bill Saeger selected his Lightning partly because the color matched the color of his daughter's car and he needed her to help crew. Brian & Ellen Huckabee also joined the fleet in 2005 but didn't make it out on the lake during racing season. The up coming year looks to be another growth year for Fleet 270 with the addition of still one or two more boats.

We kicked off our racing season with the Burl Harmon Memorial Indiana Open Regatta on April 30th and May 1st. Spring blossoms, good wind and very few motor boats made this a great time to be sailing in Indiana. This was the 43rd year for our regatta with twelve boats competing with seven traveling in from out of town. While most other Fleets are still only dreaming about sailing, boats from Illinois, Ohio and Michigan joined the Indiana District boats for this early season race. This year, James Taylor from Ohio finished first besting Brad Wagnon and Bill Allen from Wawasee by three and nine points respectively. The 44th installment of the Indiana Open Regatta will be May 6th and 7th 2006. Mark your calendars now and don't miss this great time to get a jump on the racing season.

Reigning Fleet champ Pete McGinity, who had just knocked off perennial champ, Joe Lassaux, the year before was hoping to avoid the dreaded sophomore jinx. In addition to Joe wanting to get his crown back, competition from Mike Franceschini and the newcomers made Pete's task that much harder. It took the final racing weekend of the season to determine our Gold Fleet champion for 2005 with Pete making it two in a row by less than a point margin of victory over Joe and Mike, less the eight points behind. The Silver Fleet trophy went to Carl Simmons sailing his "new" Woodie.

In June was the 50th Anniversary celebration of the founding of Indianapolis Sailing Club as well as our Fleet since it was one of the charter Fleets. We also honored two of our own, Dr Walter Tinsley Jr. and Paul Vos. Both of these skippers have been sailing Lightnings at the Indianapolis Sailing Club since its founding in 1955. Fifty years later they are still racing and participated in 41 races, third only to Joe and Pete in the total number of races.

Also in June, Fleet 270 sent two boats to the Indiana Districts, this year hosted by Fleet 154 at Lake Wawasee.

Late in July, Carl Simmons trucked his Woodie to Syracuse, New York, for the third annual Woody get-together on Onondaga Lake. Fleet 10 hosted the event and a great time was had by all. The event helps celebrate the evolution of the Lightning and those dedicated to keeping these early boats in racing condition.

In September, Mike Franceschini took his boat to the Red Flannels Regatta hosted by the Chicago Corinthian Yacht Club at Montrose Harbor.

A month later, Fleet 270 had three teams travel to the Hoosier Regatta at Lake Wawasee. Pete McGinity, Mike Franceschini and Carl Simmons all made the trip this year and enjoyed, as expected, the great hospitality of Fleet 154 putting them all up for the night. Eighteen boats sailed in five races despite the winds being generally light with some threatening conditions late on Saturday and very light conditions on Sunday.

Late in October, Pete McGinity and Dale Kreck sailing in only his second race traveled to Cowan Lake for the Fall-in Regatta. They joined 16 other boats, mostly from Ohio, for some spirited late season racing hosted by Fleet 303. The very gracious host fleet plans on joining us on Geist by sending boats to Indiana for our Indy Open Regatta on May 6th and 7th, 2006.

Carl Simmons

Elaine

IRELAND

FLEETS

427 Killyleagh Yacht Club

District Commodore.....Raymond Killops

Fleet 427—Killyleagh Yacht Club

Sailing on Strangford Lough
Belfast, County Down, Northern Ireland
Ireland District

Boat#	Boat Name	Owner
77	Mean Machine	Rachel Bennett

ITALY

FLEETS

312 Lega Navale Italiano Anzio
449 Marsala
453 Flotta Del Trasimeno
466 Flotta Del Conero

District Commodore..... Franco De Regis

Fleet 312—Lega Navale Italiano Anzio

Sailing on Tirrenian Sea
Anzio, Italy
Italy District

Fleet 449—Marsala

Sailing on Mediterranean Sea
Marsala, Sicily, Italy
Italy District

Boat#	Boat Name	Owner
12027	Wanted I	Giovanni Pellegrino

Fleet 453—Flotta Del Trasimeno

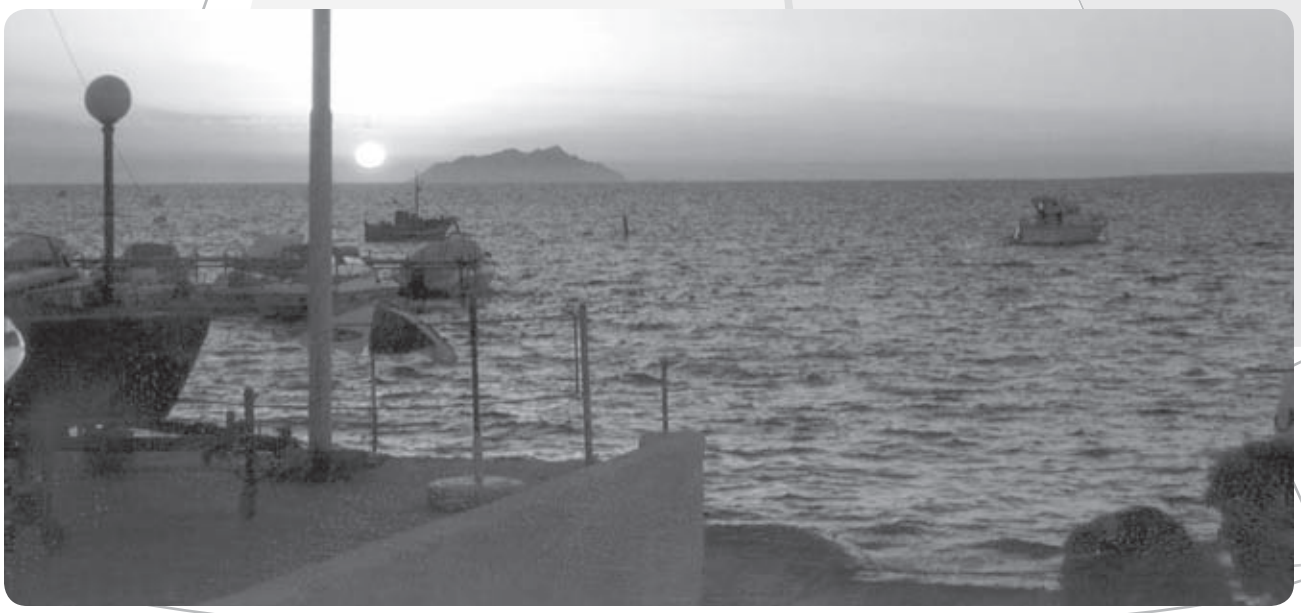
Sailing on Trasimeno Lake
Perugia, Italy
Italy District

Boat#	Boat Name	Owner
14228		Sergio Rustichelli

Fleet 466—Flotta Del Conero

Sailing on the Adriatic Sea
Ancona, Falconara and Senigallia, Italy
Italy District

Boat#	Boat Name	Owner
13346	Bibir	Bruno Roccheggiani



Marsala, Itay

LAKE ERIE

FLEETS

12	Buffalo Canoe Club	19	Chautauqua Lake Yacht Club
47	Silver Lake Yacht Club	115	Cuba Lake Yacht Club
118	Flying Beaver Club	146	Toronto Bay
180	Conneaut Lake Yacht Club		

District Commodore.....William E Neal

Past ILCA President, Chief Measurer and Lake Erie District member Calvin Schmiege passed away at the start of the sailing season. He was a gentleman both on and off the water, truly representing the Corinthian spirit. Cal, we'll always remember you!

For the second year in a row, the wise 'Commodore for Life,' Billy Neal, left it to the most ignorant District sailors to report the many (we assume) wonderful events that transpired last summer. What we can tell you for sure is that the weather was better than any we've seen in the last thirty-eight years (our apologies to the participants of the 2004 North American Championships!).

We hosted the Canadian Open Championship this year, in conjunction with the Lake Erie Districts. Despite many hours of rum-induced ruminations about the event, we remain unable to remember much of anything about the regatta. We do, however, recall that a great group of lightning sailors made the trip from Montreal to join in the fun, and that the event happened to coincide with the only 48 hour stretch where winds were consistently under 10 knots. David Starck won it all in his new boat 'Wonder Boy,' which is colored an immaculate midnight blue. Jody Lutz was the runner up. Thanks to everyone that attended!

We had a gaggle of sailors attend the North American Championships in Wisconsin. Of note, Silver Lake stud Mark Dadd and his superstar crew of Mark "TA's boat bitch" Grinder and Scotty "can't drive through Ohio" DeGolyer, showed flashes of brilliance along their way to a top ten finish in the Master's fleet. Uncle Bob Starck continued the Starck tradition of borrowing boats (ironically his nephew's), and also scored a top ten finish in the Master's fleet. Way to go!

We had a nice turnout for District regattas this year. At our Silver Lake regatta, Peter Godfrey with crew of Connor Godfrey (Peter's son) and Dave Starck, won every race on Saturday, while Tom Allen, Sr. with his wife Anne and "wonder" Wayne Knibloe, won every race on Sunday.

Needless to say, we're looking forward to our 'Commodore for Life' writing up a report that pokes fun at everyone in 2006!

Fleet 12—Buffalo Canoe Club

Sailing on Abino Bay, Lake Erie
Point Albino, Ontario, Canada
Lake Erie District

Boat#	Boat Name	Owner
6983	See Adler	William E, Emily & Sarah Neal
10491	Erin Anne	David A Dooley
11117	Electric Dreams	A Bergen Ackerman
12770	For Sail	James Eagan
13881		Drew Bergen
14112		Bob Dobmeier
14174	In Lieu	David Sprague
14195		David Fretz
14261	Berry III	Ed Roseberry
14286	Donuts, Donuts, Donuts	Warren III & Anne Emblidge
14291	Vampira II	Judith Walker
14347		Daniel Sprague
14371	Confusion3	Brian & Robert B Starck
14410	Catspaws	Pascal & Rick Buckley
14416		Peter Godfrey
14479		Kevin J Robinson
14502	West Wind	Thomas M Ward
14519		Erich Steadman
14569		William E Neal
14572		Timothy Jehle
14593		Erich Steadman
14651		Tom Allen, Sr
14672		Peter Jones
14744		Richard A Aubrecht
14772	Daze	Michael Vollmer
14780		Matt Bryant
14811		Tom Allen, Sr
14828	Jib Jab	Ira Johnson
15121		Greg Flynn
15125		Jody Swanson Starck
15168		Tom Allen, Jr
15246		Larry MacDonald
15252		David Starck
		Anne Allen
		Mark Grinder
		Ian Jones

Fleet Captain .....Warren Emblidge
Fleet Jester.....Jack O'Donnell
Fleet Minion.....Brian Starck

We're happy to say that Fleet 12 keeps on expanding (and we're not just talking about our waistlines). 2005 saw great participation, with up to 18 boats on the line for our Tuesday night racing program. Rumor has it that at least three new boats are on order for the coming season (we hear the vanity mirrors and heated seats are big selling points!) We're also welcoming at least three new boat owners into the fleet! Woohoo!

We're also excited to see a lot of Juniors participating in the fleet. We hosted our third annual "Pro-Am" with junior skippers and boat owner crews. Our Junior Districts this year saw nine boats compete and 28 competitors. Many thanks to Jody Swanson for making it all happen!

Of course the big news of 2005 was Jody's selection as Rolex Yachtswoman of the Year. Now we know why she beats us in weeknight races! Did we mention she also married David Starck? We rue the day we'll race against their kids!

In related news, Bob Starck borrowed his nephew's pristine, brand-spanking-new custom built midnight blue rocket-ship for the Masters Championship in Milwaukee. (Did we mention it was new?) There were only two conditions attached to the transaction: 1) don't hit anybody, and 2) don't dump it. Well… Bob never was one to follow the rules (either that or the terms of the agreement just weren't that clear to him). Bob managed to trade paint like a NASCAR champ with one of the young bucks on the starting line of the practice race. (As they say, "rubbin' is race'n".) He managed to follow that one up with a spectacular wipe-out. No, not trying to win the race, but rather in the process of positioning himself for a prime spot at the hoist. Fortunately for Bob, his nephew's good friend Larry MacDonald witnessed the whole thing and coached him through the recovery, while promising not to tell a soul about the incident. Unfortunately for Bob, it was a mere minutes before the entire Lightning Class membership (excluding David) had heard about the mishap. Good times!

Of note, "Fast Eddie" Roseberry made a valiant comeback in 2005 from a back injury he sustained while lifting the full weight of his boat off the trailer. Fast Eddie sailed in many of our club races this year, beating most of us in the process! We get the impression that as long as he keeps talking "smack" about retiring from racing, he'll keep kicking our butts.

We'll be hosting the Canadian Open towards the end of June. Join us for an event that's sure to be a great time.

Tom Allen Sr., Anne Allen, Mark Grinder at the World Championships in Chile

David Stark, Scott Ikle, Joe Stark—4th in the North American Championships in Sheboygan, Wisconsin

Fleet 19—Chautauqua Lake Yacht Club

Sailing on Lake Chautauqua
Lakewood, New York
Lake Erie District

Boat#	Boat Name	Owner
9332		James J McDonnell

Fleet 47—Silver Lake Yacht Club

Sailing on Silver Lake
Perry, New York
Lake Erie District

Boat#	Boat Name	Owner
12984		Kathryn Lyons
13458	Yellow Fellow	Kenneth Hennig
13714	Poitin	Paul Malone
13849		Mark H Dadd
14580		Larissa Cox
14672	Speedy Devil	Mark W Grinder
15168		John Humphrey

Fleet 115—Cuba Lake Yacht Club

Sailing on Cuba Lake
Cuba, New York
Lake Erie District

Boat#	Boat Name	Owner
11175		Michael Kane
11766	Red Baron	Laurence C Older
13890	Ole Blue	Greg Buckley
13911		Michael Kane
14725	Windwards	Skip Wilday

Fleet 118—Flying Beaver Club

Sailing on Hamilton Bay
Hamilton, Ontario, Canada
Lake Erie District

Boat#	Boat Name	Owner
12443		J Paul Eichenberg
14599	Bunch of Weenies	David Wood

David Sprague, Megan Sprague, Violette Kokolus at the North American Championships in Sheboygan, Wisconsin

Fleet 146—Toronto Bay

Sailing on Lake Ontario
Toronto, Ontario, Canada
Lake Erie District

Boat#	Boat Name	Owner
10702		Walter Blackwell
14174	In Lieu	David Sprague

Fleet 180—Conneaut Lake Yacht Club

Sailing on Conneaut Lake
Conneaut, Pennsylvania
Lake Erie District

Boat#	Boat Name	Owner
13506		Lawrence Levine
14444	Bud Lightning	Kenneth Pote
14711		John Andrews
14750		Edward J Benevent
14763		Chad Waldschmidt

In between the Spring Banquet at the historic Conneaut Lake Hotel and the Labor Day Picnic hosted by Commodore Kathy Rentz and Randy and Debbie Hollister, we managed to get in the racing season, albeit somewhat abbreviated due to lack of sufficient winds. The Spring banquet started on a solemn note as we recognized a moment of silence for the passing of two of our charter members and one of our stalwart sailors. Dr. Duane Good, Bob Hollister and Doug Sparks all passed away over the previous winter. Their support and friendship was missed during the past season.

Enough races were completed to finish all of the series. After the scores were tallied, Chad Waldschmidt won the Summer Championship with Ed Benevent in second and John Andrews in third. The 'Round the Lake' race was also won by Chad with John Andrews second followed by Ed Benevent. Finally, Chad Waldschmidt also won the Holiday Series. Ed Benevent was second and John Andrews was third.

This past summer, Mike and Rosie Mercatoris conducted the Sunfish sailing clinic. All of the young sailors thoroughly enjoyed the racing and also learned quite a bit. Several of the young sailors then crewed for the Lightning skippers. This bodes well for the coming summer and for the future of the club.

LONG ISLAND

FLEETS

58	Hewlett Bay	178	Great South Bay
431	Southhampton Yacht Club	506	Orient Yacht Club

District Commodore..... George W Koch

Fleet 58—Hewlett Bay

Sailing on Hampstead Bay
Long Island, New York
Long Island District

Fleet 178—Great South Bay

Sailing on Great South Bay
Amityville, New York
Long Island District

Boat#	Boat Name	Owner
10260	Bullshit	Elizabeth Brewer & William P Weiss
10690		Joseph J Turecarno
14668		Joseph J Turecarno

Fleet 431—Southhampton Yacht Club

Sailing on Shinnecock Bay
Southhampton, Long Island, New York
Long Island District

Boat#	Boat Name	Owner
11219	Grandpa Moses	Teresa Hendry
14560	White Knuckles	Richard E Warren

Fleet 506—Orient Yacht Club

Sailing on Orient Harbor
Long Island, New York
Long Island District

Boat#	Boat Name	Owner
10545		Orient Yacht Club
13660		Derrick Cephas
14025		Rich Gluckman
14122		Jon Turner
14455		Rachel Sorenson
14850	Missy	George W Koch
15170		John Holzapfel

Fleet Captain.....George Koch
Fleet Secretary.....John Holzapfel
Thursday Night Fleet Champion .....George Koch
Saturday Fleet Champion .....George Koch

Orient Yacht Club boat yard after a microburst

Fleet 506—Orient Yacht Club

Fleet 506 of the Orient Yacht Club had a very busy and exciting year.

First, we again hosted the 2005 Long Island Districts on the waters of beautiful Orient Harbor on July 17th and 18th, 2005. Neil Lippman and his crew from Southampton Yacht Club won the Districts while second place went to Rachael Sorenson and third place went to George Koch both of the Orient Yacht Club

Secondly, we hosted and made available our Lightnings for the Area B (New York, Connecticut, Lower Hudson Valley and the Virgin Islands) Sears Cup U.S. Junior Triple Handed Championship. The team representing the Great South Bay won the event and went on to the Nationals.

Third, we experienced a very unusual weather event. A microburst of wind came through with a strong weather front. The wind went from about 10 mph to something over sixty mph and back down in a little over 25 minutes. Five of the Lightnings were tossed off their trailers and all sustained some damage to their hulls. One boat had serious damage and had to be taken for major fiberglass repairs. The other boats all ended up with some holes in the hull or bottom but sailed three days later with temporary patches in the holes or duct tape covering them depending on where the damage occurred. The lesson to all Lightning sailors, always securely tie down your boat to the trailer.

Finally getting down to the Fleet's Thursday and Saturday racing, George Koch ably assisted by an ever-changing crew won both the Thursday night and Saturday racing series. Second place went to Rachael Sorenson and her crew while third place went to John Turner and his crew.

METROPOLITAN

FLEETS

11	North Shrewsbury River	16	Paupack
25	Lake Mohawk Yacht Club	70	Red Bank of the Shrewsbury
75	Nyack Boat Club		

District Commodore ..... Daniel Parietti
District Secretary/Treasurer .. Stephanie Mayo
District Champion ..... Bob Sengstacken
District Runner-Up ..... Joan Hurban

The Met District Championship Regatta was held in June and was hosted by Lake Wallenpaupack Yacht Club. Three races were completed on Saturday in light and variable conditions. The doldrums prevailed on Sunday so the Race Committee cancelled further racing at high noon on Sunday. This year's result:

First place	Bob Sengstacken (Fleet 75)
Second place	Joan Hurban (Fleet 75)
Third place	Gary Hurban (Fleet 75)

At the District meeting, the following officers were elected for the period June 2005-June 2006: Dan Parietti (Fleet 75), Commodore; and Stephanie Mayo (Fleet 75), Secretary/Treasurer. The 2006 District Regatta will be held on the fourth weekend in June and will be hosted by Monmouth Boat Club (70).

Fleet 11—North Shrewsbury River

Sailing on North Shrewsbury River
New Jersey
Metropolitan District

Boat#	Boat Name	Owner
14786	Le Speu	Jon & Jay Schwartz

Fleet 16—Paupack

Sailing on Lake Wallenpaupack
Pocono Mountains near Tafton, Pennsylvania
Metropolitan District

Boat#	Boat Name	Owner
9417	Hana Ke Aloha	George Barr
10301	Mimsy	Brian Williams
11907	Halcyone	Sandi Scull
12140	Daisy	John Weiss
13638	Windy	Heinz Kornmann
13816	Haulin' Ash	Achille Charles Scache
14278	Stormy Weather	Robert Hall
14722	Byken	George Madel

Fleet Captain.....John Weiss
Fleet Champion.....George Madel
Fleet Runner-Up.....Heinz Kornmann

The regular sailing season at LWYC normally consists of 13 Saturdays between Memorial Day & Labor Day. In 2005, there were only 12 Saturdays due to the fact that we hosted the Metropolitan Districts. Our season is broken into 3 series. The first is the Folwell Series. It was won by George Madel with regular crew Molly Rodgers and Craig Compton. In second place was Heinz Kornmann with variable crew combinations of Rob Price, Geoff Hohman and Jay Demerer. In third place was Sandi Scull with crew Deni Morgan and variably Andy Winger, George Barr, and Brian Kuzon.

The second series was the Miller Series which was won by George, with Heinz in second and Sandi in third. The final series was the Baron Series which was also won by George, with Sandi in second and Heinz in third. The overall season was won by George with Heinz second and Sandi third. Brian Williams with regular crew Ken Didion and Peter Seeuwen were always competitive but missed too many races due to family commitments to rank in the standings.

On Labor Day Saturday, the annual crew races were run. In these races, the crew gets to steer and yell at the skipper. This year two races were run in a gusty, shifty north wind. Both races were won by Craig Compton steering George's boat.

On September 17th and 18th, we hosted the PA Governor's Cup Regatta. Eighteen boats raced and the regatta was once again won by Dick Hallagan.

Anytime you're inclined, all are welcome to come sail with us at beautiful Lake Wallenpaupack.

Fleet 25—Lake Mohawk Yacht Club

Sailing on Lake Mohawk
Sparta, New Jersey
www.lakemohawksailing.org
Metropolitan District

Boat#	Boat Name	Owner
11565	Ariba-Ariba-Andale	John Marx
13160	Sub-Lime	Henry Jelinek
13373	The Great Escape	Willliam M Beveridge
13381	Spaghetti	Mark Marussich
13820	Tattoo	Charles (Chuck) Chute
13925	Guardian Angel	John Incantalupo
14198	Sushi	Donald T Okner
14327	Wild Goose	Angela Hopkins
14607	Hawkeye	Richard T & Gail S Miner
15090	"M"	Perry L & Margaret Anderson

Fleet Captain.....Donald T Okner
Fleet Secretary.....Donald T Okner
Fleet Champion.....Richard T Miner

The LMYC Lightning Fleet was up and running for 2005 by mid-May. On Saturday, April 16th, we had our annual clean-up followed by the first social event of the year, the Prep Signal, at the Lake Mohawk Country Club. Our first "sailing" event was "Mast Raising Day" on May 7th. This was an opportunity to rig and tune our boats and get in a little practice time on the lake. The Mast Raising, followed by a "Cinco de Mayo" party, was a success, and the rigged and tuned boats began racing on May 15th. Our first open regatta, the Gabor Cup was held on May 29th. John Miller, assisted by Chuck Chute served as race officials for the event in which Rich Miner took first place, followed by Jeff Urbanski in Second Place and Perry Anderson taking third.

By the middle of June, the Miner, Anderson, Jelinek and Okner Lightings were in heated competition with the Marx and Marussich Lightnings also at the line for several races. Unfortunately, Chuck Chute was on the disabled list for the first half of the Spring Series due to a ruptured Achilles tendon. In the meantime Chuck's crew, Dave Newton, maintained his skills by sailing with Don Okner and Stephen Koch on Sushi.

Chuck Chute managed an earlier than expected return from the disabled list and was back on the water by late June. At the helm of Tattoo, Chuck took a second and a first on June 26th and yet another second on July 10th. June 26th also marked the debut of John Incantalupo and family on the racecourse. John's Lightning, dubbed The Guard-

Chuck Chute and crew hiking out

ian Angel, had been quietly resting on shore for the first half of the Series but came to life toward the end when, in the second race on July 2nd, John took a second.

July 2nd was not only a day for regular racing but was also the annual Marine Base Regatta. Sponsored by the Snipe Fleet, some great ship's wheel trophies were snagged by the winners of the first three positions. Toby Hilgendorf served as race official for the event that took place on a picture perfect afternoon with a 5-10 knot wind out of the north. Five Lightnings and Three Snipes competed with Third Place going to Rich Miner, and his crew Gail Miner and Edgar Braendle.

Our Annual Independence Day Family Picnic took place on July 3rd and coincided with the LMCC Fireworks. Once again, this favorite event was a great success. The weather was perfect—perhaps even a bit cool—and the food and drink was plentiful. As with any successful party, the people were the real reason for such a terrific time. Our committee chairpersons, Kathy Chute and Bambi Newton did a great job for a second time. We are hoping for the "hat trick" in 2006.

July 24th was one of the finest racing days on our lake. On this sunny day with a southwest wind blowing straight up the lake at 8-10 knots, six Lightnings engaged in heated competition. Rich Miner and crew won the first race with a commanding lead over the rest of the fleet. However, Chuck Chute dominated in the second race maintaining his first place position throughout. Perry Anderson was a solid second place finisher in both races.

The following Sunday was the last day of racing in the Spring Series and while it was not quite as exciting as the previous week; race official Lincoln Rowley made the most of the wind. We therefore managed to finish the series with no cancellations due to inclement weather or lack of wind. The final results of the Spring Series for the first three places in the Lightning Fleet are as follows:

First Place:	Skipper: Rich Miner Crew: Gail Miner and Edgar Braendle
Second Place:	Skipper: Perry Anderson Crew: Margaret Anderson and Ally Brown
Third Place:	Skipper: Don Okne Crew: Stephen Koch

On Saturday, August 6th, we had our annual Jack Robertson Cruising Day. It was a perfect day for the event. There was a light to medium wind out of the north, and four Lightnings, two Snipes, a Ghost and two Sunfish skippered by some of our Junior Sailing School students cruised the waters. After some sailing that ended in the early afternoon, we feasted on brats, hamburgers and hotdogs with all the fixings as well as—what else—cold beer!

The Fall Series began on Sunday, August 7th. The wind was out of the southwest, and while it got a bit light for the second race, it was strong enough to move four Lightnings and two Snipes around the course. Rich and Gail Miner served as race officials for the day. Racing was followed by an impromptu party during which we finished off the brats, burgers and beer left over from the previous day's event and compared notes on our various successes and misfortunes on the race course.

On August 21st, after a good ten years in hibernation, like the Phoenix from the ashes, Wild Goose, skippered by Calvin Hopkins with his dad Doug serving as crew, reappeared on the line with the other Lightnings. And not to be topped by that performance, two weeks later, on September 4th Bill Beveridge, with a plethora of children and nephews, brought the Great Escape back to life. Bill showed us that he hasn't lost his stuff and that those older Lippincott Lightnings can outperform some of the newer boats when sailed properly. It was also great to see Bill senior and Nancy who stopped by to say hello.

John Icantalupo on a plane

Fleet Champion Rich Miner in the lead

August 28th brought little wind and increasing rain, but two Lightnings, skippered by Chuck Chute and Calvin Hopkins respectively, raced head-to-head. Chuck's crew, Dave Newton, summed things up in commenting that at times he felt as though the rain hitting the sails was propelling them more than the wind. Nonetheless, they managed two races and each boat captured one first place position for the day.

Sept 4th was the date for our annual Commodore's Cup, and what a day it was. The weather was crisp and clear with a nice wind out of the North. A 2005 record of 14 boats were on the line for the start including six Lightnings. Third place went to Rich Miner and his crew, Gail Miner and Edgar Braendle. Later that evening, trophies were awarded at the Commodore's Cocktail Party held at the Miner's lakefront home and deck. It was a beautiful evening. There was great food, including salmon poached to perfection by Constance Gill, and many other dishes as well as wine and beer, including an authentic German Octoberfest straight from Munich in a mini-keg.

On September 11th, we continued racing. The start was delayed for over an hour because of light and variable wind. The first race was a windward-leeward in light but building air and the second race was a seven leg triangle in wind that prevailed out of the southwest. Don Okner was accompanied by nephew Paul Okner and his friend Ally Torrence as a whole gang of Okners and friends cheered us on.

By the time our Fall series ended in October, we concluded one of the best years we have ever had. We had no cancellations during the Spring Series and only one cancellation due to lack of wind during the Fall Series. Furthermore, we had 10 active boats in the Lightning Fleet. The Fall Series also concluded with some great racing. On September 11th, Mark Marussich served as race official and, following a one hour postponement while we waited for the wind to build, we had two races back-to-back. Four Lightnings sailed the first race with only three racing the second in wind that varied in speed and direction—no surprise for our lake.

The following week, September 18th, brought a 6 knot wind with gusts to 10 knots as John Marx and Constance Gill ran the races. We had six Lightnings in heated competition with Perry Anderson returning to the waters after spending some time away cheering on the University of Michigan Wolverines. After a rough first race, Perry was in his usual great form for the second race, but fleet champion Rich Miner held Perry off and took two firsts.

Chuck Chute was at the helm of the committee boat on September 25th, and with a 6–8 knot wind out of the south, we had two races with four Lightnings competing. Rich Miner and Don Okner alternated for lead position throughout the first race that ended in a tacking duel and a battle at the finish line buoy going to Don in Sushi. Undaunted, Rich came back in the second race and established a great lead that he held for most of the race. Don's efforts to close the gap were not enough to prevent Hawkeye from crossing the line in first place.

October 2nd brought no wind, so there was no racing but the following Sunday, October 9th was a cool, misty day following a 7+ inch rainfall that watered our lawns and brought our lake level up to normal. The wind was out of the northeast at 5-8 knots. Perry and Margaret Anderson served as race officials and three Lightnings, skippered by Chuck Chute, Hank Jelinek and John Incantolupo sailed two back-to-back races with Chuck and John trading places for first place. Cathy Chute and Bambi

Fleet Runner-Up Perry Anderson rounding the mark

Newton greeted damp and chilled skippers and crew ashore with a crockpot full of clam chowder.

On October 16th, following a solid week of rain, our last official race for 2005 was held. The wind came howling up the lake at 15–20 knots with gusts that were even higher. Undaunted by the high winds, Chuck Chute and John Incantalupo ventured out for one head to head race that ended with John taking a DNF and Chuck crossing the line and capturing a first. Kudos to Chuck, John and their respective crews for their efforts.

However, Chuck's performance on that last day of racing was not enough for him to unseat our defending Lightning Fleet Champion, Rich Miner, and the Fall Series closed out with our skippers and crew ranked in the following order.

First Place:	Skipper:	Rich Miner
	Crew:	Gail Miner and Edgar Braendle
Second Place:	Skipper:	Don Okner
	Crew:	Jim Okner
Third Place:	Skipper:	Chuck Chute
	Crew:	Dave Newton
Fourth Place:	Skipper:	Perry Anderson
	Crew:	Margaret Anderson and Ali Brown
Fifth Place:	Skipper:	Hank Jelinek
	Crew:	Adam Enea

Following the end of the Fall Series there was some unofficial racing on November 6th. The Chute, Jelinek, Incantalupo and Okner Lightnings went out for a great afternoon of racing. After doing two windward-leeward races in a 5–8 knot wind, we topped the afternoon off with some brats and beer.

The Annual Awards Brunch was held on November 20, 2005 at 12:00 Noon in the Papoose Room of the Lake Mohawk Country Club. This was our last official event of the year at which final results for the fleets were announced and trophies were awarded. The 2005 overall results for our Lightning Fleet were as follows:

First Place:	Skipper:	Rich Miner
	Crew:	Gail Miner and Edgar Braendle
Second Place:	Skipper:	Perry Anderson
	Crew:	Margaret Anderson and Ali Brown
Third Place:	Skipper:	Don Okner
	Crew:	Stephen Koch and Jim Okner

As we look forward to sailing in 2006, we welcome you to visit our web site at: www.lakemohawksailing.org for up to date information. You can Email us at: info@lakemohawksailing.org. Smooth sailing and God bless America!

Don Okner

Fleet 70—Red Bank of the Shrewsbury

Sailing on North Shrewsbury River
Red Bank, New Jersey
Metropolitan District

Boat#	Boat Name	Owner
10787	Club Boat	Monmouth Boat Club
13386	Silver Spoon	Patrick Corr
14061		Paul Luisi
14276	Snoop de Ville	Dale Barney
14922		Henry O'Hern, III

Fleet Captain..... Dale Barney

Fleet 70 saw a good year in 2005 with strong interest in club racing, new boats in the fleet, and at least two more prospective fleet members for 2006.

We started the year with the 44th Long John Regatta. The forecast, which predicted foul weather of biblical proportions, kept attendance lower than usual. By the weekend, the rain held off and we raced in typical LJ conditions—big breeze and tight racing on the Navesink short track. Saturday night's party was great as always and gave everyone a chance to catch up. Gianni Cuccio and team won the regatta and dedicated the victory to Andrew Brennan in a touching moment for the ILCA family.

Given the distant locations of the ACCs and the NAs, Fleet 70 didn't see a lot of traveling in '05, but we're looking forward to the MET Districts at MBC in June 2006 and the ACCs at Little Egg Harbor YC in July. Long John 45 is on for April 29–30, so we'll see you at the Jersey Shore this season.

Fleet 75—Nyack Boat Club

Sailing on Tappan Zee, Hudson River
Nyack, New York
Metropolitan District

Boat#	Boat Name	Owner
7098		George Penny
8252		Daniel Parietti
10368		George Penny
10620		Lawrence Decker
10796	Kestrel	Christopher Visentin
13625		George Penny
14073	His	Gary S Hurban
14140	Fat Chance	William G Cook
14363	Thumbs Up	Lawrence Decker
14445	Scratch	Charles Taus
14514	Dee-a-Gogo	Ryan C Sprole
14714	Ruffian	Paul Connell
14888	Lucky Dog	R Robert Sengstacken
15059	Heart Breaker	Willard Mayo
15093	Hers	Joan A Hurban
15178		Daniel Parietti

Fleet Captain.....Jan Crittenden
Fleet Treasurer.....Stephanie Mayo
Corresponding Secretary.....George Penny
Recording Secretary.....George Penny
Biermeister.....Howie Rinehart
Fleet Champion.....Bob Sengstacken
Fleet Runner-Up.....Gary Hurban
Second Runner-Up.....Joan Hurban

Fleet 75 at continues to be an important part of the one-design racing tradition at the Nyack Boat Club. Every Sunday during the Club's racing season, our fleet members are actively competing on the Hudson River at the Tappan Zee in the Club's Sunday afternoon racing series. There are six to eleven boats on the line each weekend. In addition the fleet hosted two regattas; and some of the fleet's members represent us at out-of-town venues.

The annual Magnus Pederson Regatta was held on June 11–12. The event was blessed with fine weather and the RC was able to start and finish six races. Guest skipper Hugh Hutchinson was the winner. Our own Ryan Sprole (sailing my former boat 14514) finished second, and Joan Hurban was third.

On the last weekend in June, three boats from the fleet traveled to the Met District Regatta held at Lake Wallenpauapck. There was very light air on Saturday and miraculously, the Race committee managed to get in three races. On Sunday, it was a Dog Day of Summer – no wind at all day. We all left early for a dash back to Nyack with a hope of finding some wind on the Tappan Zee. The result: Bob Sengstacken District Champion, with Joan Hurban finishing as the runner-up. Gary Hurban was third.

In the last weekend of July, three boats, "Lucky Dog", "His" and "Hers" ventured to Wrightville Beach, NC for the Atlantic Coast Championship. They represented our fleet and Club well with all three boats finishing in the top 11 in a fleet of 36 boats. There was also a romantic touch to this weekend. Bob Sengstacken and Penny Mole, Bob's girlfriend, took a stroll Saturday evening of that weekend on the beach. During that walk, Bob figured this as appropriate time and setting as any to propose marriage to Penny. Penny accepted his proposal and so she is now linked to the "Lucky Dog" team in her own sweet way. The wedding will be this April.

On October 8, our fleet concluded the Club's regatta season with our annual LAST BLAST Regatta. And the remnant of Hurricane Rita (?) arrived just in time to produce more than enough wind (and possibly angina) for some heavy air racing for 17 boats. Ten boats managed to finish all three races. When the wind speed started to exceed 30 knots, the Race Committee closed out racing for the rest of the day. Allen Terhune finished first, Hugh Hutchinson was second and Nyack BC's Gary Hurban took third.

The following weekend skippers Bob Sengstacken, Gary Hurban, Joan Hurban and their respective crew ventured to the annual Frigid Digit in Annapolis. Similar to last year's event, it was a cold, wet, and extra windy regatta, with several boats capsizing over three races on Saturday. The wind persisted throughout the weekend and the fleet was confined to port on Sunday. Fortunately, all skippers and crew returned in one piece.

The final highlight for this year was Bob Sengstacken and the "Lucky Dog" crew representing our Club and District at the World Championships in Valpariso, Chile. In order to fortify and prepare the "Dog" ensemble for the upcoming competition, the

Lucky Dog with Bob Sengstacken, Daniel Zitin & Mino Tsutsui at the World Championships in Chile

Fleet held a chili party in October at the Club. Three chili recipes (traditional, southern and vegetarian) and corn bread were served. And to top it off there were homemade desserts: brownies and apple pie (Sorry, somehow we forgot to mix up Margaritas!) Thanks to Jan Crittenden, Larry Decker, Rachel Prol, Jeff Sorensen and Dan Parietti for preparing the sweet and spicy cuisine for the occasion.

And finally, our fleet recognizes the contributions of loyal racing crew and fleet members who assist with safety patrol and important landside regatta tasks. Without them, our fleet would not be able to enjoy the sport we love so much and the camaraderie that accompanies it—both on and off the water.

Thanks to our many crew: Rachel Avenia-Prol, Peter Jadrosich, Jeff Sorensen, Steve Iser, Fernando Fernandez, Jamie Kraus, Justin Copland, Susann and Chris Sprole, Bill and Ann Elise Mayo, Maude Lindsay, Shea Thorvaldsen, Jan Crittenden, Penny Mole, Mino Tsutsui and Daniel Zitin, Matt and Ann Beck, et al.

And finally thanks to our volunteers: Jim Wolfe, Nathan Little, Les Ginsberg, Simon Faucard, George Penny (the fleet's single-handed Lightning specialist), Charlie Taus (our newest fleet member) and Allan Seward.

We look forward to the 2006 season on the Hudson at Nyack. We are so fortunate to sail at such a scenic venue. Wunderbar Landschaft!

Dan Parietti, Past Fleet Captain

MICHIGAN

FLEETS

31	Devils Lake Yacht Club	42	Western Lake Erie
51	Crescent Sail Yacht Club	53	Lake Fenton Sailing Club
54	Pontiac Yacht Club	110	Higgins Lake
137	Gull Lake Yacht Club	204	Macatawa Bay Yacht Club
216	Saginaw Bay	254	Burt Lake
326	Grand Traverse Yacht Club	374	Douglas Lake
387	Lansing Sailing Club		

District Commodore.....Ryan Flack

Fleet 31—Devils Lake Yacht Club

Sailing on Devils Lake
Manitou Beach, Michigan
Michigan District

Boat#	Boat Name	Owner
11283		Scott Smith
12121		Hank Hodgson
12607		Hank Hodgson
13959	Thunder Boat	Jeffrey W Clemes
14510	TCB	Hank Hodgson
14618		Richard Foster
14810		Jeffrey C Maludy

Fleet 42—Western Lake Erie

Sailing on Lake Erie
Monroe, Michigan
Michigan District

Boat#	Boat Name	Owner
10638	Wimpy Flash	Skip & Ernest Dieball
14148		Stephen H, Bill & Tangy Thomas
14249		George Sipel
14543		John Heagy
14779		Jim Davis
14880	The Missing Piece	Skip & Ernest Dieball
15249		George Sipel

Fleet 51—Crescent Sail Yacht Club

Sailing on Lake St Clair
Grosse Pointe Farms, Michigan
Michigan District

Boat#	Boat Name	Owner
835	Estrellita	Mark E Nagel
13488	Black Pearl	Brian Walter & Bob Pfeffer
14434	Traf	Joe Romer
14652	Zoo Station	Paul J Nagel
14774	Ticket	Tom Vickers
14856	Assisted Suicide	Michael Williams
14982		Robert Brower

Fleet Captain..... Brian Walter

Our sailing season started in early May and continued through September for 2005. This season we held 14 Wednesday Night races and 21 Sunday races. Our two series were broken up into a spring and a summer series. This was done in the hope of encouraging participation with different winners for each series. We also had a combined series season championship.

The Wednesday series continues to be the more popular of the two series with the most boats competing in our Fleet. Throughout the summer this series offered more varied conditions ranging from no more than a zephyr to the heavy stuff. Our Wednesday Night Spring series was hotly contested between Mike Williams and Tom Vickers. Both of these skippers swapped bullets throughout the series, but it was Mike and his crew of Assisted Suicide that came out on top in the end. Tom finished second and Bob Brower was third. The Summer Series was just the opposite with Tom and his crew dominating this series and being victorious. Mike Williams was second this time around with Bob Brower placing a solid third.

This past seasons Sunday Series, participation continue to slide somewhat downward. This series was also broken up into a spring and summer series. These two series again brought two different winners. Bob Brower and his crew lead the fleet with first place finishes in almost all of the races sailed. A close second place was Paul Nagel and his crew. Tom Vickers was a distant third place. In the summer series it was Paul Nagel sailing Zoo Station and his crew ended up on top. Tom Vickers was hot on his tail and ended up second with Brian Walter—Bob Pfeffer in the Black Pearl placing third.

The overall season champion for 2005 was Tom Vickers. Tom and his crew dominated the Wednesday Night Summer Series with 6 out of seven 1st place finishes. He was a close second in the Spring Series.

A well deserved congratulation goes out to Tom and his crew.

Our traditional end of the year Ice Breaker Regatta which is held the first weekend in October was cancelled for the Lightning Fleet. This was due to the long overdue harbor expansion and club renovation that will be taking place during the winter months of 2005–2006. With the new harbor expansion the dinghy fleet will see a new launch area which we all are eagerly awaiting. We are looking forward to continued growth in our fleet and the harbor expansion and club facilities will compliment this growth. Fleet 51 is planning on adding a web site to further promote our fleet and the great sailing that Crescent has to offer. Thanks and congratulations to all of you that made this past season a success and we look forward to the 2006 season.

Fleet 53—Lake Fenton Sailing Club

Sailing on Lake Fenton
Fenton, Michigan
Michigan District

Boat#	Boat Name	Owner
14899	Resistance is Futile	Kevin Nickels
15041	Swag System	Christa Root

Fleet 54—Pontiac Yacht Club

Sailing on Cass Lake
Keego Harbor, Michigan
Michigan District

Boat#	Boat Name	Owner
7676		Mack C Goodwin
7959	Gwaihir	Kevin A Wilson
8370		Joel Thurtell
8479		Bruce T Lessien
9168	Griffin	Michael Browne-Procaskey
9393		Edward A Diakow
9584		Gregory JHarris
9900	Plub Nickel	Joel Thurtell
10803		Nazir Kasi
11537		Mark Allen
11844		Mark B Holmes
11868		Dwight R Smith
11966		Brian M Clancy
12708	Apres Ski	Ronald G Palmer
12927		Harold E Callahan
12938	Greased Lightning	Donald W Hackett
12977		James W Furlong & Sean O Whalen
13121		Len Dillon
13378		Michael Mitchell
13450		Deanna L Geisler
13451		Dorothy Thompson
13468	High 90s	Gary Reinheimer & Wendy S Thomson
13606		John A Crowther
13789		Jim Bowers
13859		Tom L Hernick
13895	Minnie MaeII	Norman W Burns
13991		Ryan Flack
13995		Paul T Von Oeyen
14031	Blew Bajou	Dennis Hafley
14033		Mark Whatley
14097	No Clue	Edward G Woods
14117		Mark Kramer
14126		William P Sanders
14177		Gerard P Gray
14215		Philip V Tomlinson
14220	Choo-Choo	Thomas C Post
14280		Andre R Dubel
14282	Red Lightning	Robert Meyer & Bruce T Henderson
14333	Lane Lady	Dennis M McCarthy
14439		Michael J Roualet
14457		Joseph L, Joseph J & Jeffrey J LaPalme
14464	Positive	Todd M Young
14477	Shenandoah	Stephen Handelman
14511	Rantum Scoot	Michael & Andrew Hecker
14515		John B Morley
14531	K2	Stephen M Park
14563	Thunder	Robert C Padilla
14567	Flying Circus	Mark Allen
14590		Christopher Longe
14601	Gator	Wallace P Smith
14604	Rosinante	Salo & Adam Korn
14628		Andrew & Eileen Monique
14690	Dr "J"	James McCoy
14767		Richard F, Richard M & James L Beaubien
14789	Excelsior!	James R Bowers
14819		Eric S Heller
14842	Flash3	Charles C Hess
14854		Richard & Traci Bukowsky
14919		Edward Dziuba
14933		Gregory S McQueen & Rick J Winkley
14970		Stephen R Braski
15010		Jonathan Bennett
15021		Matt H Struble
15048		John S Garrison
15120		Brooke Briggs-Partlin
15148		Joel D Humphrey
15151	Palindrome	Joel D Humphrey
15155		Matthew Morin
15160	Wind Ward	Thomas E Ervin
15185	Bruce Almighty	Bruce J Finsilver
15189	Lamaini	Ryan Flack
15200	Overdrive	Thomas M Klaban
15208		James S Allen
15221		Sean Fidler
15230	Evergreen	Robert H & John Mathers

Fleet Captain.....Tom Kalban
Fleet Secretary.....Joyce von Drehle

The World's largest Lightning fleet, Pontiac Yacht Club (PYC), saw 58 fleet races completed of the 65 scheduled during the 2005 season. When the Special Holiday Regattas, Club Championship, Commodore's Challenge, June Bug Invitational, and White Cap Regatta are included, PYC provided 90 races for club members to participate in from May to October.

The NASCAR level of racing was exemplified by the fact that a total of 16 PYC skippers won one or more series races. Yet, despite the great depth of the fleet, Fleet Captain,Tom Klaban, and his crew once again dominated the number of series races won, with 20. (One of these days we will need to convince them to test their mettle at NAs). Tom also won the Sunday Series Overall, the Club Championship, the Labor Day mini-regatta, and the Fourth of July mini-Regatta.

The Wednesday Overall Series title was hotly contested with Joel Humphrey edging Tom for the Wednesday title in a 3rd level tie-breaker. Mark Whatley was runner-up in the Club Championship, while Matt Strubel was runner up in the Sunday Series overall, Fourth of July mini-regatta, and Labor Day mini-regatta. The Commodore's Challenge (crew skippering event) was won by Caleb Mathers with Matt Morin as the runner-up.

The top 5 for each series was as follows:

Spring Wednesday:

1 - Joel Humphrey
2 - Mark Allen
3 - Tom Klaban
4 - Eric Heller
5 - Tom Ervin

Summer Wednesday:

1 - Tom Klaban
2 - Joel Humphrey
3 - Charlie Hess
4 - Mark Allen
5 - Ed Dziuba

Fall Wednesday:

1 - Joel Humphrey
2 - Mark Allen
3 - Charlie Hess
4 - Tom Klaban
5 - Greg McQueen

Spring Sunday:

1 - Tom Klaban
2 - Matt Struble
3 - Joe LaPalme
4 - Richard Beaubien
5 - Tom Crosby

Wednesday Night

Summer Sunday:

1 - Tom Klaban
2 - Matt Strubel
3 - Mike Roualet
4 - Charlie Hess
5 - Ed Dziuba

Fall Sunday:

1 - Andy Monique
2 - Mike Hecker
3 - Tom Klaban
4 - Matt Strubel
5 - Richard Beaubien

Tom Crosby skippered 53 races during the year. An additional group of 7 skippers sailed over 30, including Dick Beaubien, Ed Dziuba, Joe LaPalme, Tom Klaban, Andy Monique, Mark Kramer, and Tom Ervin.

The 47th annual White Cap regatta was once again a success with 23 boats at this year's event. Thanks to all who helped out, to all the fleets that attended, and to John Garrison for hosting this year's on shore activities and Hank Borchardt and company for running races. The wind didn't cooperate on Saturday; however, the beer was cold and the steak dinner was delicious. Sunday morning found light southerly winds that held for three races. PYCers fared well, taking the top three places. Jim Allen won for the third consecutive year in a row—way to go Jim! The top 10 included:

1 – Jim Allen
2 – Tom Klaban
3 – Sean Fidler
4 – Phillip Norris
5 – Charlie Hess
6 – Ed Dziuba
7 – Kevin & Matt Morin
8 – Joel Humphrey
9 – Steve Weeber
10 – Mike Roualet

As usual, PYCers were quite active on the racing circuit. Highlights include:

J Allen wins at Lake Lansing, Bay City, Macatawa, and Pontiac

PYC sweeps at Lake Lansing and Pontiac

2 PYC boats in the top 5 at Districts, 2 in the Championship Division at NAs (including a top ten finish by Jim Allen)

2 in the top 10 at the Bluenose (including a 2nd for Sean Fidler)

Additional regatta results are as follows:

Miami Midwinter Regatta:

Joel Humphrey–R Flack– J Humphrey—30th

St Pete Winter Championship:

Sean Fidler–J Schmahl–P Merrifield—14th
Mark Allen–M Whatley–B Groesbeck—19th
Joel Humphrey–R Flack–J Humphrey—42nd

Lake Lansing "Tune Up" Regatta:

Jim Allen–R Lyons–J Morley—1st
Eric Heller–Martin Brook–Bob Brook—2nd
Tom Klaban–Eric Klaban–Brian Klaban—3rd

Ryan Flack–Jen Armbruster–Joel Humphries—4th

Macatawa Bay Yacht Club Invitational:

Jim Allen—1st

Bay City Regatta:

Jim Allen–Gus Dey–Cindy Yano—1st
Tom Klaban–Eric Klaban–Brian Klaban—3rd
Joel Humphries–Mark Allen–Beth Groesbeck—4th

Michigan Districts:

Jim Allen–Jane Allen–D Gauger—3rd
Tom Klaban–Eric Klaban?–Brian Klaban?—4th and Charlie Hess (racing with a recently sewn up thumb)
Alex Hess–Beth Groesbeck—8th

The Leukemia Cup (Brian Hughes Memorial) Regatta (8/20–8/21; 15 Boats):

Joel Humphrey–M MacCormic–N Iwaskow—3rd

North Americans–Championship Division:

Jim Allen–8th
Charlie Hess–30th

Presidents Cup:

Mark Allen–10th

Canadian Open:

Jim Allen—4th

47th Annual Pontiac Yacht Club White Cap regatta:

Jim Allen—1st
Tom Klaban—2nd
Sean Fidler—3rd

Frigid Digit (Annapolis, MD):

Sean Fidler—23rd (2nd in 1st race, DNC in 2nd race)

Bluenose Regatta XL–Nashville TN (11/5-6– 35 boats):

Sean Fidler–Randy Shore–Gaylean Phyfe—2nd
Charlie Hess–Alex Hess–Andrew Hess—10th

Kevin Morin and Matt Morin crewed for former PYCer Ryan Flack (who moved to the Chicago area)—7th

Beth Groesbeck crewed for Diana Lohmeyer in the 26th place boat

Jim Allen crewed for his brother, Tom Jr, at Worlds in Chile and finished 14th

PYC Junior Sailors

The Junior Program at PYC continues to grow, as does the Adult Instructional Program with 12-13 Lightnings out each Tuesday night.

As you can see, lots going on at Pontiac Yacht Club. Come see for yourself what the World's largest Lightning fleet is all about by joining us for our 47th annual Whitecap Regatta on September 9th and 10th. You can also see our 30 second promotional video spot and other goings on, on our web at www.pyc54.org. See you in 2006!

E Heller / J Bowers

Fleet 110—Higgins Lake

Sailing on Higgins Lake
Roscommon, Michigan
Michigan District

Boat#	Boat Name	Owner
9102	Bohica	Peter B Morley, Jr
11185	Go Dog Go	Peter B Morley, Jr
13826		Peter B Morley, Jr
14021	Deck-a-Dent	John N Dent

Fleet 137—Gull Lake Yacht Club

Sailing on Gull Lake
Richland, Michigan
Michigan District

Boat#	Boat Name	Owner
14474		David Decker
14712	Be Calm	Thomas Hudson

Fleet 204—Macatawa Bay Yacht Club

Sailing on Lake Michigan and Bacatawa Bay
Holland, Michigan
Michigan District

Boat#	Boat Name	Owner
11078		Bob Garlinghouse
15193		Michael Anthony Norris

Fleet 216—Saginaw Bay

Sailing on Saginaw Bay
Bay City, Michigan
Michigan District

Boat#	Boat Name	Owner
7153	Megs	George F Ascherl, Jr
9705	got a match?	Matthew D Princing
12588		Saginaw Bay Community Sailing
13858		Tom Hernick, Jr
14022	Teko	John Johnson
14048		Blair Moulthrop
14076	Dr Strangelove	Michael Sulfaroq
14077	Full Frontal LaBotier	Tim Botimer
14087	Score One!	John Waechter
14103	Zipper	Clark Howell
14323	Sleeper	John McCree
14503	Head Hunter	George M Peet
14603	Hart Beat II	Terry Hart
14616		Mike Scott
14703	Motion Sensitive	Justin Dey
14775	Shussboomer	Jim Schofield
14937	Scars & Scrapes	Matthew D Princing
15225	Fastidiots 2004	Chris Jacobson
15233	Carousel XXXV	Joseph C Dissette

Fleet Captain.....Matt Princing
Fleet Treasurer.....Gus Dey
Fleet Champion..... Sleeper
Fleet Runner-Up.....Scars & Scrapes

14323 Upwind

2005—the year of complacency or the year of fleet building? That is the question. We didn't have any new members this year, with the exception of soon to be added member of Chris and Jennifer Princing's family (due in March 2006). However, we as a fleet represented ourselves very well throughout the Michigan District regattas, having one if not more representatives at all regattas with the culmination at Tawas where our fleet had 8 representatives. I would say without a doubt, fleet 216 was the "most traveled" of all fleets in Michigan for 2005. We also had a changing of the guards on our "executive" committee, our long time fleet captain Terry Hart and treasurer Chris Jacobson, decided to take a break after many years of great service to our fleet. Our hats go off to you two.

BCYC Scars Start

Another great event in 2005 was one of our own, George "Bear" Peet, Jr. getting chosen for the Volvo Ocean Race. He won a spot on ABN Amro 2 and will sail around the world. Bear grew up in Lightnings sailing with legends like Joe Dissette and others like his dad George "Hot Dog Man" Peet and hacks like Matt and Chris Princing. He is a very intense and talented sailor.

We sailed 40 races on Saginaw Bay in this years "Dissette" series. That is the most races I can recall on a Wednesday night series since I joined the fleet in 1991. We had a few rain delays and weather cancellations, but 2005 was a good year. Our conditions ranged from drifters to 18+,

nothing really major. We had quite a few perfect nights with steady breeze in the 10–12 knot range and flat water.

We had a new fleet champion for the first time in five years, although he was a fleet champion prior. John McCree and the crew of Sleeper (Dave Corcoran and Melissa Bridges) won going away. They compiled a terrific record and weren't really challenged for the overall spot. Scars & Scrapes, who in recent years was a top favorite struggled with the loss of team leader Jennifer Princing for the season. She was put on the inactive list just before season opener but vows to make a comeback in 2006. Another unique happening this past year was that every boat in the fleet won at least one race, that tells you how tight the racing was. The top five fleet finishers in this year's series:

1st	Sleeper	John McCree, Dave Corcoran Melissa Bridges
2nd	Scars & Scrapes	Matt Princing Chris Princing Adam Tompa Kathy Bush
3rd	Fast Idiots 3	Chris Jacobson Tom Hernick Steve Lakso
4th	Shussboomer	Jim Schofield Kim Shotwell Bob Gottard
5th	Hart Beat II	Terry Hart John Laundra Jeff Titsworth, Ann

Battle of the 03s

Race 1—Winning Move

Other awards given out that night include:

MIP	Score One	John Waechter Carrie Houtman Cindy Yano
Fleet Building		John Waechter Chris Jacobson Zach Bowdish Jeff Titsworth Gus Dey
Duct Tape	Score One	Carrie Houtman Cindy Yano
Clamso	Score One	John Waechter
Aquatic Excellence		Tom Monto, 1st-time non-fleet member

We also recognized our RC guys, Tom, George and Brian for being there for us, and Joe Dissette for setting up RD. Jim for scoring and Jeff for hopping on boats when ever it was needed to get boats on the line.

Our travelers did well again this year, boats not drinks. I believe we had some award winners including Score One, Fast Idiots, Hart Beat, Sleeper and Scars & Scrapes. Sleeper won the 2005 Michigan District Championship and Scars & Scrapes won the 2005 Tawas Regatta. We once again were the unofficial co-host of the Tawas Regatta sending 8 boats, making it our fleet outing. Look out in 2006.

We look forward to another nice sailing season in 2006. We have a line on three or four potential new member boats to our fleet. These would certainly be welcome.

On a final note, Robin McCree mentioned that John could get a new boat (I wrote it down Robin, word for word) so we will help twist his arm. The new Sleeper would look good next to Joe and Chris's new boats from last year and maybe be the match that lights the fire under some of the rest of our butts to upgrade.

Well, off to "Men's Town" for another winter of hardner and lies, not to mention tracking the Volvo race. I have some work to do on ole' Scars if John is getting a new boat. As I write this it is 10 degrees and the air is just right for drinking, the Lions still suck, the Spartans are 8-2 and Ludwig is finally putting in his kitchen floor. Three months to the Southern Circuit, four months to the Cotton Wood and Indy and just under five for the start of the 2006 Joe Dissette series.

Aloha,

Matt Princing—14937

Fleet 254—Burt Lake

Sailing on Burt Lake
Sheboygan, Michigan
Michigan District

Boat#	Boat Name	Owner
14770		Clark E Swayze

Fleet 326—Grand Traverse Yacht Club

Sailing on Grand Traverse Bay
Traverse City, Michigan
Michigan District

Boat#	Boat Name	Owner
13932	Holey Cow	Paul C David
14460	Spirit	R Garret Demarest

Fleet 374—Douglas Lake

Sailing on Douglas Lake
Sheboygan County, Michigan
Michigan District

Michigan—Junior Sailors

Fleet 387—Lansing Sailing Club

Sailing on Lake Lansing
Haslett, Michigan
Michigan District

Boat#	Boat Name	Owner
6534		Jim Newtown
10366	Baka	Dave Vietti
11205		George F Siegle
13344		Don Baron
13903	Bananas	Jim & Maribeth Fletcher
14147	Moody's Booty	Mike Moody
14267	Fubar	Neil Harrison
14294	Shibumi	William S Davidson
14447	Ohm	Lansing Sailing Club
14468	UFP	Blaine Severin
14746		Merrick Huributt
14756		John R Lefevre
14760	Fins	George F & Ann Siegle
14963	Wind Dancer	Patrick Dolan
14964	Dragon Tail	Terrill Kleiman
		Larry Koster
		Vince & Becky Delgade

2005 was another strong year for Lansing Sailing Club's Lightning Fleet 387, sailing on Lake Lansing in Haslett, Michigan.

The fleet hosted fifteen boats for the 40th Annual Lake Lansing "Tune Up" Regatta on May 21. Jim Allen schooled the fleet in the light to moderate air, with four bullets and a second for the "horizon job" win. Eric Heller was second, with Tom Klaban in third. Ryan Flack and Chris Jacobsen rounded out the top five. George Siegle, sailing Fins, was in 6th and the highest placed LSC boat. He and his crew received "Ye Olde Silver Platter" for the third year in a row, as well as the "MSU Alumni Cup" for the top-placing boat skippered by an alumnus or alumnae of Michigan State University. East Lansing is home to the university, and many members are either alumni, faculty, staff or students there. The club actively encourages Spartans to return for the regatta. See our photo spread for full results.

Full Season Series honors again went to Wind Dancer, skippered by Pat Dolan. Mike Moody repeated as runner-up in Moody's Booty, with Blaine Severin in third in Unidentified Flying Pigasus. Dolan had strength all around with reliable crew, solid tactics, and participation in almost every race on every weekend. Unlike in previous years where the series wasn't decided until the final race, this year it wasn't even close. Also in the hardware are Merrick Hurlbutt in 4th, John LeFevre in 5th, Neil Harrison in 6th, and Larry Koster in 7th. Ten other skippers participated in the series, but did not qualify for end-of-season awards. LSCs Full Season Championship ran from May 1 to October 9, with 24 weekends and 71 official races.

The Half-Season Series results were identical across the top four positions, but considerably closer, with Wind Dancer (Dolan), Moody's Booty (Moody) and UFP (Severin) again rounding out the top three. Merrick Hurlbutt took 4th, Larry Koster—5th, John LeFevre—6th, Jim Fletcher—7th, Neil Harrison—8th, Chris Miller, 9th, and Susanna Tellschow—10th. Four other skippers also participated in the 36-race series, which ran from May 5 to October 2 on roughly every other weekend. The Half-Season Championship encourages skippers to attend nearby Michigan District regattas. Half-season dates are selected to avoid schedule conflicts. See our photo spread for full results.

Fleet 387 held its annual Awards Banquet on November 18, 2005 to honor fleet racing participants and several other accomplishments.

Larry Koster was recognized with the Corinthian Award. This award is presented annually to the skipper who most actively advances the interests of the Lansing Lightning Fleet. Larry has not only been an active Lightning sailor, but is one of the most active skippers in sailing out-of-town regattas. In addition, Larry is constantly bringing new people into sailing and is among the first to offer help to others trying to improve their skills.

"Crew of the Year" went to Gil Chesbro and Scott Watkins. Both were important forces in the success of the boats they sailed on. "Wind Dancer" won the season championship with Gil sailing almost every race in the middle position—calling tactics upwind and trimming the spinnaker downwind. Scott's efforts as crew with Merrick Hurlbutt were on display this year as the boat was very competitive and vastly improved.

The Jane Marshall Sailing Award (previously known as the "Wet Bottom" award) went to Susanna Tellschow—who does go all out, regardless of her role in the boat. As crew on "Wind Dancer", she was influential in getting the boat to the top of the standings and keeping it there. When "Oh m" was donated to the Club by Marshall's, Susanna began driving it and had solid results—particularly for a first year Lightning skipper.

"Rookie Crew of the Year" was Jamie Rasmussen who spent most of her sailing time crewing on "Moody's Booty." Jamie was a quick study and her enthusiasm was contagious. She played a key role in having the "Booty" receive the runner up award for the 2005 season.

For more information about the fleet, visit www.lansingsailing.org

George Siegle and Pat Dolan

1965 Fleet #387 Chartered • 1966 Anton de Kok • 1967 Anton de Kok • 1968 Anton de Kok • 1969 Anton de Kok • 1970 Anton de Kok • 1971 Anton de Kok • 1972 Anton de Kok • 1973 Bob Hill • 1974 Bob Hill • 1975 Bob Hill • 1976 Bob Hill • 1977 Bob Hill • 1978 Bob Hill • 1979 Bob Hill • 1980 Bob Hill • 1981 Bob Hill • 1982 Bill Celio • 1983 Mike Caterino • 1984 Mike Caterino • 1985 Ron Wilson • 1986 Mike Caterino • 1987 Mike Caterino • 1988 Alan Becke • 1989 Alan Becke • 1990 Alan Becke • 1991 RonWilson • 1992 Terry Kleiman • 1993 Ron Wilson • 1994 Ron Wilson • 1995 Terry Kleiman • 1996 Ron Marshall • 1997 Matt Dahlline • 1998 Matt Dahlline • 1999 Matt Dahlline • 2000 George Siegle • 2001 Mike Moody • 2002 George Siegle • 2003 Pat Dolan • 2004 Pat Dolan• 2005 Pat Dolan

Lansing Sailing Club
1965 ★ Fleet 387 ★ 2005
Founded 1963

Great racing in the center of the Michigan mitten!

(A) The LSC "Tune Up Regatta" gets off to a great start

Fleet 387
'05 Full-Season Series Results

Pos	Skipper	Tot Pts	Tot Races
1	Pat Dolan	4323	60
2	Mike Moody	3726	48
3	Blaine Severin	3032	47
4	Merrick Hurlbutt	2570	38
5	John LeFevre	1708	39
6	Neil Harrison	1617	35
7	Larry Koster	1568	36

(A) "Moody's Booty" hosts guest celeb local radio host.

(B) Merrick Hurlbutt and crew enjoy a windy spring Sunday Series race.

Fleet 387
'05 Half-Season Series Results

Pos	Skipper	Tot Pts	Tot Races
1	Pat Dolan	2473	29
2	Mike Moody	2164	24
3	Blaine Severin	1643	24
4	Merrick Hurlbutt	1277	18
5	Larry Koster	826	17
6	John LeFevre	716	18
7	Jim Fletcher	604	10
8	Neil Harrison	575	15
9	Chris Miller	497	5
10	Susanna Tellschow	409	12
11	Debra Hart	353	3
12	George Siegle	200	2
13	Gil Chesbro	180	2
14	Scott Watkins	108	2

(B) Susanna Tellschow our newest Lightning skipper picks a good shift.

Regatta Results
40th Annual Lake Lansing "Tune Up" Regatta
Lake Lansing at Haslett, MI, May 21, 2005, 15 Boats

Place	Skipper	Boat	Points					Total
1	Jim Allen	14807	2	1	1	1	1	**6**
2	Eric Heller	14819	1	5	4	4	3	**17**
3	Tom Klaban	15200	3	2	2	5	8	**20**
4	Ryan Flack	15258	7	3	6	2	5	**23**
5	Chris Jacobsen	15225	4	10	3	8	2	**27**
6	George Siegle	14760	6	4	5	10	7	**32**
7	Pat Dolan	14963	5	11	9	7	10	**42**
8	Blaine Severin	14468	15	6	15	6	4	**46**
9	John Waechter	14087	8	8	8	9	13	**46**
10	Mike Moody	14756	12	12	7	3	14	**48**
11	Merrick Hurlbutt	14746	9	7	10	11	11	**48**
12	Larry Koster	14294	13	9	12	12	6	**52**
13	John LeFevre	11147	11	14	11	13	9	**58**
14	George Peet	14503	10	13	13DNS	DNS		**68**
15	Neil Harrison	14267	14	15	14	14	12	**69**

MIDWEST

FLEETS

5	Chicago Corinthian Yacht Club	69	Milwaukee Yacht Club
112	Green Bay Sailing Club	167	Lake Davenport
187	Sheboygan	142	Fond du Lac/Winnebago

District Commodore.....William Gibson

2005 was a fantastic year for our District. Largely because our member clubs Milwaukee Yacht Club and Sheboygan Yacht Club were to host the North American Championships, we saw an influx of new crews, sails, boats and equipment this year and the quality of sailing in our District went up significantly. Our challenge will be to keep interest up to this level next year. But let us tell you, if you want to psych up your District and improve everyone's sailing skills, offer to host a North American Championship. You'll remember it forever.

Chicago's Fleet 5 hosted two regattas this year, the District Regatta and the annual Red Flannels. The District Regatta was won by Matt Fisher with assistance from his wife Lisa and Rick Bernstein. Second was Todd Wake with his wife Christine and Ben Spiller. Third place was won by Paul Wurtzebach with Monica Trejo and Oswald Willis.

As if hosting the North American Championship wasn't enough, the weekend beforehand, Sheboygan Yacht Club hosted the first Brotz Leukemia Cup Regatta and raised a total of $50,000! This is considered an amazing amount for a first year event. The Midwest Lightning District is particularly proud of this regatta because for over 50 years, the Brotz has been a Lightning regatta. We are happy to share the racecourse with so many well-minded sailors. The 2006 Brotz/Leukemia cup regatta will be held July 28-30 and will feature a Junior regatta sailed in Lasers and Optimist Prams on Friday. Two course circles will be employed again on Saturday and Sunday, one being dedicated to PHRF racing and the other to Lasers and Lightnings. Our distinguished Hans Graf will be Regatta Chairman again next year. Congratulations Hans on an incredible event the first time out.

We were so pleased so many of you could come and attend the North American Championships held in our District. The WJM held at Milwaukee and the NAs held in Sheboygan were both praised by the ILCA membership publicly for their outstanding organization. Particular note was made of the outstanding measurement process, the awesome spirit of the volunteers (of which there legions) and the incredibly varied wind conditions.

All of our Members wish to congratulate Matt Burridge along with Dan and Toby Moriarty on winning the NAs. Matt has attended the Brotz regatta or the Red Flannels, winning many times and we claim him as a surrogate member. Matt, we hope winning makes up for the boat on the beach in '76. See you at the Brotz next year?

Congratulations to these Midwest District members for their outstanding sailing in North American Championship events:

- Ric Larson, Mike Elmergreen and Eric Larson for winning the Masters Championship.
- Mac Slater, Paul Reak and Jim Hadley for finishing 11th.
- Kathy Lundeen, Denise Cornell and Lynelle Reak for finishing 3rd in the Women's Championship.
- Gaby McCoy, Kim and Debbie Petritz for finishing 7th.
- Jack Freysinger, Liz Hines, Eric Roman and Matthew Weirzbach and their teams for finishing 8th, 10th, 11th and 14th respectively in the Junior Championship.
- Todd Wake, Christine Wake and Ben Spiller for finishing 5th in the Blue Fleet in the North American Championship.
- Bill Faude, Jared Drake (along with Ernie Dieball of the Ohio District) for finishing 9th.
- Ric Larson, Eric Larson and Amy Lundeen for finishing 14th in the Blue Fleet and thereby winning the inaugural Jack Elfman memorial trophy for the highest finishing Master in the NAs who also competed in the Masters' Championship.
- Dan Reichelsdorfer, Michou Reichelsdorfer and Luke Franke for finishing 16th in the Blue Fleet.
- Paul Wurtzebach, Joe Zechlinski and Monica Trejo for finishing 18th in the Blue Fleet.
- David Stix, Amy Simonsen and Mark Wessel for finishing 19th in the Blue Fleet.
- Tryg Jacobson and Peter Orlebeke and their teams for winning the first three races of the Green Fleet in the North American's.

There was lots of other action in the District this year, much of it already reported. To recap very briefly:

The Lighthouse Regatta was won by Team Faude with Team Wake in second and Team Wurtzebach in third.

The P&T Regatta was won by Team Wake with Team Larson in second and Team Orlebeke in third.

The Evans Regatta was won by Team Larson with Team Brian Phelan in second and Team Steve Adamski in third.

2005 Midwest District Champions at the Chicago Corinthian Yacht Club

The Red Flannels was won by Team Moriarty back from St Louis to kick our butts again; second was Team Wurtzebach and third was Team Skip Dieball.

Team Faude and Team Wurtzebach traveled to North Cape to compete in the Michigan District Regatta. Team Faude won!

Team Faude traveled to the World Championship in Chile. Team Faude flipped. Team Faude put a large hole in a friend's boat. Team Faude was never in danger of winning. Congratulations to Tito and Team for sailing so well.

At the completion of the District Season, our annual Lake Michigan trophy is awarded. This year the Championship was comprised of our District Regatta, The P&T and the Evans regattas. Our Champion Ric Larson. Second was Kathy Lundeen. Third was Paul Reak. Many of us are wondering if Ric has any counter space left after winning so much hardware this year.The Midwest District was proud to host the 2005 North American Championships in Milwaukee and Sheboygan. ***THANK YOU*** to the 114 volunteers who contributed about 900 hours; the 330 skippers, crew and families; the scores of corporate sponsors and individual patrons who contributed over $40,000 toward the event; the staff and members of the Sheboygan Yacht Club; and the citizens of Sheboygan for making the participants feel so welcome. Over the seven-day event, these sailors/visitors spent over $300,000 in Sheboygan area businesses. Good times, good business, good economics.

The WMJ held at Milwaukee and the NAs held in Sheboygan were both praised by the ILCA membership publicly for their outstanding organization. Particular note was made of the outstanding measurement process, the awesome spirit of the volunteers (of which there were legions) and the incredibly varied wind conditions.

Come sail with us next year!

The 2006 District Schedule:

June 3-4 Fond du Lac Lighthouse Regatta

June 23-24-25 Midwest District Championship Regatta (Milwaukee)

July 8-9 Evans Regatta (Green Bay)

July 29-30 Brotz Leukemia Cup Regatta (Sheboygan)

August 5-6 P&T Regatta (Milwaukee)

September 23-24 Red Flannels Regatta (Chicago)

October 14 The Wandering Moose Regatta (Sheboygan)

Fleet 5—Chicago Corinthian Yacht Club

Sailing on Lake Michigan
Chicago, Illinois
Midwest District

Boat#	Boat Name	Owner
8172		James Sims
9232		Jeff Fjeldheim
10443		Tom Hennessey
11316	Wind Rose	John Tschanz
11663		Jim Reiman
13895	High Life	David Schmahl & Brad Steiner
14015	Hot Flash	Doug & Jean Steffenson
14045	Blitz	Jim Rollberg
14065	Plan B	Jim & Monica Fairman
14137	Love & Rockets	Anthony Seitz
14433	Tinfish	Robert & Holly Hartshorn
14466	Photon	Robert Smither
14613	Racer X	Doug Nickel
14740	Poodles by Verna	William Faude
14844	Rayo	Dennis Burke
14898	Total Recall	David W Stix
14975	Dragon	Paul Wurtzebach
15045	Ladies Choice	Matt Fisher
15167	Pigs on Ice	William Gibson & Steve Jenkins
15243		Jim Reiman

Fleet 69—Milwaukee Yacht Club

Sailing on Lake Michigan
Milwaukee, Wisconsin
Midwest District

Boat#	Boat Name	Owner
11442	Rampage	Dean S Cady
13794	Little Grey Cells	Dennis W Bersch, Jr
14118	More Wind!	Mark Polzin
14162	Hike!	Thomas M Slater
14388		Tim Hayes
14508	Bonski	Steve & Martha Cushman
14740	Poodles by Verna	William Faude

Fleet Captain ..... Martha Cushman
Fleet Secretary ..... Mark Polzin
P&T Winner ..... Todd Wake

2005 WJM Lightning North Americans Outstanding! First Class! Fantastic!

"The event last weekend was one of the best run regattas I have attended…" e-mailed Sarah Buckley, Women's Lightning NAs Winner.

"I've been to probably 30 North American Regattas in the Lightning Class. And I've never seen measurement run better…" said Lightning Class Chief Measurer, Bill Clausen.

"We received almost 100% positive feedback from the competitors…" said Jeff Butzer, regatta PRO.

These kinds of comments just begin to describe the Lightning Women's, Juniors', Masters' North Americans hosted by MYC August 1–5th. Through the incredible effort of volunteers, race committee, MYC staff and sponsors, MYC once again solidified its place as a premier competitive sailing venue.

32 boats traveled mega miles to sail in Milwaukee hailing from homeports such as: Thunder Bay, Ontario; Burlington, Vermont; Miami, Florida; and Denver, Colorado to name a few. The juniors had the highest turnout with 14 boats, followed by the masters with 11 and 7 for the women. Sailing greats such as Betsy Allison, Jody Swanson (2004 Rolex Yachtswomen of the Year) and Greg Fisher were just a few of the 96 competitors on the line.

Some of MYC's best sailors were also competing giving us representation in all three divisions. There were two junior teams: Jack Frysinger, Cassie Kraus & Jeremy McMahon; and, Eric Roman, Grace Blumberg & John Weissert. The women's team included Gabby Macon, Debbie Petriz & Kim Petriz and the Masters were represented by Mac Slater, Paul Reak & Jim Hadley.

Lightnings fill the MYC yard!

The week's events began with two days of rigorous measurement to ensure the boats were up to Class standards and absolutely identical. Every aspect imaginable was checked: Mast length, spinnaker pole length, hull shape, centerboard thickness, and sail size. Tuesday afternoon 26 boats headed out for the practice race and on the water coaching by Greg Fisher from North Sails. Tuesday evening formally started the event with an official welcome by Commodore Jim Allen and a picnic style feast.

Wednesday through Friday the on the water competition was intense with 3 races each day. The days were picture perfect: Sunny, 10–18 knot winds from SW to NW. A few racers kept things lively by capsizing; however, everyone self rescued.

Thursday night's pasta dinner and carnival night was a real hit. The Hula-hoop contest, tug-o-war, water balloon toss and ensuing water balloon fight were definitely a highlight of the week.

Of course, the people with the biggest smiles were the winners.

Canadian Women: The Thunder Bay, Ontario women's team enjoying the warm water!

- **Women:** Sarah Buckley, Christine Norris and Betsy Allison from Chicago, IL
- **Juniors:** John Newel, Jamie Moran and Joe Raite from Burlington, VT
- **Masters:** Ric Larson, Mike Elmergreen and Eric Larson from Sheboygan, WI

A BIG "THANK YOU" GOES OUT TO EVERYONE WHO SHARED HIS OR HER TIME AND TALENT TO MAKE THIS REGATTA AN AWESOME AND MEMORABLE EVENT.

Fleet 112—Green Bay Sailing Club

Sailing on Green Bay from Green Bay Windjammers Yacht
Green Bay, Wisconsin
Midwest District

Boat#	Boat Name	Owner
10349		Douglas Olson
11307		Brian Keller
13589		John Haugh
13817	Surprise	Brian & Terrence Phelan
13872	Think Twice	Douglas Olson
14084		Andre Gagnon
14106	White Lightning	Michael B Kulkoski
14130	KG Skipper	Michael J Merkatoris
14193	Shadow Hog	Gary Leuer
14250	Puzzle	James L Hopkins
14476	Ready to Play	Carl Manns
14582	Rock n' Roll	Bill Dean
14778		Michael Tennity
15081		Jim Gagnon
15137		Steve Adamski

Fleet 167—Lake Davenport

Sailing on Mississippi River
Davenport, Iowa
Midwest District

Boat#	Boat Name	Owner
6033	Kasara	Wesley L Johnson
14831	Irrational Exuberance	Chuck White
14857	Mermaid	Michael Steffenson

Fleet 187—Sheboygan

Sailing on Lake Michigan
Sheboygan, Wisconsin
Midwest District

Boat#	Boat Name	Owner
7879	Puff	Robert T Melzer
11188	About Time	K C Schmidt
11589	D-Toxxx	Brad & Morgan Gruneberg
11622		Tim Lorenz
13193		Sheboygan Youth Sailing
13224	Second Chance	Linday Vogel
13818	Warrior	Joel M & Greg LeMahieu
13930		James Kennedy
13994	Silent Movie	Michou Reichelsdorfer
14005	Madness	Matthew Wierzbach
14007	I Saw Elvis	Hans C Graf
14142	Les Nanas Pirates	Jason Bemis & Karla Zahn
14234		Tom Wright
14380	Christiana	Tryg Jacobson
14653		Stu Brotz
14921		Jay Hogfeldt & Bruce Van Dommelen
14958	Stone Cold	Denise Strand
14994	Lake Effect	Daniel Reichelsdorfer
15119	Squito	Eric E & Eric R Larson
15189	Lamaini	Paul & Lynelle Reak
15234	Stay on Target	Todd & Kristine Wake
15261		Sheboygan Youth Sailing
15262		Sheboygan Youth Sailing

Fleet Captain.....Todd Wake
Fleet Secretary.....Michou Reichesdorfer
Fleet Champion..... Todd Wake, Kristine Wake, Ben Spiller
Fleet Runner-Up.....Ric Larson, Eric Larson, Lori Jost

Sheboygan's Lightning Fleet had one of the most active, energetic seasons ever. Hosting the Lightning NAs in 2005 brought on seasoned and new sailors alike, as well as a plethora of volunteers. Sheboygan's fleet would not be as competitive as it is without numerous skippers, crews, and race committee. One central figure in our fleet is Hans Graf. We didn't see Hans on the race course much this year…for good reason. He was heading up the planning committee for NAs along with Jack Westfall, another Lightning sailor. Jack and his wife Carla Zahn spent many hours alongside Hans making sure all the details fell into place. Other than Hans and Jack, most of our fleet made a very strong showing on the water. To make sure we were all going in the right direction, our stellar race committee Fred Tyska, his wife Gail, and Chris Graf committed every Tuesday night to our fleet. We are very grateful for their intrepid dedication. They were willing to go out and set courses on nights when some sailors on shore were less than enthusiastic. Now that's dedication!!

Having very successful seasons this year were Todd and Kristine Wake, along with crew Ben Spiller (a previous junior skipper in Lightnings); Ric Larson, with son Eric and crew Laurie Jost; and Denise Cornell, along with driver Kathy Lindgren and crew Lynelle Reak. These three crews had outstanding showings in the NAs, Masters, and Women's events. Todd and Kristine worked very hard all summer training for the "big event," and it earned them 5th Place in the Championship Fleet. They continued their successful campaign by picking up NA winner Matt Burridge as crew for the Bluenose in Nashville, TN, and winning it (2nd time in a row for Todd.) Todd's determination and skills continued throughout the year; consequently, he, Kristine, and Ben won all three club series, which added up to a Season Championship. Ric and Eric, along with Mike Elmergreen from the Fond du Lac fleet, gave it their best at Masters for the first time and surprised some of the veterans of the Master Fleet by winning three out of five races to win the entire regatta. Way to go Ric! Ric continued his impressive racing by earning 13th place in the Blue Fleet at NAs and 2nd in the club championship. Denise and her "ladies" team competed for the 2nd year in a row in the Women's event and moved up this year to finish 3rd overall. This team spent many hours on the water training, and it earned them 4th overall for the season. The top five of our home fleet was rounded out well by Tryg Jacobson (crew Jason Bemis and Jon Ribich) and Paul Reak with the Jasons (Jason Allard and Jason Diener). Both Tryg and Paul had a strong showing at North Americans in the President's Fleet. Tryg started

very strong with two bullets and then leveled out a few spots lower. Tryg's crew will always have fond memories of those two wins. Team Jacobson finished 3rd overall for the season. Paul's team earned much experience this season by sailing every single race. This dedication showed well for Paul as he continued to move up the fleet and be competitive. His stamina secured him a 5th place overall finish.

Because of the dedication of some of these trophy winners and other veteran Lightning skippers in our club, the SYC Lightning fleet as a whole has gotten faster. The top sailors have taken time to answer questions and help others learn the finer points of Lightning sailing. This benefited everyone in our close-knit group by forcing us to keep improving or be passed by. Some of the newer skippers and crews had wonderful showings on the race course as a result. This year's representative in the Junior NAs was Matt Wierzbach with his crew Jake DenBoer and Nate Komoroski. They traveled extensively to gain experience and sailed a very trying and competitive Juniors' regatta in Milwaukee. Four of the newer skippers in our fleet are Tom Wright (with son Dallas, Mary Snyder, and Paul Bartell), Jim Kennedy, Brad Gruneberg (with Scott Jelinek and Dan Kerpe), and Joel LeMahieu (crew Dale Huenick and Greg LeMahieu.) Tom is the newest member and was inspired to race most Tuesdays. Once Jim Kennedy finds himself consistent crew, he may also find the same success in his Lightning as he does in his "other" sailboat. Brad's team is the crew to beat in heavy weather. They finished 10th overall for the season, and will be quite a threat next year now that Brad is updating and improving his classic boat. Joel's determination to learn the Lightning is evident in the improvement he showed this season. He finished strongly with a 7th place.

The balance of our fleet is rounded out by four veteran sailing teams. Dan and Michou Reichelsdorfer with crew Kathy Mickelson couldn't make as many Tuesdays as they would have liked, but were able to put their "game" together for the NAs with junior crew Luke Franke. For the first time, they qualified for the Championship series and finished strong with a 16th place overall. Co-owners Bruce VanDommelen and Jay Hogfeldt sailed consistently, finishing 6th for the season championship. They remained positive the entire season, even after experiencing their first capsize. Every experience is a learning one. Another sailor familiar with this event is Tim Lorenz. In spite of crew vacancies on Tim's boat, he kept focused on sailing and finished 8th for the season. Last but not least are Tony Orlebeke and Dave Bronson, who wanted to sail in the Lightning fleet so badly that they borrowed a boat from Danny Reichelsdorfer. They had some very good races in spite of old sails. Rounding out the 3rd position on their team was SYC Commodore Rick Kapellan. We hope they come back next year and bring more keel boat sailors to the Lightning Fleet for exciting "lead-free" racing.

All in all, the season was just about the best we have ever had in Sheboygan. SYC hosted a very successful ILCA North Americans Regatta with the leadership of Hans Graf, Jack Westfall, and Carla Zahn, together with over 100 volunteers. All of the sailors in Lightning Fleet #187 are grateful to those who contributed to making our 2005 season an incredible success.

Lynelle Reak and Todd Wake

Ric Larson Wins 2005 Lake Michigan Trophy

Congratulations to Ric on winning the 2005 Lake Michigan trophy. Second was Kathy Lundeen with Paul Reak third.

This trophy is awarded to the skipper with the best combined finish in the District Championship plus two of the following: P & T, Evans or The Wandering Moose.

Congrats to Sheboygan and Milwaukee Yacht Clubs and Fleets 187 and 69 on Hosting a Successful NAs!

Particular note was made of the outstanding measurement process, the awesome spirit of the volunteers and the incredibly varied wind conditions.

Fleet 442—Fond du Lac/Winnebago

Sailing on Lake Winnebago
Fond du Lac, Wisconsin
Midwest District

Boat#	Boat Name	Owner
10222	Tomato Sloop	Eric Bennett
15042	Ellie B	Michael Elmergreen
15158		Peter Orlebeke
12822		Eric Bennett

MISSISSIPPI VALLEY

FLEETS

74	Decatur	262	Harbor Island Yacht Club
266	Carlyle Sailing Association	274	Delta Sailing Association
486	Sheboygan		

District Commodore ..... Crit Currie, Jr.
Vice-Commodore..... David Young
Measurer..... Terry Burke
Champion..... Matt Burridge
Runner-Up..... Dan Moriarty

MVD Sailors Sailing on an International Stage

All the sailors of the Mississippi Valley District couldn't be more proud of Matt Burridge and his crew Tobi and Dan Moriarty, all from the Carlyle Sailing Association, for their impressive 2005 North American Championship win in Sheboygan, WI. Matt, Tobi, and Dan have been sailing lightnings most, if not all, of their lives with their families and this win is equally special to them, even those who don't sail. Matt and his team have consistently sailed near the top in past North American regattas and this year put together a series that was won after the fifth race. Before Matt, Tobi, and Dan won the North Americans together, they sailed against one another in the MVD Championships in Memphis. The series was sailed in both light and breezy conditions with a 16 boat fleet. Saturday's results ended with only 1 point separating Matt and Dan. After six races, the series was won by Matt's team edging out Dan and Tobi by 1 point. We hope Matt's team will be sailing in the 2007 Lightning World Championship in Athens, Greece, and for their continued success.

Another Carlyle sailor, Ian Schillebeeckx, and crew Lucas Hofmiester and Beth Ward, both from Harbor Island, will be sailing in the 2006 Lightning Junior World Championships in Jyvaskyla, Finland. Schillebeeckx's team placed fifth in the 2005 Junior North Americans. Ian, Lucas, and Beth have been sailing together for a few years and their time on the water is definitely showing up in their results. We wish them the best of luck in Jyvaskyla, Finland. The regatta will be held from July 17-20 2006, and if anyone would like to help this junior team, please contact Marc or Ian Schillebeeckx.

William and Mandy Hofmeister and Marc Schillebeeckx sailed in the 2005 Master's Worlds in Chile, and in a regatta sailed mainly in big breeze, Bill's team sailed to a top five finish. This makes the second International Master's Championship in a row for Hofmeister to have sailed.

Regattas within the District were won by Cully Ward (The Tennessean Regatta), Todd Wake (The Mid-Continent Regatta), Bob Cotton (The Hernando Desoto Regatta), Matt Burridge, (MVD Championships), Jerry Chapman (The Muddy Rudder Regatta), Crit Currie Jr. (The Cotton Pickin' Regatta), William Hofmiester (The McDougal Regatta), and Todd Wake winning the District's last regatta, The Bluenose.

Batton Kennon—USA 15169
North Mississippi All-Flash Sailing

2006 Regatta Schedule:

April 22, 23:
The Tennessean / Harbor Island Yacht Club

April 29, 30:
The Mid-Continent / Carlyle Sailing Association

May 20, 21:
The Hernando Desoto Regatta / Delta Sailing Association

June 10, 11:
MVD Championships / Harbor Island Yacht Club

September 9, 10:
The Muddy Rudder / Valley Sailing Association

September 16, 17:
The Cotton Pickin' / Delta Sailing Association

October 14, 15:
The McDougal / Harbor Island Yacht Club

November 4, 5:
The Bluenose / Harbor Island Yacht Club

Fleet 74—Decatur

Sailing on Lake Decatur
Decatur, Illinois
Mississippi Valley District

Boat#	Boat Name	Owner
14004		Douglas D Walker
14012	Bob's Last Boat III	Robert W Ohlsen

Fleet 262—Harbor Island Yacht Club

Sailing on Old Hickory Lake
Nashville, Tennessee
Mississippi Valley District

Boat#	Boat Name	Owner
9211		Chandler Owen
9948		Chandler Owen
10621		Chandler Owen
11333	Circle of Life	Gary Markham
11600		Chandler Owen
11737	Doc Gilbert Express	Chandler Owen
12511	The 7th Habit	Todd Anderson
13370		Leif Asgeirson
13875		Bill Killebrew
14116	Kat's Kradle	Cully Ward
14226	Moon Children	
14533	Reprise	Robert & Janetta Mattix
14571	Wildebeest IV	Robert G & Chris Hempel
14645	Airborne	Dr Robert Cotton
14680	Taylor	Bill Killebrew
14748	Spirit	Frank L Kelly, Jr
15010		David Young
15011		John W Hess
15078	Pandamonium	Bruce & Sherrie Richards
15100	Chance	Bradford Currie
15206	Moon Children II	Lucas, Mandy & William Hofmeister
15216		Cully Ward

Fleet Captain.....David Young
Fleet Treasurer.....Rob Hempel

Lightning Fleet 262 had another wonderful season on Old Hickory Lake outside Nashville. Great participation and results in local, district and national events continues to bring enthusiasm to the fleet.

The local racing scene has two club regattas to bookend the sailing season. Cully Ward scored a convincing win in the spring Tennessean regatta with relative newcomer Robert Mattix scoring an impressive second and Chan Owen taking third. The McDougall Open regatta in October suffered from a lack a record keeping and some foggy memories. Suffice to say that a good time was had by all and nobody remembers the exact final results.

The Mississippi Valley District Championships proved to be quite the launching pad in 2005. Regatta winner Matt Burridge and the second place Moriarty team (both from Carlyle SA in IL) combined forces to win the 2005 North American Championships in Sheboygan. William Hofmeister also rode a third place finish at the Districts to a strong Blue Fleet showing in the NAs. HIYC boats ultimately filled in every spot from 3 to 8 in the Districts. Congrats to Matt, Dan and Tobi on an outstanding season and we look forward to the competition in 2006!

Harbor Island hosts the fall tradition known as the Bluenose Regatta the first full weekend of November. A very deep fleet of 35 boats showed up for the event and were treated to a spectacular weekend of warm weather, lots of sun and good breeze and were able to complete six great races! Todd Wake prevailed in the event with Fidler, Faude, Cobbum and Allen, Sr rounding out the top five. Cully Ward and his family crew finished in eighth as the top local finisher. Come out November 4-5, 2006 for top-notch competition and a great time!

David Young
Fleet 262
http://hiyc.org/lightning.html

Fleet 266—Carlyle Sailing Association

Sailing on Carlyle Lake
Carlyle, Illinois
Mississippi Valley District

Boat#	Boat Name	Owner
8144	Chaos	Jerry Valli
10537		Brad Hamby
13273	Gumby	Rob Zerban
13308	DF	Greg Florian
14009		Paul M Allen
14260		John D Folwell
14636		Daniel Moriarty
14766	Top Flash	Terry Burke
14834	Yeti	Matt G S Burridge
14901	Pamperito	Marc Schillebeecks
14920		James Chapin

IT WAS ANOTHER BIG YEAR FOR FLEET 266

The members of fleet 266 had a great 2005 sailing season at and away from our wonderful home venue at Carlyle Sailing Association. It was a great spring and a great fall on Carlyle Lake. The summer, however, consisted of less lightning sailing and more radio-controlled boat races on Sundays at Carlyle. The summer was packed with plenty of out-of-town regattas to keep the members of Fleet 266 sailing.

Some Fleet 266-ers enjoyed some pre-season regattas. Ian Schillebeeckx kicked off his pre-season at the Orange Bowl regatta in Miami just before New Years with his brother Titou Schillebeeckx and Lucas Hofmeister from Nashville. In March we had three boats from Carlyle race in the final event of the Southern Circuit. Ian Schillebeeckx made his second pre-season showing there in St Petersburg sailing with Nicholas Beckmann and Lucas Hofmeister. To make the drive worthwhile, Marc and Roselyne Schillebeeckx were able to sail with

William Hofmeister helping him earn his 3rd place finish at the Winter Masters Championship. James Chapin, fleet 266's newest member (at the time), also enjoyed racing his new boat in the Winter Championship sailing with the rock-star-crew Rick Bernstein and a local guy. Dan Moriarty made the trip to Saint Petersburg with his son Ian Moriarty and Tobi Moriarty sailing the first part of the regatta until an unfortunate experience on the starting-line left them laying by the pool with the boat on the trailer the last day. Anxious for the season to start, Ian Schillebeeckx sailed the Tennessean Regatta in mid-April at his crews home-club HIYC in Nashville.

As usual, the season at Carlyle was opened with our Mid-Continent regatta the first weekend of May (planned for the last weekend of April in 2006). The winds were on strong and most teams ended up testing the waters. We had several "cheese-heads" make it down from Sheboygan and Green Bay. Todd Wake from Sheboygan with teammates Hugh Sugar and Brett Liebmann won the regatta hands-down placing his as the second name on the Augie Paoli memorial trophy. Despite breaking his mast, James Chapin came through like a champ on the regatta chairman end of his weekend. The cold beer and warm lasagna hit the spot on Saturday night.

The Sunday series races were fun with the usual suspects on the line every weekend. Mark Paoli placed second and the Moriarty team won the Spring-Series. Despite the minimal winds mid-summer, there were four qualifiers for the Summer-Series with the Schillebeeckx team in fourth, John Folwell in third, and the Moriarty team second to Terry Burke. The Fall-Series again had John Folwell in third with the Moriarty team second to Terry Burke. Terry Burke ended up third in the season-long series with John Folwell second to the Moriarty team. Outside of sailing, Sunday afternoons on CSA's Lightning-Hill were entertaining with the 2nd and 3rd generation 266'ers inventing new forms of transportation (The Grounder-mobile), learning to walk, doing homework?!?, babysitting, napping, eating, drinking, playing soccer, football, "extreme" four-square, basketball, and swimming off the docks while their fathers enjoy their after-race beer and story telling. Good Times!!!

The Mississippi Valley District Championships were held early June at Arkabutla Reservoir just south of Memphis. Matt Burridge won the event for the 10th time skippering, this time with his long-time teammates Jennifer Aljets and Mike Murphy. Dan Moriarty came in a close second with Ian Moriarty and Tobi Moriarty. Ian Schillebeeckx was there sailing with Dave Young finishing in 3rd place, and Mark Paoli drove down with Phil Hinson to sail with Chandler Owen from Nashville. It was a great performance by the Carlylians at the 2005 MVLD Districts.

Roselyne Schillebeeckx sailed with her oldest son Titou in Fleet 266's original home at Valley Sailing Association (now Fleet 486) in their Women's Champaign Regatta. She came in 2nd place racing against both Lightnings and Comets.

In mid-July the Schillebeeckx family escaped the heat and sailed the Brotz regatta at Sheboygan before heading to Milwaukee for the Junior North Americans. Ian Schillebeeckx finished 5th at the Junior NAs and was able to qualify for the 2006 Junior Lightning Worlds next year. Nicholas Beckmann, Ian Moriarty, and Edd Burke also raced in the Junior North Americans. They finished 9th place in Nicholas's final Junior North Americans.

Several fleet 266ers were in Sheboygan for the 2005 North Americans. Ian Schillebeeckx took his team from the Junior NAs and qualified as an all-junior team in the President's Cup and finished 7th. Ian was awarded the "Fleet 36 Trophy" for being the highest placing junior skipper at the regatta. Rick Bernstein sailed with Brian Hayes from Connecticut in the Championship Fleet finishing in 6th place with 4 top ten finishes out of the 5 races counted. Dan and Tobi Moriarty crewed for Matt Burridge who won the event to become the 2006 North American Champion (see Matt's North American article for details). It was wonderful that Matt's parents and long time Fleet 266 members, Lal and Pat Burridge were able to be there to watch their son win. What a great showing of Fleet 266! It is an honor to have the champ in our fleet. Hopefully as his family grows older he will spend more Sundays on Carlyle letting the rest of us improve by racing against him again.

John Folwell raced the 2004 Governors Cup at Lake Wallenpaupack in Pennsylvania with his rotating crew of son Nate, daughter Mary Grace, and son-in-law Jeff Riedle. It blew hard and they finished mid-fleet. They showed how the lightning can be sailed as an adult-family boat with more than 3 on a team. Sounds like they had a great time; it wasn't 2005 but is well worth mentioning.

There is a team-racing trophy at Carlyle Sailing Association called the Dornan Trophy. The lightning fleet has held the trophy for many years and various fleets from the club "challenge" for the trophy. In the fall of 2005, lightning fleet 266 defended the trophy against the Hobie-17s (a single handed trapeze catamaran). The three boats were outfitted with crew to provide a strong overall team, allow the juniors to sail, and enable some fleet-266ers

to sail together who normally only race against each other. The groupings for the lightning races were: Ian Moriarty, Marc Schillebeeckx, and Matt Burridge on one boat, Dan Moriarty, John Folwell, and Tobi Moriarty on a second boat, and Rick Bernstein, Mark Paoli, and Nicholas Beckmann on a third boat. In the morning three team-race races were sailed in lightnings which were all three won 1-2-3 by the lightning fleet. That afternoon, the lightnings sent out Dan Moriarty, Matt Burridge, and Rick Bernstein in those crazy Hobie-17s to seal the deal. Matt, as a result of his training for the NAs, did not have the pounds to hold down the boat in the 20+ winds and despite his trapeze abilities tipped over three times! Rick and Dan hung in there okay but had a hard time tacking the catamaran in the breeze but thankfully the other team did as well. Dan managed to finish in 1st place beating the entire Hobie-team. This one race is all it took for the Lightning fleet 266 to hang onto the Dornan Trophy. There was, of course, a fun party afterwards. The whole day was a great "bonding" experience for Fleet 266.

Into the fall of 2005, Dan Moriarty was able to wear the Red Flannels home from Chicago after winning the event with teammates Ralph Godkin and Tobi Moriarty. The Bluenose Regatta in Nashville was the final regatta before most of the boats got put in storage for the winter. Matt Burridge joined Todd and Christine Wake in winning yet another regatta. Ian Moriarty finished in 9th place sailing the Bluenose for the 6th time in his 14 year life and skippering for the 2nd time with teammates Dan Moriarty and Tobi Moriarty. Ian Schillebeeckx raced with his all-junior Junior Worlds team of Lucas Hoffmeister and Beth Ward. Mark and Roselyne Schillebeeckx were helping the Race Committee and Mark Paoli, Glenn Roberts, and Phil Hinson were at the venue enjoying the social side of the Bluenose Regatta.

The 2005 Lightning sailing season was wrapped up by Marc and Roselyn Schillebeeckx down in Chile. Marc crewed for William Hofmeister finishing 5th in the big wind and waves of the International Masters Championship.

Fleet 266 was sad to hear that Paul Allen decided to sell his lightning because of lack of time to sail it. He has generously donated it to the Carlyle Youth Sailing School who in-turn sold it to a new Fleet 266 member and former 470-sailor, Paul Hanson. We are looking forward to having Paul and Kelle Hanson on the starting line next summer and hope that Paul Allen will stop by any Sunday he finds time and wants to join us again.

Fleet 274—Delta Sailing Association

Sailing on Beautiful Arkabutla Lake
Hernando, Mississippi
Mississippi Valley District

Boat#	Boat Name	Owner
11386	Dos Mas	Ralph Leon
11496		Tm Ryan
11999	Voodoo Child	William N Baxter, III
12397		H C Dunathan
13258		Herbert Cochrane
14149		Max Shelton
14230		Michael Arndt
14338	Leap Frog	Lynn A Jones
14357		W N Baxter
14488		Herbert Cochrane
14666		Crit Currie, Jr
15128		Max Shelton
15169	Dirty Blond	Carl Kennon, Jr

Fleet Captain.....Tim Ryan
Fleet Champion.....William Baxter, Jr
Fleet Runner-Up.....Tim Ryan

Well, another sailing year has passed in the Land of Elvis, and it was a pretty good year. We started out with two boats, Bill Baxter Jr and Crit Currie Jr going down south to the Sugar Bowl regatta in New Orleans, Bill with crew of Mike Arndt (a new Lightning owner) and Batton Kennon; they sailed to a respectable 3rd place. Fun was had by all, and looking forward to the regatta next year.

Batton spent a lot time on the road, he crewed with Dave Young of Nashville in St Pete and Miami and traded classes to the Thistle for their Mid–Winters. He also sailed the Juby Winn from the Southern District in Pass Christian, MS, where he sailed to a respectable 6th place.

The Hernando DeSoto Regatta was held in May. It had a lite turn out, but the competition was tight. We were glad to see Dr. Bob Cotton, Robert Mattix and Bill Killebrew from Nashville show up. Dr. Bob won the regatta with 17 points, Bill Baxter Jr. 2nd with 18 points, Robert Mattix 3rd with 19 points, and Crit Currie Jr finished 4th with 20 points.

This year the fleet was the host to the Mississippi Valley District Championship. Crit Currie Jr did an excellent job of organizing and running the regatta. We had 16 boats show up for the regatta; it was nice to see familiar faces from the District. Matt Burridge of Carlyle took the top spot. Dan Moriarty

of Carlyle, Bill Hofmiester of Nashville, and Dave Young of Nashville rounded out the top four.

In September, the fleet played host to the Cotton Pickin' Regatta. Again, it was nice to the sailor from Nashville, Dr. Bob Cotton, Robert Mattix, and Bradford Currie. Eleven boats sailed in some very trying conditions. Crit Currie Jr won the regatta followed by Herbert Cochrane and Robert Mattix.

The fleet racing this year was down. The spring series was taken by Bill Baxter Jr, followed closely by Crit Currie Jr and Batton Kennon. The Fall series was a tighter battle with Tim Ryan and crew Elaine Leo and Revonda Ryan winning the series by one point over Bill Baxter Jr. Lynn Jones took the third place honors.

Late in the season we saw a nice spark of participation by taking five boats—Harmon Dunathan, Max Shelton, Crit Currie Jr, Batton Kennon, and Bill Baxter Jr—up to the Bluenose Regatta in Nashville. A lot of fun was had by all. It looks like this next sailing season should be a good one. So if you are in the area of the "Land of Elvis" please come and sail with us. Our upcoming regattas are the Hernando DeSoto, May 20 & 21 and the Cotton Pickin' Regatta, September 16 & 17.

William Baxter Jr
Member, North Mississippi All–Star Sailing Team
New England District Resources
www.lightningclass.org/ne/

Fleet 486—Valley Sailing

Sailing on Alton Lake
Machens, Missouri
Mississippi Valley District

Boat#	Boat Name	Owner
7041		Nelson Laffey
13379	Top Secret	Stephen Wyers
14088	Fascination	Richard Conaway
14089	Warlock	Joe Petitjean
14233	Taxes Due	Gerald L Wnorowski

NEW ENGLAND

FLEETS

121	Merrimack River	145	Spofford Lake
151	Annisquam Yacht Club	189	Marblehead
227	Bomoseen Yacht Club	273	Massabesic Yacht Club
280	Chequesset	301	Lake Champlain
332	Squam Lake	493	Bow Lake

District Commodore ..... Bill Fastiggi
District Secretary/Treasurer ..... Bob Shapiro

District Awards

Champion.....John Mollicone
Runner-Up..... Bill Fastiggi
Master's Champion ..... John Hughes
Women's Champion .....Shelley Hughes
Pratt Trophy for
Outstanding Service.....Walter Colantuono
Sportsmanship Award ..... Bob Bush
Sterling Bush

New England District Champion John Mollicone

New England District Runner-Up—Bill Fastiggi

2006 New England District Racing Schedule		
Date	**Event**	**Location**
June 3–4	Malletts Bay Boat Club Spring Regatta	Colchester, VT
June 24–Saturday	Lake Spofford District Tune-Up Regatta	Spofford, NH
July 7–Friday	Women's, Junior's & Master's District Championships	Spofford, NH
July 8–9	District Championships	Spofford, NH
July 29–30	Atlantic Coasts, Little Egg Harbor Yacht Club	Long Beach Island, NJ
August 5–6	Brian Hughes Memorial/Leukemia Cup Regatta	Newburyport, MA
August 7–11	Women's, Junior's & Master's NAs, Southwestern YC	San Diego, CA
August 12–19	North American Championships, Mission Bay YC	San Diego, CA
August 26–27	Squam Lake Annual Regatta	Holderness, NH
September 9–10	Lake Messabesic Annual Regatta	Auburn, NH
September 23–Saturday	Bow Lake Ed Hinds Memorial Lightning Flash Regatta	Strafford, NH
October 14–15	Mallets Bay Boat Club Leaf Peeper Regatta	Colchester, VT

District Regattas

Fifty-seven different New England District boats competed in District regattas this year. Bill Fastiggi, Brian Gibbs, Bob Bush and Pat Zachary each skippered five out of the eight 2005 District Regattas (and Bill Fastiggi crewed in a sixth regatta). Congratulations to those sailors and their teams for such great participation! And "let's get going" to the rest of us who didn't make it out as often.

Malletts Bay Boat Club Spring Regatta Lake Champlain, Colchester, VT

The New England District regattas start and end each year at Malletts Bay Boat Club with an opportunity for great sailing, excellent competition and some of Kika's punch. This year bad weather limited the Spring regatta to only two races. When it was over, Peter Hall won the tiebreaker for first place over Jamie Allan, while Brian Gibbs foreshadowed his great season with a third place finish only one point behind Jamie.

Dave Fitch Memorial Regatta Lake Spofford, Spofford, NH

Bill Fastiggi dominated the Dave Fitch regatta this year, although he did have to dig deep and discard a third place finish! Bill's team of Suzy Coburn and Lauren Harris kept him honest on the race course, and in the game of killer hearts on Sunday while waiting for wind. Bob Bush, Sterling Bush and Richard Randall took second place as Bob really knows how to find those whispers of wind. Patrick Zachary, with Kika Bronger and Peter Hazelett, rounded out the top three. Saturday night was a great supper put on by the food committee at the yacht club, followed by sleep for the old folks and bowling for the youngsters. Sunday had no wind but lots of hearts, including another poem remembering Dave Fitch, written and performed by our friend Dottie.

District Junior's, Women's, Master's Championships, Lake Massabesic Auburn, NH

The weather forecast for the District Women's, Junior's and Master's regatta was terrible – heavy rain and cold, raw temperatures with heavy winds. That kept the Junior's and most of the Women's boats away, but didn't stop the old salts from showing up. Everyone was fooled as a gentle drizzle gave way to cloudy skies and moderate winds for a fantastic day of sailing and three races. John Hughes won the Master's for the fourth time in the last six years, this time with a crew of Larry Christian and Bob Shapiro. Second place went to Ron Adams with teammates Moe L'Heureux and Mike Adams. Walter Colantuono had daughter Laura Wakeford as well as John Mosowitz for his close third place finish. A team of Shelley Hughes, Elise Deyett and Ali Deyett was put together at the last minute to sail the Women's championship. If only Shelley was a few years younger, she could have also won the Juniors'! Next year at Spofford we expect to see a lot more boats for this regatta. Come join us!

District Championships Lake Massabesic, Auburn, NH

Lake Massabesic had strong gusty winds, clear blue skies and warm temperatures for the District Championship. Twenty-three boats were on the

line to race five races over the two days of the championship. John Mollicone borrowed a boat and racing for the first time in a Lightning, with Dan Rabin and Rob MacMillen on board, streaked to the win. Proving that consistency wins, John's worst race was a fourth place finish. Bill Fastiggi, Suzy Coburn and Brad Harris won two races but a 13th place in the middle race dropped them to second place overall. No-longer-Junior Bretton Gardner, with twins Erik Johnson and Karl Johnson also won two races but slipped into third place overall. Stu Nickerson and then Ray Harrington, perennial top finishers, were close behind to round out the top five. James Unsworth was the top Junior finisher; he competed against the adults and had a terrific sixth place finish.

Brian Hughes Leukemia Cup Regatta
Ipswich River, Newburyport, MA

There has been a memorial regatta in Newburyport, MA in memory of Brian Hughes for several years. This year the regatta took a huge step forward and became aligned with the Leukemia Cup regattas. Fifteen Lightnings participated and Bill Fastiggi and Erik Johnson had a tough battle for first. They each won three of the eight races, but in the end consistency paid off for Bill, Suzy Coburn and Tanya Miller. Erik, sailing with an all-family team that included brother Karl and mother Marilynne, took second place—one point behind. Joel Humphrey made the trip back to his home state and, sailing with Nick Iwaskow and Missie McCormick, took third place. Patrick Zachary and Brian Gibbs rounded out the top five. The sailing was great, and so was dinner and the party, but this regatta is about something more important. Congratulations to John Hughes and his team for raising $25,000 to help fight Leukemia. Brian is definitely smiling and raising a glass! Please come sail this regatta next year. If you can't make it, send a check!

Squam Lake Annual Regatta
Squam Lake, Holderness, NH

Sixteen Lightnings, ten from the home fleet and six visitors, showed up for the Squam Lakes Regatta. Sailors were greeted Saturday by bright sunshine and a five to ten knot southeasterly breeze that shifted back and forth all day through 30 degrees. Race committee chair Art Cunningham set a course that included the longest possible unobstructed SE beat given the shape of the lake. The big shifts tended to jumble the standings but Bob Bush, Georges Peter, and Dan Egan played the shifts beautifully to monopolize the top places. As usual, the scenery was gorgeous, several crews took time out to swim between races, and Squam Lake lived up to its picturesque reputation. As the sun set over the mountains, a big crowd of Lightning people enjoyed drinks and munchies at the Squam Lakes Association. Georges Peter, sailing with daughter Allison and Brian Hayes ended the day in first place, followed by Bob Bush, sailing with Sterling Bush and Tom Fitch. Dan Egan, Sue Radcliffe and Gar Corcoran were in third. Dwight Gertz, Nori Welles-Gertz and Jeanine Carlson were tied for fourth place with Bob Shapiro, Jim Lerner and Phil Sullivan. But Sunday was a completely different story. Gloomy low clouds, strengthening rain, and flat calm dominated the day. The regatta organizers took a long look at the weather radar at 10:30 in the morning and decided that there was little or no chance of good racing under the conditions. Since the regatta was over, the throwout came into play—and changed the standings. Bob Bush had a worse throwout and snuck past Georges Peter into first. Dan Egan stayed in third, and Dwight Gertz took over sole possession of fourth. Bob Shapiro dropped into a tie for fifth with Ned Hinds, which Ned, sailing with Karen Hinds and Mike Aversa, won. Bob was out of luck. The awards were given, the bar was opened, and all the boats were packed up before the skies opened up and dumped even harder. Great scenery and fun sailing, even with a little rain!

Massabesic Annual Regatta
Lake Massabesic, Auburn, NH

Twelve boats returned to the scene of our District championships for the Massabesic Annual Regatta. Joe Ray, with the team of brothers Nick and Matt Mercier, dominated and won—just like he did the year before. Dan Egan, with Sue Radcliffe and Gar Corcoran ended up in second place and Brian Gibbs, Beth Holland and Mike Boardman finished third. Bob Shapiro, sailing with Amy Byron and Nick Iwaskow, won two races but proved that consistency counts when there is not a throwout and only managed fourth place. The all-family three-generation team of Norm, Ken and Ali Deyett rounded out the top five.

Ed Hinds Memorial Regatta
Bow Lake, Strafford, NH

Fourteen Lightnings attended the Ed Hinds Memorial and everyone had a fabulous time, with 70-degree temperatures and bright sunshine. Winds were 0-5 knots and changed direction for (and during) every race, keeping the mark boats and Race Committee busy. Pam and Werner Daigneault

and Marion Hinds ran four windward-leeward races during the afternoon of sailing. The winner was Bill Fastiggi, with crew Suzy Coburn and Chip Kaupp. Second place went to perennial contender Ken Deyett with Larry Christian and Ken's daughter Ali. Bob Bush, with Sterling Bush and Dan Egan, rounded out the top three places. Bow Lake's Mike Aversa, with Amy Byron and daughter Jillian crewing, was the top local boat with a strong fifth place finish. Mike finished fifth in all four races in this tough field.

After the races came food. Appetizers included more shrimp than Forrest Gump ever caught, chips and salsa, guacamole and vegetables with dip. Dinner was a taco bar with tacos, tortillas, beef and chicken, lettuce, tomato, cheese, guacamole, olives, sour cream and salsa, along with salad, vegetables and garlic bread. For desert, carved pineapples, fresh fruit, cupcakes and more were available. But Amy's Kahlua Trifle, otherwise known as "tub of booze, cream and chocolate" took the cake.

Malletts Bay Boat Club Leaf Peeper Regatta, Lake Champlain, Colchester, VT

Thirteen boats hit the starting line for the Leaf Peeper this year; a bad weather forecast held down attendance. After all eight races were completed, Bill Fastiggi and Suzy Coburn had continued their dominance of district regattas, but this time with Bill not holding the tiller. They were sailing with Bill Mauk in a tuneup for the Worlds. Don Brush with LeeAnn Smith and Erica Beck was second, while Brian Gibbs with his usual team of Beth Holland and Mike Boardman, was third. Jamie Allan and then Bob Bush rounded out the top five.

District Circuit Championship

The District Circuit Championship Trophy is awarded each year to the New England District skipper with the best finishes in all of the District regattas combined. Bill Fastiggi won with District finishes in the five regattas he skippered of 6, 1, 2, 1 and 1—not bad Bill! Brian Gibbs pushed hard with finishes of 1, 9, 4, 3 and 2 to grab second place. And Bob Bush took third with finishes of 2, 13, 1, 3 and 3.

Regatta Participation Outside the District

A number of boats and sailors from the New England District traveled to regattas outside the District. The season started early - Bill and Suzy crewed and won the Orange Bowl Regatta in late December 2004, and five New England boats did all or part of the Southern Circuit in March - and lasted late; two boats went to the World Championships in November.

Southern Circuit

Savannah was a great regatta this year as always. But it was made even better when New England District sailors Bill Fastiggi, Suzy Coburn & Nick Farina won the regatta with consistent 4, 2, 2 finishes. Bob Shapiro, Dan Hertzer and Jim Lerner led the New England B-Fleet, finishing 22nd overall. Patrick Gallagher, Bruce Brown and Walter Colantuono finished 29th and Sean Fagan, Ann Snow and Win Snow ended up 32nd. It should be noted that although Bill won the regatta, he didn't fare quite so well in the basketball competition in downtown Savannah; Dan Hertzer was the best New England participant. And Bob Shapiro couldn't hit the basket to save his life, but performed well in winning a string of beads from a lovely young woman.

There were 41 boats on the line in Miami and Bill's team managed to beat all but one of them in one race, ending up 8th overall. The other three New England boats all managed at least one race in the 20s—hey, we take our victories any way we can get them! Bob's team in Miss Behavin' was 32nd, Patrick's Shark Byte was just behind in 33rd and Sean's Mustang Sally squeezed its way into 40th.

St. Petersburg again saw Bill with a race where he beat all but one of the 58 boats. Bill just missed a top 10 finish in the regatta, placing 11th. Jim Lerner, having sailed two regattas without falling overboard (a new record for him!), headed back to Boston and was replaced by Tris Wallace on Miss Behavin'. Tris promptly fell overboard on the beat to the finish, and Bob went in after him while trying to haul him back inside. Dan Hertzer calmly stayed aboard while the goat rodeo played itself out. The team ended up 41st overall. John Hughes woke up from his winter nap to sail the regatta with kids Michael and Shelley, along with Jim Reiman, and placed 49th. Patrick was close behind in 52nd and Sean, with E Parker subbing for Win Snow, was 58th.

Team Fastiggi was 7th overall for the circuit. Shapiro, Gallagher and Fagan were 20th, 22nd and 26th and all had a blast! What a great way to start the season.

Although a terrible weather report caused some wimps to cancel plans to attend, twenty-two boats showed up for the Long John Regatta in Red Bank, NJ, and two New England boats were among them.

Bill Fastiggi, Suzy Coburn and Brad Harris finished 4th and Pat Zachary, Kika Bronger and Tim Ambrose placed 14th. Next time ignore the weather forecast and go!

New England sailors were fairly active in the CT/RI District this year. Pat MacQueen made the trip to the Early Bird regatta and finished in the top eleven. Georges Peter and Brian Gibbs finished 6th and 7th in the CT/RI Districts, while Brian Gibbs and Pat MacQueen were 5th and 16th in the CT Governor's Cup at Niantic Bay Yacht Club. Later in the year, Bob Bush, Sterling Bush and Dan Egan tuned up their team for the World Championships with a 2nd place finish at the Cedar Point Yacht Club Fall Classic. Pat MacQueen brought Ralph and Amy Dileone along to round out the New England contingent. We're hoping to see some more CT/RI sailors at New England District regattas next year!

Bob Bush tuned up his team for the NAs with an 8th place finish at the Canadian Open in Buffalo. Sterling Bush and Ash Schache rounded out the team.

New England had three stellar performances from teams at the Junior NAs in Milwaukee. Chad Miller, Tanya Miller and Daniel Kagan placed 3rd, James Unsworth, Peter Hazelett and Derrick Deming were 4th and Nick Aswad, Connor Aswad and Max Far were 7th, in the 14-boat field.

Four New England boats competed in the North American's in Sheboygan. Bill Fastiggi continued his NAs climb to the top. Bill climbed from 22nd to 14th to 4th the last 3 years. This year Bill, sailing with Suzy Coburn and Jeff Linton, was North American Champion Runner-Up! Congratulations Bill - bring home the top prize from San Diego next year! Brown University sailing team coach and District Champion John Mollicone, sailing with assistant coaches Dan Rabin and Rob MacMillen, had some tough luck in the qualifiers, but sailed to a 6th place finish in the President's Cup. On the way out to the race course, they could be heard singing the old Brown fight song:

We are ever true to Brown
For we love our college dear
And the people always say –
WHAT DO THEY SAY!
That you can't outdrink Brown men,
With their Scotch and Rye
And their whiskey dry,
And their B – O – U – R – B – O – N!

Stu Nickerson with daughter Hannah and old friend Kip Hamblet weren't nearly so musical, but they won the last race and finished just two places behind John. Bob Bush, Sterling Bush and Ash Schache topped out with a couple of 3rd place finishes and ended up 9th overall. We don't see a lot of wind and waves in our mostly lake sailing New England regattas, so these great finishes are a testament to some quick learning and adaptability on the part of our sailors.

Brian Gibbs got back out on the road for the Frigid Digit and placed 10th in a tough field. Bill Fastiggi got his tuneup for the Worlds at the Borderline Regatta where he finished 3rd out of twenty-four boats. And then it was on to Chile!

Bill Fastiggi joined Suzy Coburn in the front of the boat for a change, and sailing with Bill Mauk they placed 3rd in the International Masters and 9th in the South American Championship. Meanwhile, Bob and Sterling Bush are both too young for the Master's, so they sailed just the South American's, placing 18th. The Bushs were somewhat handicapped by an inability to communicate with Carlos Ortiz, their non-English speaking teammate. It didn't seem wise to raise a spinnaker in 20-30 knots of wind and 6-foot waves when "LET IT OUT!" might be responded to with "Que?"

In the 45-boat Worlds, Bill and Suzy handled the boat well in the tough conditions. With top finishes of 2nd and 3rd, they placed 8th overall. Bob and Sterling added English-speaking Dan Egan for the World's and had a blast surfing, planning and shouting. The team had a couple of races in the teens, stayed upright the entire regatta, and finished 30th overall.

New England District Web Site

Check out the New England District web site to see District regatta details for this year. And look for the District regatta history information—top finishers in all District regattas for the last 40 or 50 years.

http://www.lightningclass.org/ne/Results/2001/index.htm

Fleet 121—Merrimack River

Sailing at the American Yacht Club
Newburyport, Massachusetts
New England District

Boat#	Boat Name	Owner
11150		Patrick Gallagher
13517	Swan	Wiinthrop Snow
13642	Chalooby	William Gynan
14189		Mark Dieselman
14275		John R Hughes
14345	Cabo Wabo	Brian Gibbs
14384	Shark Byte	Patrick Gallagher
14481	Jamaican Bobsled	R Scott McBurney
14547		Patrick Mc Cormack
15182	Mustang Sally	Ann Snow & Sean Fagan

Fleet Captain ..... Patrick Gallagher
Fleet Secretary ..... Ann Snow
Fleet Champion ..... Patrick Gallagher
Fleet Runner-Up ..... John Hughes

Fleet 121 had a pretty good season in 2005. Fleet racing was spirited and competitive, although early in the season, participation was sparse. Sean and Ann started off the season in stellar fashion, taking first place in the Spring Series. Apparently, that new boat is starting to pay dividends. It may help that they have been dragging to and from everywhere including the entire Southern Circuit. I would be amiss if I did not mention that they won it by tie-break. Grrrr…

The Summer Series, well, I have no idea what happened in the first weekend, as I was half way around the world. My understanding at viewing the results however shows that John Hughes once again waited for the warm weather and good breeze, and then splashed the lightning and proceeded to school all those on the water. Glad I missed it. With that, John walked away with the Summer Series first place trophy.

And then there was the regatta…wow is all I can say. This was the first full year with all of the fixings as a Leukemia Cup regatta. The sailing and weather were picture perfect. In the end, Bill Fastiggi squeaked out Erik Johnson and Joel Humphrey to win the prized rudder over 15 participants. Bill, Erik, and Joel won trophies, but the real winners were everyone fighting cancer. Tons of people helped collect donations, opened wallets and checkbooks, and donated items for the auction. There are way too many to list, so let me highlight the people that were really good at hitting folks up for donations. Bill Gynan and David Gallagher were the number two and three fund raisers. Watch out for them, as they will very likely be looking for more victims next year.

Believe it or not, John Hughes collected the most donations. This is really his brain child, and without him—well, let's not go there. Initially last year, when he told me he approached the Leukemia & Lymphoma Society, I was pretty uneasy. Big unknown, and "unknown" is not my favorite thing for a regatta. But he drove on and we initially set a whacko goal of $20,000. It was a pipe dream, but hey, shoot for the stars, right? The day before the regatta we were doing terrific, we had like $13K in donations and figured another $2–3K more from the auction and that was pretty darn close to the goal. A little short, but hey, it was our first attempt really. Well, I am pretty bad with quoting stuff, but suffice to say "something wonderful happened on the way" and as I write this, the final total turned out to be $24,984. Since I am at a loss for words still, I can only think to thank everyone that helped make this a resounding success. I believe Brian would also chime in at this point, and although I am not exactly sure what he would say, I know it would end with "Thanks Dude!". If you are not busy August 5th and 6th, 2006 please come to Newburyport for the Leukemia Cup regatta in memory of Brian Hughes.

John Hughes

Brian Gibbs

Patrick Gallagher

Fleet 145—Spofford Lake

Sailing on Lake Spofford
Spofford, New Hampshire
New England District

Boat#	Boat Name	Owner
11210	Smurfin Along	Frederick Turner, Jr
11346	FOB	Christopher Hamblet
13792		Joe Rosen
14621		Ben Wallace
14654	Ambush	A Sterling & Robert C Bush

Fleet Captain.....Bob Bush
Fleet Champion.....Bob Bush

Another year has passed by with lots to discuss and tell of the adventures at Spofford.

Spofford Yacht Club has a strong fifty family member club with a waiting list. Spofford Lake in southwestern New Hampshire is close to Route #91 and located at the intersection of Route #9 and #63. The club is easily accessible for those traveling to regattas here via North Shore Road. The club lends itself to a summer camp atmosphere with group picnic lunches and potluck suppers with cocktail socialization.

Our Lightning sailing days were few this year. The Dave Fitch Memorial Regatta was on June 25 & 26. We had seven quick races on Saturday with the air getting better and better as the day went along. Sunday had no air in the morning, but plenty of swimming off the beach, out to the swim platform and back. Bill Fastiggi was the top boat, with local Bob Bush in second and Pat Zachary in third. No results from the swimming were reported.

September 18 was our last sailing day, with plenty of breeze. Ben Wallace with ace crew Ian Wallace (not Tris or Karen this time) won the first race but had to retire as the upper shroud came loose. Bob and Sterling had 3 Amherst kids (new to sailing) with them and were able to stay in front of Pat MacQueen and Paul Henkel who flip-flopped each of the four remaining races.

Spofford is holding the District championships next year, and for all those New England sailors heading to Greece, the road starts here. We also are having a tune-up regatta June 24 (one day). Come on out all you small-lake sailors (Bomoseen, Bow, Massabesic, Squam). This is your year.

The fleet members helped in the Townie Nationals (24 boats) this year in late July. Fred Turner was race committee chair and did his standard perfect job. Our Lightning sailors filled some crew positions. An interesting tidbit: The first, second and fifth place boats tipped over between races on Saturday. Yes, this was Spofford and in the middle of July, and no, there was no thunderstorm.

Ben and Karen Wallace have their son Ian crewing for them regularly. Ian shows interest in sailing Sunfish too. He will undoubtedly be at the helm soon. Their daughter, Mary, will be next in line for crewing. Sterling and Bob Bush did a little more traveling this year than the past few, going to both the NAs in Sheboygan, Wisconsin and the Worlds in Con Con, Chile. The waves were a little larger (10X) at the Worlds than on Spofford. The Fitch boat came out of mothballs to sail at the Spofford regatta. Tom also crewed with Bob and Sterling at two fall regattas. Richard French and Christy Bonneau have been developing additional crew too. Son, Zazo, was born just after the June regatta this year. They have been very busy with this happy and health new family member. Free time has become non-existent. Joe Rosen made it to a few fall regattas. Next year we need Alex and Paul back out on the water more often.

We are looking forward to more sailing days in 2006.

Dave Fitch Memorial Regatta

Fleet 151—Annisquam Yacht Club

Sailing on Ipswich Bay
Annisquam, Massachusetts
New England District

Boat#	Boat Name	Owner
14688		Georges Peter

Fleet 189—Marblehead

Sailing on Atlantic Ocean
Marblehead, Massachusetts
New England District

Boat#	Boat Name	Owner
12709	Fog Horn Leg Horn	Rick Humphrey

Fleet 227—Bomoseen Yacht Club

Sailing on Lake Bomeseen
Bomeseen, Vermont
New England District

Boat#	Boat Name	Owner
15056		Raymond Harrington

Fleet 273—Massabesic Yacht Club

Sailing on Massabesic Lake
Manchester, New Hampshire
New England District

Boat#	Boat Name	Owner
11401	Sunday Punch	Michael Adams
11740	River Blues	Walter Colantuono
13828	Quick Silver	Maurice L'Heureux, Jr
14180		William Tobin Frank
14621		Tristam Wallace
14895	Bloody	Joe Ray
15239		John Mollicone

Fleet Champion..... Ken Deyett
Fleet Runner-Up.....Walter Colantuono
Fleet Curmudgeon ..... Norm Deyett

It was a super year for wind on beautiful Lake Massabesic. Particularly for the New England Districts in July when it blew hard all weekend, and for the Club fall regatta in September.

The weekly Sunday races brought out the usual three to six boats for some good competition with Ken winning, Walt in second and Mike Adams in third in the spring, summer and fall series. Joe Ray won the fall regatta for the second year in a row. A new member of the fleet this year is Garrett Hamilton who raced nearly every week. Mo spent his weekends on his 38-foot trawler in the ocean and marina. We missed his competition, but he still has his Lightning. John Mollicone using Randy Shore's borrowed boat, joined fleet 273, and won the Districts.

We are now waiting for the ice to be safe enough to enjoy the winter on the lake.

Fall regatta winner Joe Ray with super crew Nick Mercier

Norm "Pappy" Deyett

Fleet Champion Ken Deyett

Fleet 280—Chequesset

Sailing on Wellfleet Harbor
Wellfleet, Massachusetts
New England District

Boat#	Boat Name	Owner
14310	Cutting Wind	Robert Cutting
11751		Albert Preston Moore

Fleet 301—Lake Champlain

Sailing on Malletts Bay, Lake Champlain
Colchester, Vermont
New England District
www.lightningclass.net/fleet301/

Boat#	Boat Name	Owner
695		Joe Barry
4614	Eclipse	Tim Hodson
8269		Jim Duclos
10846	Two Boys	Edward Guild
11623	Kindred Spirit	Thomas J Papp
11745		Mark Gardner
11885		Aaron Frank
13156	Blue Storm	David N Little
13902	Rebel	Arnold Tran
14050	Huh!	Bretton Gardner
14056		Erik Johnson
14119		Chad Miller
14120	Hubris	Alex Brecher
14131		James Unsworth
14146	Get Fat	Nicholas Aswad
14297	Zoom	Edward J Ziemer
14446	Apple	Peter Kling
14480	Ciao	Richard N Fastiggi
14520	Hare Brained Idea	Todd Cox
14584	Abba Zabba	Peter Hazelett
14640	Wild Goose	Donald C Brush
14658		Bill Fastiggi
14876	Southern Cross	Janice Lange
14972	Whatnow	Patrick Zachary
15237		Mark Gardner
15238		Bill Fastiggi

Fleet Captain.....Mark Gardner
Fleet Secretary.....Patrick Zachary
Fleet Champion..... Bill Fastiggi
Fleet Runner-Up & Jr Champion..... Nick Aswad

Not a great year for wind. For as long as I can remember, we have never been skunked with light air for our beginning and ending series of the year. Memorial Day is our traditional first fleet race, and the wind was very light. Our spring regatta on the first weekend of June is usually sailed on one day the other usually being too windy. This year we had light air for Saturday and no air for Sunday. Finally, our last regatta for the year was also fluky. Long my favorite as there is usually one day of heavy air fun rides where if it breaks you have the whole winter to repair it. Again denied—fluky air made for tough sailing and no big blow.

But of course steady 10–15 knot winds are not everything and other than the light air we had a great year. Bill Fastiggi with crew Suzy Coburn & Nick Farina were the only boat to travel to the southern circuit this year. They started the season with a win in Savannah, an 8th in Miami and an 11th in St. Pete. They finished up the circuit with 7th for the three regattas. Well done, folks. Our traditional start of the traveling season for most is the convoy down to Red Bank for the Long John. Only two boats made it this year with Bill Fastiggi, Suzy Coburn and Brad Harris coming in 4th and Patrick Zachary, Kika Bronger and Tim Ambrose coming in 14th.

Our traditional start on Memorial Day only fielded one race where we would normally get in six. For some, this was the only fleet race that they were able to make for the summer. On the line were 13 of our competing 17 boats with Bill Fastiggi taking the win. Bill would not let up from here and convincingly won our fleet championship with 32 points over 25 races.

Our spring regatta resulted in some close competition in the 5–10 knots out of the West. We were able to get two races in before the wind shut down. 21 boats made the start line with multiple boats sharing the same point results. (2@4, 4@13 & 3 @ 28) Peter Hall took the win with Jamie Allen, Brian Gibbs following up. In 4th were Todd Cox and crew

Patrick steering, middle crew hiking and Kika on display

(our 2004 Champion) and in 5th were Nick Aswad and crew. A great showing for Nick who also ended up coming in 2nd in the fleet championship with a very consistent summer. Nick was our top junior sailor in 2005.

We fleet raced on the 19th of June with nine boats on the line. This was a great day with six races sailed. Sunny, 10–15, flat water, quick races, on the line by 10:30 and off the water by 3:00 then sucking down a few beers—what we all enjoy. We were able to get in three more fleet race days like this.

Patrick Zachary, Chip Kaupp & Kika Bronger between Races

Our next regatta was to travel to Spofford Lake and the Dave Fitch Memorial Regatta. Four boats made the trip for sailing on Saturday and swimming on Sunday. Bill Fastiggi, Suzy Coburn and Lauren Harris won convincingly with 7 points followed up by Bob Bush in 2nd, Patrick Zachary, Kika Bronger and Peter Hazelett (another of our hot junior sailors) in 3rd, Nick Aswad, Connor Aswad and Brad Harris in 4th and Chad Miller, Tanya Miller and Derrick Deming (This boat will be serious competition to Nick in 2006) in 5th. A great weekend!

Districts in July saw 10 of the 23 boats from our fleet on Lake Massabesic. Bill Fastiggi worked hard for 2nd and Breton Gardner pulled off a great regatta in trying conditions to end up in 3rd. Ray Harrington was 5th, followed by James Unsworth (another of our fast juniors) in 6th and Kate Brush in 7th, steering the Wild Goose. Todd Cox rounded out the top ten. Three boats made the trip to Newburyport for the Brian Hughes Memorial that was also a Leukemia Cup regatta this year. This regatta is a must do for our fleet in particular for the memory of Brian and Eve but also for the challenging sailing. All our boats were able to raise the $1000/boat to help with the $24,000 total raised in the help to end Leukemia. Bill Fastiggi came in first winning a tough battle with our graduated super fast juniors Erik & Karl Johnson. It was down to the last race and the win was not due to speed but tactics. Patrick Zachary took 4th.

North Americans were well represented in the juniors with Chad Miller, Tanya Miller and Dan Kagan coming in 3rd. James Unsworth, Peter Hazelett and Derrick Deming were 3 points behind in 4th and Nick Aswad, Conner Aswad and Max Far ended up in 7th. These were just practice races for Chad's team as the next week they came in 4th at the Sears US Junior Triple Handed Championship. Well done guys! Following the WJM was another awesome showing in the championship fleet for Bill Fastiggi, Suzy Coburn & Jeff Linton coming in 2nd. Way to go Bill—2nd time in 2nd at the NAs!

Our final regatta for the year was the Leaf Peeper. eight races were sailed under fluky conditions. Bill Mauk took first with Bill Fastiggi and Suzy Coburn crewing. This was one of the training regattas for their Worlds bid (they finished in 8th). Don Brush, LeaAnn Smith & Erica Beck finished 2nd even though Don had only driven 2 days this year! Heather Ambrose made her debut for the year in 6th after a one-year hiatus due to a compound fracture from one of the pesky trees in the woods. Al Baker ended up in 8th with boat number 10440, which makes him first based on boat age. Al can make that boat go! Mark Gardner was 11th with boat number 15237, which is actually a boat made from many new and old parts. Mark started with a rotten hull and made a fast boat. He is fairing it this winter so we'll see a boat speed machine in 2006. In 12th was Tanya Miller who did a great job steering in her first Lightning Regatta under trying conditions.

We welcome Arnie Tran and Aaron Frank into the fleet this year and Victor Rossi in 2006. We are psyched that we have 4 active junior Lightning boats racing with us and have graduated two active junior Lightning boats this year. Looking forward to a windy 2006.

Kika testing the punch!

Nick checking out his boat

Patrick Zachary & Nick Aswad head downwind in the Dave Fitch Memorial Regatta

Fleet 332—Squam Lake

Sailing on Big Squam Lake
Holderness, New Hampshire
New England District

Boat#	Boat Name	Owner
9829	Big Dog Spike	Arthur J Cunningham
10212	Snowy Owl	Dan Egan
10320	Mountain Thyme	Robert W Sengstaken, Jr
10555	Jumbo	William G Abbott, IV
10732	Go-Mo-Shun II	David D Closson
12859	Spirit of Jack R	Squam Lakes Association
13101		Phil Sullivan
13382		Skip Johnstone & Barry Van Deoere
14247	Steppin' Out	Douglas R Decluitt
14814	Aeolus	Wallace E Ackley
14926		Dwight Gertz
14953	Fleeting Moment	Tony Wagner & PJ Blankenhorn
14955		Jeff Dropkin
15047	DC	Alan & Christian Whatley
15089		Al MacQuarrie

Fleet Captain.....P J Blankenhorn
Fleet Secretary.....Janet Rosequist
Fleet Treasurer.....Dwight Gertz
Fleet Champion..... Allan Whatley

2005 was a year of close racing at Squam Lake. Nine different skippers won at least one trophy over the course of our two month season. Racing turnouts for fleet races ranged from six to twelve boats.

In July, Allan Whatley was first, Dan Egan second, John Cunningham third, Dave Closson fourth, and Bob Sengstaken fifth. The August series saw a change in the leader board with Dan Egan first, Dwight Gertz second, John Cunningham third, Allan Whatley fourth, and the Al McQuarrie/Skip Johntsone team in fifth. When all the races were combined, the season series went to Allan Whatley with Dan Egan second, John Cunningham third, Wally Ackley fourth, and Dave Closson fifth.

Fleet racing on Squam Lake was close this summer. In this typical scene, a seven-boat pack rounds the weather mark.
Photo by Skip Johnstone

Gar—deep in thought!

We also recognized some winners of special events. Art Cunningham bested a fleet of 30 assorted boats to win the long distance handicap "Around the Lake Race" in spite of being pulled over by the New Hampshire Marine Patrol during the race for a registration check. Dwight Gertz took home the Closson Bowl, which goes to the best finish in the last three races of the season. Our annual regatta attracted a fleet of 16 Lightnings. Bob Bush, from the Spofford fleet, won the event while Dan Egan, in third place, was awarded the perpetual trophy for the best local finisher.

A long and raucous annual dinner meeting on Labor Day Weekend also saw the awarding of special trophies too numerous to count. The most notable of these awards was probably the attractive prize given to Wally Ackley for capsizing twice in the same race.

PJ Blankenhorn did too good a job of organizing our year's events at Squam Lake and was punished for this by being re-elected to another term as Fleet Captain. She compounded her reputation at this point by announcing that she had already recruited Allan Whatley, who is retiring from racing, to be the race committee chair for the 2006 regatta and that Wally Ackley and Art Cunningham had agreed to organize the event.

After Squam's season was over, Dan Egan, Gar Corcoran, and Art Cunningham all traveled to regattas elsewhere in New England. Dan went a big step beyond that when he flew to Chile to crew for Bob Bush at the World Championships in November. Snowbound New Englanders read every word of Dan's e-mails from the sunny Southern Hemisphere and dreamed of days in 2006 when the lake will thaw and we will sail again.

Fleet 471—Casco Bay

Sailing on Casco Bay
Valkeakoski, Finland
New England District

Fleet 493—Bow Lake

Sailing on Bow Lake
Strafford, New Hampshire
New England District

Boat#	Boat Name	Owner
13888		James Boynton
14296		Edward E Hinds
14667	Mis Behavin'	Robert D Shapiro

Fleet Captain.....Ned Hinds
Fleet Secretary.....Bob Shapiro
Fleet Webmaster..... Greg King
Fleet Champion.....Ned Hinds
Fleet Runner-Up .....Bob Shapiro

Fleet Champions—Ned & Karen Hinds

Traveling Regattas

Several fleet members traveled throughout New England during the 2005 season.

Bob Shapiro brought Miss Behavin' to the Southern Circuit for a fun-filled adventure. Since Bob didn't decide to go until late February, everything was in panic mode. Calls and emails produced a team of Dan Hertzer for all three regattas, with Jim Lerner racing in Savannah and Miami and Tris Wallace flying down for St. Pete. Last minute hotel reservations, and a trip to the snowbound house in New Hampshire to pick up the boom, sails and accessories, and the storage unit to get the boat, completed the preparations. Bob used his checklist from the last few years of doing the circuit to be sure that everything was ready. Well, there was one item not checked off—the trailer bearings. But they were still cold in Connecticut. Unfortunately, in New Jersey—they were GONE! Bob limped to a truck shop for the repair and was told that they could get to it "no sooner than next Monday." So off Bob went the ten miles to East Coast Trailer, with the right wheel sliding almost off the axle every time he hit a bump or turned a corner. East Coast spent the next five hours fixing the damage and installing new parts. Back on the road and raced down to Annapolis for a late dinner with Mom at a great Spanish restaurant in a shopping center.

Bob finished the drive to Savannah and picked up Dan and Jim at the airport. Saturday found us hanging out at the great St. Patrick's Day party downtown when racing was cancelled for the day. Always fun! Turns out we aren't very good at shooting baskets, but we were good enough to win a string of beads from a nice young lady!

In Savannah and Miami, Jim was reminded that he is required to stay on board the yacht. (Jim's record in this area is not strong.) So why did Tris go overboard just as we were getting to the finish line during a race in St Pete? And why did Bob fall in while trying to haul Tris back into the boat? Not sure—but Jim must have had a big smile on his face back in Boston!

So other than the trailer bearings, two people overboard, the accident on the way to the Miami airport (Did I forget to mention that?), needing to capsize the boat to recover the main halyard (Did I forget to mention that also?) it was a great circuit. And as always, lots of fun.

Back in New England in late June, Bob tried for a repeat of his 2004 win at the Dave Fitch Memorial Regatta on Lake Spofford but it was not to be. Greg Shapiro co-skippered and did slightly better than Dad, and Margo Krukonis was a great crew for both of them. But when Bob receives a penalty for finishing more than 15 minutes after the winning boat in a short race—you know things aren't going well.

In late August, Bob Shapiro and Ned Hinds traveled to Squam Lake for their annual regatta. Bob sailed with Jim Lerner and Phil Sorry-I-Don't-Remember-

Bob Shapiro, Margo "Boo-Boo" Krukonis & Greg Krukons in Miss Behavin'

Your-Last-Name-Guy. Ned brought Mike Aversa and Karen Hinds. Ned had one great race, and Bob had some average races. When it was over, Bob and Ned were tied for 5th place. Ned picked up the trophy on the discard—way to go Ned!

After Labor Day, Bob Shapiro and Ned Hinds traveled just down the road to race at Lake Massabesic. Bob, with Nick Iwaskow and Amy Byron on his team, sailed great on Saturday, unless you count the DSQ. On Sunday with a chance for redemption, Bob couldn't get it back in gear and took home 4th place overall. Ned Hinds with Karen Hinds and Jeff Baker, sailed well on Saturday, but went home Sunday before the breeze came up and ended up in 10th place overall.

Race Committee—Werber D–Pam D–Marion H–Sandy B

Bob Evans Regatta

Forty sailors, ten sailboats, ten Race Committee members and many spectators participated in the Bob Evans Regatta this summer on Bow Lake. Sixteen races were held on Bow Lake from July 3 through September 3. For the first time in many years, no races had to be postponed or cancelled due to no wind or bad weather.

Bob Shapiro had won this event for the last six years, while Ned Hinds had won the 22 years before that. Ned with typical crew Karen Hinds and Jeff Baker in Naut! built up a big lead and cruised to a one point victory for the season. Bob, with Margo Krukonis and a host of other crew in Miss Behavin' finished in second. John Boynton along with brother Jamie and several other crew in What Now!? continues his rapid improvement and finished in his personal best third place. Mike Aversa, together with Amy Byron and his daughters Jillian and Kristen in The Blind Squirrel, finished in fourth place. Mike didn't get his new boat until part way through the season; next year Mike will be the boat to beat as he finished strong! Norb Church, Dave Sandmann and Bob Murphy finished fifth in Three Men in a Tub. They were sinking fast, but bailing faster, and managed on most days to stay afloat long enough to finish both races. Greg Shapiro guest skippered on two different boats and Mike Aversa skippered and crewed on other boats before his new one arrived.

Winning skippers were awarded fleece picnic blankets and crew received Bow Lake sailing fleece headbands.

Many people helped out during the summer on Race Committee. Special thanks to Pam Daigneault, Werner Daigneault, Marion Hinds and Sandy Boynton for all of their help. Bow Lake Race Committee windbreakers were presented to these Race Committee stalwarts to thank them for their service.

Ed Hinds Regatta

Saturday, September 24, 2005 was the 2005 Bow Lake Ed Hinds Memorial One Day Lightning Flash Regatta. Fourteen Lightnings attended and everyone had a fabulous time. Five boats from Bow Lake joined nine visiting boats from Lake Massabesic, Squam Lake, Newburyport, Lake Spofford, Lake Champlain, Newfound Lake and Lake Michigan.

The weather was great with 70-degree temperatures and bright sunshine. The wind was lighter than desired, ranging from 0-5 knots during the day. The wind changed its direction for every race, keeping the crash boats busy moving the racing marks.

Pam and Werner Daigneault and Marion Hinds were on Race Committee. Roger Williams, Rich Mechaber, Colin King and Pete Bradley manned Crash Boats, and several spectator boats were watching closely. Four windward-leeward races were run during the afternoon of sailing.

The caliber of racing was very high. The winner was current Lightning North American Championship runner-up Bill Fastiggi, with crew Suzy Coburn and Chip Kaupp, from Burlington, VT. Second place went to perennial contender Ken Deyett with Larry Christian and Ken's daughter Ali, from nearby Lake Massabesic. Bob Bush, with Sterling Bush and Dan

Mike Aversa relaxing after saving the shipyard

Egan, rounded out the top three places. After this tuneup at Bow Lake, Bill and Suzy, Bob, Sterling and Dan all headed to the Lightning World Championships in Chile at the end of November.

Bow Lake's Mike Aversa, with Amy Byron and daughter Jillian crewing, was the top local boat with a strong fifth place finish. Mike finished fifth in all four races in this tough field. Bob Shapiro, with Margo Krukonis and Jim Lerner on board, finished 7th and Ned Hinds, with Karen Hinds and Jeff Baker on his team, was one point behind in 8th place. John Boynton teamed up with his brother Jamie and Bryan Lewis to take 12th place overall, representing another step in his march forward through the fleet. Norb Church, Bill Murray and Greg King did a fine job of bailing their leaky boat, appropriately named Three Men In A Tub!

Detailed results are on the web at:

http://www.lightningclass.org/ne/Results/2005/bowlake_results.htm

Photos from the regatta are posted on the web at:

http://pg.photos.yahoo.com/ph/finallybk/my_photos

After the races the Bow Lake Grange Hall was the center of activity. Appetizers included more shrimp than Forrest Gump ever caught, chips and salsa, guacamole and vegetables with dip. Dinner was a taco bar with tacos, tortillas, beef and chicken, lettuce, tomato, cheese, guacamole, olives, sour cream and salsa, along with salad, vegetables and garlic bread. For desert, carved pineapples, fresh fruit, cupcakes and more were available. But Amy's Kahlua Trifle, otherwise known as "tub of booze, cream and chocolate" took the cake. Thank you to everyone for making the dinner so successful. Special thanks to Charna for preparing food and getting the Grange ready while the rest of us were all out sailing.

The Martha Comstock award is given each year to a person who exemplifies the spirit of sailing on Bow Lake. This year Ned Hinds presented it to Garold Thorne. Garold has been an avid supporter of Bow Lake sailing for many years and it was a pleasure to see him recognized for his spirit!

See you on the water next year!

Webmaster—Greg King

"Joe Kool"—also known as Greg Shapiro

Sandy Boynton partying hard!

Mike Baker with new foredeck crew–Jack

Laura & Garold Thorne–Ned Hinds

Super crew–Amy

NIGERIA

District Commodore.....Julian Calvin

Fleet 510—Lagos Yacht Club

Sailing on Lagos, Offshore and Lagoon
Lagos, Nigeria
Nigeria District

Boat#	Boat Name	Owner
13520	Nuance	Michael Barnes
13521	Teacer	Wilbert Dresser
13522	Gamba	Winfred Hirmer
13523	Spetters	Mobil Exxon
13525	Khartoum 2	Mike Jones
13527	Bavaria	Julian Calvin
13752	Turtle	Tad Schime
13753	Twister	Gary Schwantz
13754	Tanimola	Syd Warburton
13756	Early Bird	Mike Newton
13757	Standfast	Tony Bowles
13759	White Star	Mobil Exxon
14166	White Swan	David Use
14392	Orieoda	Alan Emslie
14448	Kiwi Magic	Helmut Braun
14549	Spellbinder	Kevin O'Farrell
14928	Never Say Never	Laurent Couderc
14929	Just in Time	Richard Willmott
15273		Ian Edwards

Fleet Commodore .....Richard Willmott
Fleet Captain.....David Alderson
Fleet Champion.....Ian Edwards

The Lagos Fleet 510 participated in sailing throughout the year hosted by the Lagos Yacht Club.

Races for trophies or the quarterly points series were held virtually every Saturday except for the rare occasions when the wind failed us. It was normal for 15 or 16 Lightnings to compete with other classes in a combined fleet of over 50 boats. A

variety of combined, class, pursuit and team races were competed for within the harbour, offshore in the Bight of Benin and in the lagoon behind Lagos.

The National Championships were held in October with a total participation of 26 Lightning / Tarpons. The weather was kind to us this year and in light winds, with occasional gusts, five competitive races were completed during the day within Lagos Harbour. The overall winner was 13753 with Ian Edwards and Gary Schwantz.

As reported last, year we have re-built the original locally made wooden Tarpon, based on the Lightning design, first sailed in 1947. This has now been completed and with gleaming varnish looks a fine sight. She has not yet returned to the water but, when the new sails finally arrive, will be commissioned early in 2006. Several of the other older 'Woodies' have also undergone refurbishment; and this alternative fleet is expected to enjoy a re-birth next year.

The Lightning fleet is also growing steadily. This year orders were placed for six new boats and their delivery has been expected for some time. Unfortunately repeated delays in their arrival have been experienced due to the vagaries of shipment to the West Coast of Africa and the special challenges of Lagos Port.

The Lightning Class dinner was held in February on the open deck of the Lagos Yacht Club under a tropical starry sky overlooking the city waterfront. A good time was had by all. The Lightnings also participated in the many other social events held by the LYC during the year to both entertain Club members and their friends in Nigeria and to con-

Woody Regatta

OHIO

FLEETS

23	Indian Lake Yacht Club	27	Leatherlips Yacht Club
33	Turkeyfoot Lake	36	Pymatuning Yacht Club
43	Buckeye Lake Yacht Club	71	Rocky River
150	Mansfield Sailing Club	212	Atwood Yacht Club
303	Cowan Lake Sailing Association	400	St Mary's

District Commodore ..... Michael H Brock
District Secretary/Treasurer ..... Eric Brandt

If there is a story to be told about the Ohio District this past year it has to be about the Ruhlmans. The Ruhlmans (Rob, Abby, Maegan) started out 2005 by taking two boats to the southern circuit in March and finished up in November at the World's in Chile. In between those two major championships, we saw them in combinations of Rob, Abby, Maegan and Ryan at the NAs, Canadian Open and a few other District regattas. A special acknowledgement goes to Maegan who placed 6th in the NA President's fleet and was the recipient of the Swanson trophy.

So Rob, analogous to NBC's Matt Lauer's segment of "where in the world is Matt," where will we see you and the family in 2006?

Districts

2005 Ohio Districts were held for the first time at Mansfield Sailing Club. Tom Varley and his crew really worked to put on an outstanding regatta venue for the 19 boat fleet. We had a great two days. The weather was not cooperative on Saturday. Starting just after lunch we saw a diminishing 5-10 knot SE wind which gradually died. Only two races were completed. Saturday night a fiery and explosive offering to Odin at Varley Valley produced the desired results and sailors were greeted Sunday morning with a 10–15 knot S wind, enabling us to complete the 3rd, 4th and 5th races in rapid succession. For the third year in a row George Fisher won the championship. How does he do it?

2006 Districts will be held June 17/18 at Cleveland Race Week. This is something new we are trying. The advantage is we will be sailing in open water with race management handled by CRW organizers.

District Challenges

Last year the District offered a venue of six regattas (PYC, Leatherlips, Indian Lake, Buckeye, Mansfield, Cowan) plus the District championship. Atwood was eliminated due to poor attendance and the fleet being inactive. Outside of Spring Classic (PYC) and Fall-In (Cowan) our challenge is how do you go from roughly 8–12 boats to a sustaining 18–20+ regatta boat attendance? This remains our biggest challenge and I am sure the problem is systemic to other Districts as well as the Class, and the sport. Cowan's strategy (led by Mike Brock) this past year was to aggressively market its regatta and encourage non-district participation. To that end they had boats from Indy, North Cape and Nashville show up. Mike and Eric Brandt (Leatherlips) are leading an effort to bring five Ohio boats to Indy's open in May 2006 in order to get their regatta attendance at that 20-boat mark. Collaborating with Ken McGinity (IN District Commodore) we are going to try to help each other, meet new friends and just mix it up a bit.

NAs

Ohio representation at the NAs was very light this year. Accompanying Rob and Maegan were Dave Vieregg (PYC) and Jim Taylor (Cowan).

Governor's Cup

The Cup is awarded annually to the skipper with the highest four finishes in the Districts' sanctioned regattas including the District venue. For the third year in a row, Jim Taylor won the Cup.

District Website

Our website has been up for over a year—www.ussailing.net/ILCAOHIO/. We continue to look for local fleet articles and pictures. Send any news for postings to taylorjp@fuse.net.

2006 District Leadership

Mike Brock will serve a third term as Commodore and Eric Brandt as Secretary/Treasurer.

Fleet 23—Indian Lake Yacht Club

Sailing on Indian Lake
Russels Point, Ohio
Ohio District

Boat#	Boat Name	Owner
12551		Robert Clover
13741	Wind Thief	Robert Clover

Fleet 27—Leatherlips Yacht Club

Sailing on O'Shaughnessy Reservoir
Powell, Ohio
Ohio District

Boat#	Boat Name	Owner
12580	BOB (Babes on Board)	Christina Hedrick
14897		Kurt Andrews
15191		Eric Brandt

Ryan Ruhlman, Patrick Wilson, Nick Turney finish 16th at the World Championships in Chile

Fleet 33—Turkeyfoot Lake

Sailing on Turkeyfoot Lake
Akron, Ohio
Ohio District

Boat#	Boat Name	Owner
11123	Red III	Clem Shriver
13594	Windebeast	Gregory Gray
13989	Nittany Lightning	Jerome Seppelt
14075		Dale Jackson

Dave Vieregg, Justin Proctor, Cortney O'Connor competing in the Championship Fleet at the North Americans in Sheboygan, Wisconsin

Fleet 36—Pymatuning Yacht Club

Sailing on Pymatuning Lake
Jamestown, Pennsylvania
Ohio District

Boat#	Boat Name	Owner
3431		John O'Masta
8635		Justin Proctor
13240		Janis Gamer
14242		M Andrew Sees
14340		Dennis McLaughlin
14344		Clancy McKenna
14420		Dean N Caley
14546	Hakuna Matata	Victor Maras
14573		John M Woodall
14579		G Scotland Werley
14657		Justin Proctor
14885		Douglas C Blackburn
14914	Cool	Donald P Courtsal
14956	Encore Pizzaz	Herbert Jestel
15000	Breaking Wind	John P Borland
15000		John Werley
15015		Timothy Werley
15022		Gary Condon
15075		Maegan Ruhlman
15112	Barometer Soup	David Werley
15221		Davis N Vieregg
15257		Rob Ruhlman

Fleet 43—Buckeye Lake Yacht Club

Sailing on Buckeye Lake
Columbus, Ohio
Ohio District

Boat#	Boat Name	Owner
15181		George Fisher

Fleet 71—Rocky River

Sailing on Lake Erie
Cleveland, Ohio
Ohio District

Boat#	Boat Name	Owner
9653		Janis Stevens Mueller
9653		Jack Mueller

Fleet 150—Mansfield Sailing Club

Sailing on Clearfork Reservoir
Lexington, Ohio
Ohio District

Boat#	Boat Name	Owner
6944		Chandler Stevens
10444	Das Boot	Christopher Schneider
11912	Wiki-Wiki IV	Nate Ireland
13485	Close to the Edge	Chris Clarke
13935	White Heat	Karla Varley
13979		Thomas H Varley, Jr
14067		Bob Shutt
14212		Sean Dillon
14390	Shifty Characters	James L Stone
14421	T-Bird	Sean Dillon
14952	Extreme	Thomas H Varley, Jr

Fleet Captain.....Chris Schneider

We are a small but active club consisting of seven boats. There are three season-long series consisting of a Sunday AM, as many short races that can be run before noon, the Sunday PM, which is the Principal Series, consisting of one longer race, and the Wednesday Evening race, usually one but sometimes two races depending on the wind. In 2005 we ran a total of 54 races.

Many of our Skippers allow their crews to drive in the Sunday AM and Wednesday Evening races. This practice makes for some very interesting and exciting racing while also giving everyone experience in crewing, (and also makes for a more understanding captain!!).

2005 also saw the club hosting the Ohio District Championship for the first time. We had 21 boats registered and 19 showed up to race. George Fisher took top honors followed by Jim Taylor, John Werley, Dave Vieregg, and Dick Pugh.

In 2006 we see our biggest challenge as attracting more people to sailing and to increase our club numbers. Our facilities are rather sparse, hence the name of our regatta, the "Bare Bones Regatta," but we have lots of room for more boats.

Fleet 212—Atwood Yacht Club

Sailing on Atwood Lake
Dellroy, Ohio
Ohio District

Boat#	Boat Name	Owner
6886		Carl W Hummer, Jr
12845	The Gray Fox	Carl W Hummer, Jr

Fleet 303—Cowan Lake Sailing Association

Sailing on Cowan Lake
Cincinnati, Ohio
Ohio District

Boat#	Boat Name	Owner
96	Windsong	John Hayes
13504		James P Taylor
14110	Figment	Dick Pugh
14216	Adrenalin	Kenneth J Irwin
14287		Stephen A Weeber
14785	Duma	Bryan P Riddiford
14824	Nuckenphutz	Jamey Carey
14851	Kokopelli	Dennis Rhoades
14875		Bryan P Riddiford
14925		Michael H Brock
15172	Rocky	James P Taylor
15179	Kokopeli	Dennis Rhoades
15207	Talaria	Stephen A & Donna Weeber

Fleet Captain.....Ann Brock
Fleet Champion.....Steve Weeber

2005 was a "sustaining" year for Cowan as our membership held steady and we saw the same number of boats on the water. We have twelve boats of which half are both active club and regatta races. Four boats (Mike Brock, Steve Weeber, Dick Pugh and Jim Taylor) were busy competing either in club races, the Ohio District series or other non-district regattas. Top honors for the most traveled boat go to Dr. Steve Weeber who not only won the club championship series, did all but one of the Ohio District regattas, and made it to Wawasee, Pontiac and Nashville. It was a very busy year for Steve and his steady crew Donna and Stan. Trying to keep up with Steve were Mike Brock and Jim Taylor who did most of the Ohio series in addition to Mike at the Canadian Open and Nashville, and Jim at Indy, Canadian Open and NAs. Ken Irwin and Dennis/Kathy Rhoades kept things busy on the home club waters when the others were off traveling.

In late October we hosted the 32nd annual Fall-In regatta. As the second most attended Lighting regatta in the Ohio District (next to Pymatuning's Spring Classic), we make a conscious attempt to be at a competitive 20+ boat regatta. To that end, we strongly encourage participation from non-Ohio boats that are within a reasonable driving distance. At one point, we had 21 boats committed, but the cold wet weather scared a few away. As it turned out, Saturday was a beautiful day for racing. There was no one on the lake except the Lightnings, and one wind surfer, who were greeted with overcast skies and west winds at 15mph. The breeze was a bit puffy during the day, but otherwise perfect conditions to run windward/leewards up and down the lake.

This year we welcomed non-Ohio boats Ernie Dieball from North Cape, David Young from Harbor Island, Ken McGinity and Dale Krcek from Indy Sailing Club. It was a pleasure to welcome Ken who is also the Indiana District Commodore, as he spearheaded the coordination to bring two Indy boats. In turn, Mike Brock, Ohio District Commodore, committed to getting at least five Ohio boats to attend their Indy Open May 6–7. The regatta was won by Ernie Dieball. Ernie sailed his dad's newly refurbished 11000 series tanked Allen. Second place went to Nate Ireland from Mansfield who often crews with many of the Cowan skippers. Rounding out the top five were Jim Taylor, David Young and Steve Weeber.

Special thanks go to Mike and Ann Brock as regatta chair, who over the past few years have put on a well-organized and outstanding regatta venue. Their team had all the bases covered as everything was seamless and all you needed to do was show up.

From finding crew for out-of-towners, the well-run races and outstanding meals, to snapping over 500 pictures of racing action, Cowan has it all. Put us on your regatta calendar for 2006!

In January Mike and Ann hosted their annual Lightning party to celebrate 2005. The Brocks laid out their traditional homemade Italian feast to the delight of everyone. In between all the eating and drinking, there was a continuous slide show of the 500 plus pictures from Fall-In as well as the Worlds.

Fleet 400—St Mary's

Sailing on Grand Lake of St Mary's
St Mary's Ohio
Ohio District

Boat#	Boat Name	Owner
8441	Adam's Rib	Addis Katterheinrich

PACIFIC NORTHWEST

FLEETS

64	Maple Bay	90	Kitsilano Yacht Club
132	Lake Washington	229	Chinook
283	Columbia	368	Okanagan
507	The Prairie Fleet		

District Commodore.....John DeBenedetti

The Northwest District had a slower year, since Eugene's reservoir was not filled because of dam repairs. But, we managed the District championships in Vancouver BC, a fun event. The other District regattas were ran as set up. The District did send the team of Darrell Peck, with crew of Allison and Kara, to the NAs in Sheboygan, and wound up placing 12th. We were quite impressed and proud.

Fleet 64—Maple Bay

Sailing on Maple Bay
Maple Bay, British Columbia, Canada
Pacific Northwest District

Fleet 90—Kitsilano Yacht Club

Sailing on English Bay
Vancouver, British Columbia, Canada
Pacific Northwest District

Boat#	Boat Name	Owner
8465	Ipsus	William H D Rimmer
11645		Douglas Ash
13289		Campbell Pearce
13685		George McLaughlin
14841		Matthew Henley

Fleet 132—Lake Washington

Sailing on Shilshola Bay
Seattle, Washington
Pacific Northwest District

Fleet 229—Chinook

Sailing on Fern Ridge Reservoir
Eugene, Oregon
Pacific Northwest District

Boat#	Boat Name	Owner
6061	Caledonia	Wally Jones
9819	Astray	David McDoy
13942	Green Eggs and Ham	A Morrie & Barbara C Craig
14993	Paricia Ann	Hans Russell

Fleet 283—Columbia

Vancouver Lake, Washington and on the Columbia River
Portland, Oregon
Pacific Northwest District

Boat#	Boat Name	Owner
8163	Jetty Bean Too	Robert A Farrand, Jr
8497	An' Son	John A Sanford
10731	Wiatr Statek	Gary Kokstis
11151		Darrell Peck
12426	Tin Hau	Gary Kokstis
12990		Darrell Peck
13476	Bob	David Smith
13949	Frenzy	Randy Anderson
13961	Sly	Terry Busby
14040	Roaring Forties	Roger Hicks
14246		Darrell Peck
14288	Humuhumunukunukuapu'a	Philip F & Philip P Parshley
14453	Blue Bayou	Darrell Peck

Fleet 283 had another good year, highlighted by our member Darryl Peck and his crew Allison and Kara trip to the North Americans at Sheboygan. They finished 12th , probably the highest finish for anyone from our District. We are privileged to have Darryl in our club and fleet, as he is a top Finn sailor, going to the Finn Worlds in Russia. We could not travel to see our friends in Eugene this year as their lake was drained for dam repairs. Our fleet champ was Jerry Neuburger, and John DeBenedetti was runner up.

Fleet 368—Okanagan

Sailing on Okanagan Lake
Kelowna, British Columbia, Canada
Pacific Northwest District

Fleet 507—The Prairie Fleet

Chestermere Lake and Lake Newell in Alberta Canada and on Canyon Lake and Canyon Ferry Lake and Flathead Lake in Montana
Pacific Northwest District

Boat#	Boat Name	Owner
13860	Jaws	L Craig Narraway
13713	Greased Lightning	Karsten Dalberg

PERU

FLEETS

265 Yacht Club LaPunta 424 Club Universtorio de Ragata, La Pinta

District Commodore ..... Augusto Navarro

Fleet 265—Yacht Club LaPunta

Sailing on the Bay of Callao
Callao, Peru
Peru District

Boat#	Boat Name	Owner
13367		Bruno Levaggi

Fleet 424—Club Universtorio de Ragata, La Pinta

Sailing on Bay of Callao
Lima, Peru
Peru District

SAINT LAWRENCE VALLEY

FLEETS

215 Royal St Lawrence Yacht Club 499 Point Claire Yacht Club

District Commodore .....Peter Hall

Fleet 215—Royal St Lawrence Yacht Club

Sailing on Lake St Louis
Montreal, Quebec, Canada
St Lawrence Valley District

Boat#	Boat Name	Owner
1075		William Hall
2684		Michael Holly
13855		Louis Brousseau
14114		Alain Ranger
14354		Jacques Trottier
14768	Krista Too	William Hall
15082		Michael Holly

Fleet 499—Point Claire Yacht Club

Sailing on Lac St Louis
Montreal, Quebec, Canada
St Lawrence Valley District

Boat#	Boat Name	Owner
14443	Flip	Rod Hayes

SOUTHEASTERN

FLEETS

127	Savannah Yacht Club	257	Clarks Hill
348	Lake Lanier	365	Catawba Yacht Club
415	Lake Norman	429	Greater Charleston
440	Palmetto	463	Lake Waccamaw
481	Wake	500	Tennessee Valley
511	Cape Fear		

District Commodore ..... Terry E Tyner
District Sec/Treas/Web Master..... Ron Wright
ILCA Class President ..... Carter Utzig
District Champion ..... Bob Harkrider
District Runner-Up..... Pete Marriott
Traveling Series Champion..... Bob Harkrider
Traveling Series Runner-Up..... Pete Marriott
Traveling Series 3rd Place ..... Terry Tyner

Bob Harkrider ran the table this year in the Southeastern District, winning the Traveling Series and the District Championship.

Terry Tyner opened the 2005 season with a win at the Cottonwood Regatta at Catawba Yacht Club, Charlotte, North Carolina in April in very heavy air.

In May, we turned to our District championships at Lake Norman, Charlotte, North Carolina. Brian Hayes joined us for a great on-the-water clinic Friday afternoon. He gave us fantastic coaching. Bob Harkrider edged out Pete Marriott by one point to win the championship. Terry Tyner placed third over last year's champion, Ryan Ruhlman.

Racing returned to Lake Murray, South Carolina this year. Terry Tyner hosted the Bottom's Up Regatta at the Lake Murray Sailing Club. Pete Marriott became the third skipper in three regattas to post a win. In late June, Bob Harkrider won the Low-Country Regatta at Beaufort, South Carolina. Those four regattas were tune-ups for the biggest event to hit our District in some time. Wrightsville Beach, North Carolina was the site for the 2005 Atlantic Coast Championships. 35 boats showed up to race, 21 from the Southeastern District. SELD's Lenny Krawcheck dominated the 2005 ACCs with a 2-1-2-2-3 series that earned him a 23 point victory over the nearest competitor.

When September arrived, we went back to the lakes. Pete Marriott won the Augusta Regatta and the Atlanta Cup. Bob Harkrider won at Waccamaw.

That left the Borderline regatta. The Wake Fleet hosts a great regatta and the Borderline annually attracts national caliber sailors. For the second year in a row, the regatta went to a SELD racer as Bob Harkrider won.

When the season tabulations were in, Bob Harkrider won the traveling series by a scant 6 tenths over Pete Marriott.

2005 was a solid season in the Southeastern District. Participation was up and we welcomed several new faces to our circuit. We will added a new regatta in Lake Murray, South Carolina. SELD sailors won our two regional regattas—the Borderline and the ACCs.

Ryan Rhulman and Bob Harkrider earned blue fleet honors at the North Americans. Pierce Barden placed second in the President's Division. Pierce also finished a very nice 23rd at the 2005 Worlds. If you need a home for great Lightning sailing, check us out at www.sailsoutheast.org.

Fleet 127—Savannah Yacht Club

Sailing on Wilmington River
Bradley Point, Savannah, Georgia
Southeastern District

Fleet 257—Clarks Hill

Sailing on Strom Thurmond Lake
Augusta, Georgia
Southeastern District

Boat#	Boat Name	Owner
10810		Sharon Harkrider

Fleet 348—Lake Lanier

Sailing on Lake Lanier
Flowery Branch, Georgia
Southeastern District

Boat#	Boat Name	Owner
15180		Pamela M Barron

Fleet 365—Catawba Yacht Club

Sailing on Lake Wylie
Charlotte, North Carolina
Southeastern District

Boat#	Boat Name	Owner
11553		Leonard Little
13941		John Holmes
14355	Woodstock	Ronald K Wright
15033		John Holmes

Fleet Captain/Secretary ..... Ron Wright

Fleet 365—Catawba Yacht Club

As it was in 2004, the 2005 fleet report continues to be the story of one dedicated team of fleet 365 Lightning racers, Ron Wright, John Holmes and Tom Martin, otherwise known as "Team Catawba."

The 2005 Lightning season began with a new boat. Ron sold 14620 and bought Allen 14355. We opened the season with a return to trip to the Southern Open in Savannah. We enjoyed a great weekend on Tybee Island. Racing was cancelled on Saturday due to high winds, but Sunday was a beautiful day. We finished with a 26th place—the best finish for us ever at Savannah.

The District traveling series began at Catawba Yacht Club in April with the kick-off regatta for the Southeastern Lightning District—the Cottonwood Regatta. The high winds made for some tough boat handling. Two of the seven competitors went swimming. The wind direction also prompted short legs causing Terry Tyner to dub the event "barrel racing. Team Catawba handled the wind well, stayed afloat, always flew our chute and finished in 4th place. Robin Rogers headlined a great party and serenaded us in to the night.

Following an 11th place finish at Districts, we headed for a new SELD regatta at Lake Murray, SC. Team Catawba made some noise in race one by winning from the start and leading at all marks. We finished the regatta in fourth.

Next up was Beaufort and it is a weekend better forgotten. Ron never figured out the current, a capsize and injury to John hi-lited race one, and in race three Ron hit everything but the committee boat! With John's injury, we withdrew after Saturday. Sometimes it is better to cut your losses and run.

July brought the Atlantic Coast Championships to Wrightsville Beach. Team Catawba sailed a great set of races in day one finishing the day in an awesome 8th place in a fleet of 32 boats—thanks in large part to a rash of OCS calls. What a change Sunday brought. Race one was shortened. Then a rainstorm moved in and we all dropped sails, covered up and waited. Finally it cleared and the regatta was finished. TC sailed fairly well finishing in the mid twenties. But back on land, a number of OCS calls were reversed through protest and the final placement for Team Catawba was 19th—our best finish at a national regatta.

Our final regatta of 2005 was the Augusta Invitational. We sailed our best race ever in the third race of day one. Ron wrote this excerpt from the regatta report: "After starting last via a 720 for fouling Pete on the starting line, Ron, John, and Tom started playing catch up. By the second windward leg, they had climbed to the top five. Team Pelosi was leading and then suddenly, John, Pat, and Harold were swimming. The Catawba boys played the shifts a little cleaner and when the fleet rounded the second windward mark, they were in first, and fought off Pete and Lenny for the leeward finish victory." We took fourth place for the third time at a 2005 SELD regatta.

2005 may have been a swan song season for fleet 365. For the second year in a row, there was no active club racing for our Lightning fleet. For the foreseeable future, we've gone MC Scow racing.

Ron Wright

Fleet 415—Lake Norman

Sailing on Lake Norman
Charlotte, North Carolina
Southeastern District

Boat#	Boat Name	Owner
13957	In Sensitivity Training	Peter Marriott
14432	Blitzen	Richard Simpson
14773		Carter Utzig
14947	Mutant Black Sheep	Carter Utzig

Fleet 429—Greater Charleston

Sailing on Charleston Harbor
Charleston, South Carolina
Southeastern District

Boat#	Boat Name	Owner
11771	Wasabi	William R Sloger
14957		Ryan Ruhlman
15085		Leonard Krawcheck

Fleet 440—Palmetto

Sailing on Lake Murray
Columbia, South Carolina
Southeastern District

Boat#	Boat Name	Owner
13123	Mod Mid	Kenneth E Peters
14266		Robert Modzel
14825		Terry E Tyner

Fleet 463—Lake Waccamaw
Sailing on Lake Waccamaw
Waccamaw, North Carolina
Southeastern District

Boat#	Boat Name	Owner
14980	Celebrate II	Paul R Jueschke

Fleet 481—Wake
Sailing on Kerr Lake and Lake Jordan
Raleigh, North Carolina
Southeastern District

Boat#	Boat Name	Owner
9398	Old School	Phil Taylor
12603		Harry Cline, III
12773		Worth A Lutz, III
13620	Banana Boat	Harry Cline, III
14637	Great Escape	Charles L Moore
14641	In Pursuit	Alan Hawkes
14747		Alan Krauss
14852	Magnum Force	Robert Graves
14932	Swan with 3 Necks	John W Pelosi
15009	Turtle Time	Richard Phillips
15141	Ciao Bebe	Avis Bridgers
15146	Eleven!	David Puckett

Fleet 500—Tennessee Valley
Sailing on Loudon Lake
Knoxville, Tennessee
Southeastern District

Boat#	Boat Name	Owner
13838	Lightning	Jack M Barlow

Fleet 511—Cape Fear
Sailing on the Atlantic Ocean
Wilmington, North Carolina
Southeastern District

Boat#	Boat Name	Owner
9398	Old School	Jay Taylor
12126		David A Pyle
14062		Andrew Barton
14318	Soul Sister	John Sawyer
14356	Lightn'Up	William F King
14550	K3	Theresa Kramer
14622	Sasam	Thomas Hissam
14682		Bob Cowen
14695		Richard B Waldkirch
14701	Driving Blind	James A Harris
15156	White Lightning	David A Pyle
15236		Steve Johnston
15241		Pierce P Barden
15267	White Star	Andrew Barton

SOUTHERN

FLEETS

62	Southern Yacht Club	135	Mobile Bay
175	Shreveport Yacht Club	179	Pass Christian Yacht Club
209	New Orleans Yacht Club	388	Jackson Yacht Club

District Commodore ..... Buddy Clarke

Fleet 62—Southern Yacht Club
Sailing on Lake Pontchartrain
New Orleans, Louisiana
Southern District

Boat#	Boat Name	Owner
11171		John Marlon
12335	Green Wave	Ted Prechter & Walter Becker
14136		Callender Herman
15126		Larry Frost
15211		Larry Frost, III

Fleet 135—Mobile Bay
Sailing on Mobile Bay
Mobile, Alabama
Southern District

Boat#	Boat Name	Owner
13060		Dr E Russell March, Jr & Barney March, III
13781	Pretty Poison	Christopher Frost & Vivian Gaudet
13784		Richard "Dick" Scott
15201	Enigma	Robert E Bernhardt, Jr

Fleet 175—Shreveport Yacht Club
Sailing on Cross Lake
Shreveport, Louisiana
Southern District

Fleet 179—Pass Christian Yacht Club
Sailing on Gulf Coast, Mississippi Sound
Pass Christian, Mississippi
Southern District

Boat#	Boat Name	Owner
9696	Smooth	Buddy & Bo Clarke
10812		Henry F Laird, Jr
11311	Ogo Pogo	Whitner Church
13627	Summer Lightning	Bob Peat
13931	Pandemonium	Eric Aschaffenburg
14129		Guy Brierre
14355		Eugene Walet

Fleet 179—Pass Christian Yacht Club

Fleet Captain.....Buddy Clarke

A few short years ago Eugene Walet, my brother and I decided to get some Lighnings for our Thursday night club races at PCYC. Larry Frost sold Gene #10812 (Captain Crunch). Bo and I bought old 9696 (SB). Soon old friends and new friends were looking for Lightnings. The next thing we knew Gene had Fleet 179 rechartered. In July 2005, Fleet 179 hosted boats and sailors from New Orleans, Mobile, Jackson, Memphis and Dallas for three weekends of sailing, starting with a Greg Fisher clinic and ending with the GYA Championship.

Katrina hit the coast in late August. The good news is that no one in the fleet was hurt. Most of us lost our homes. Gene lost his home and his boat. Homeless is one thing, but boatless is something else.

I would like to thank all of you in the Lightning world for your concern. It did help. The storm is old news and Fleet 179 and the whole southern district look forward to rebuilding, growing and getting back out on the water.

Smoooth Sailing. . .Buddy Clarke

Fleet 209—New Orleans Yacht Club

Sailing on Lake Pontchartrain
New Oleans, Louisiana
Southern District

Fleet 388—Jackson Yacht Club

Sailing on Ross Barnett Reservoir
Jackson, Mississippi
Southern District

Boat#	Boat Name	Owner
12746		David C McNair, Ian LaCour & Ralph Allen
14736	Enigma	John B Waskom, IV
14737		Tom Niles
		Mrs. Joe McDevitt

SWITZERLAND

FLEETS

169 Lac de Neuchatel
358 Flotte Murtensee
250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee

District Commodore..... Jacques Perret

Fleet 169—Lac de Neuchatel

Sailing on Lac de Neuchatel
Neuchatel, Switzerland
Switzerland District

Boat#	Boat Name	Owner
12860		Jean-Michel Luthi
13840	Chiloe	Gilbert Despland

Fleet 250—Sempacher/Hallwiler/ Vierwaldstatter/Greifensee

Sailing on the Lakes of Sempach, Hallwiler, Luzern & Greifen
Zurich, Switzerland
Switzerland District

Boat#	Boat Name	Owner
3790	Fram	Lukas Gerig
12953	Irene 2	Silvio Merz
13161		Silvio Merz
13705	Cezanne	Francois With

Fleet 358—Flotte Murtensee

Sailing on Lake of Murten
Murtensee, Switzerland
Switzerland District

Boat#	Boat Name	Owner
13692	Milan	Hans-Peter Schmid
13790	Melterni	Urs Wyler
14530	Gaston	Jacques Perret
14664	Karhu	Peter Graf

Fleet Captain.....Urs Wyler
Fleet Secretary..... Walter Dürr

Auch dieses Jahr konnte keine Lightningregatta auf dem Murtensee stattfinden. Die Mitglieder unserer Flotte mussten sich auswärts auf die Höhepunkte der Saison 2005 vorbereiten. Die Frühlingsregatta in Sempach und vor allem die traditionelle "Semaine du Joran" standen auf

Meltemi SUI 13790 (10) beim Kampf an der Luvtonne

dem Programm. Mit guten Resultaten konnten denn auch unsere beiden aktivsten Boote von der Europameisterschaft in Porto San Giorgio zurückkehren. Meltemi mit Urs Wyler, Walter und Gilbert Dürr wurden einmal mehr zweite, Jacques Perret, André und N de Montmollin wurden gute achte.

Die Meltemi-Crew wagte im November den weiten Weg an die Weltmeisterschaft nach Chile. Der angestrebte 20. Rang wurde trotz gutem Charterboot wegen den extremen Bedingungen nicht ganz erreicht. Starke Winde und unglaubliche Wellen zwangen sogar Meltemi zum Ritt unter Vorwind ohne Spi. Immerhin beendete die Crew die Meisterschaft ohne Kenterung, was nicht alle Mannschaften behaupten konnten.

TEXAS

FLEETS

35 Dallas Corinthan Sailing Club

435 Rush Creek Yacht Club

District Commodore ..... Scott Anderson

Fleet 35—Dallas Corinthan Sailing Club

Sailing on White Rock Lake
Dallas, Texas
Texas District

Boat#	Boat Name	Owner
10020		James Crittendon
10285	Spray III	Carl E Takle
11118	Roadrunner	Ralph Bilnoski
13311		Beth Richard
13806		Clarke Newman
13953		Scott Anderson
14344		Clancy McKenna
14817		Scott Anderson

Fleet 435—Rush Creek Yacht Club

Sailing on Lake Ray Hubbard
Dallas, Texas
Texas District

US @ LARGE

Fleet 488—Rocky Mountain

Sailing on Colorado, Nebraska and Wyoming
Denver, Colorado
US @ Large District

Boat#	Boat Name	Owner
435		Donna Downey
2954		Mark Rauch
6392	Zephyr	Jesse Witt
9250		Colorado Sailing
9287	Wild Goose	Brent Kendrick
9588		John Morse
10383	Wind Tree	Scott Evans
10682	ToysRUs	David Pearce
11138	Beater	David Spira
11446	Frolic	David Pearce
11457		Norm Jarvis
11815	Revolution	Nancy Nowak
12240		Mike Weidl
12428		Brad & Beth Hamilton
12871	Dandy Lion	Tom McNish
13478		Fred Denny
13857		Marty Mulhern
13858	Gunboat	Mike Taber
14041		Mike Mercatoris
14769	North Star	Bob Stoller
15004		Scott & Pat Hathcock
15103		Steve Davis
15220	Odyssey	David Spira
15265		Steve Davis

Fleet Captain ..... Bob Stoller

Our sailing season started in early April and continued into October, 2005.

Fleet 488 Lightnings raced in the three series organized by the Denver Sailing Association. The first, *The Thaw-Out Series* consisted of four Sundays of afternoon racing in April. *The Spring and Summer Series* were sailed Thursday evenings, starting in May, and continuing through the end of August and into September. The races start at 6:30 in the early evening and we can usually get two races before dark. The evening series gives the sailors the opportunity to get out and sail after work. Association members take turns doing race committee and grilling burgers and brats on the dock for the hungry sailors after the races. The overall winner of the three series was Bill Darling on Beater, 11138. He was awarded the 2005 Lightning Fleet 488 Championship at the Denver Sailing Association awards dinner in November.

Fleet participation at Cherry Creek grew from 2–3 boats in April to 5–7 boats in the late summer. Wind was typical for the Colorado Front Range-drifters in some races, howling 20-30+ in others,

Bob Stoller, Bill Cabrall, Mary Anne Byrne at the North American Championships in Sheboygan, Wisconsin

and an occasional attack by micro bursts. The fleet is very proud three junior sailors who have been racing the Lippincott boat that the fleet obtained for Community Sailing of Colorado's racing program. Skipper Gwen Lemon with crew Ian McKenzie and Reeve Dunne traveled to the Junior Lightning NAs in Milwaukee. Their best finish was a 7th and they want to go again next year to San Diego.

Steve Davis & Mike Ledger finish 21st at the World Championships in Chile

Steve Davis, David Spira and their crews sailed in the 2005 Southern Circuit; Steve, and Bob Stoller took boats to the NAs. Steve Davis shipped a boat to Chile to race in the Lightning Worlds, and David Spira went to crew for Ryan Flack. Closer to home, Bob Stoller and Mike Taber trailered their boats across the continental divide to race the Aspen Open Regatta, sailed on a gorgeous mountain lake at an elevation of 9,000 feet. Mike Taber, David Pearce and Marty Mulhern collaborated to win 2nd place in the OOAK Fleet at the season-end Frostbite Regatta.

Fleet 488 shows signs of additional growth at the start of 2006—more boats, more skippers and crew on the roster. The prospect of active fleets of Lightnings at both Cherry Creek and Union Reservoir indicate an increase in Lightning sailing on the Front Range. Our twenty boats include three wooden, one a 1948 in restoration. Continued growth of our fleet plus the prospect of matching more skippers and crew hopefully will result in more boats on the water. The Fleet 488 Midwinter Party was well attended, a great cauldron of noise from which emerged plans for an Opening Day Tuning Party April 2 at Cherry Creek.

Gwen Lemon, Reeve Dunne & Ian McKenzie at the Junior NAs

In closing, we are thrilled the ILCA is relocating to Denver. We know Jan Davis as an indefatigable Lightning sailor and top-flight Social Director for our fleet. The Fleet opinion is that the ILCA has done well by snagging Jan as ILCA Secretary/Administrator.

You all know Colorado as a great place to ski and board, fish, hike, climb and camp out. It's time you also discovered some of the most beautiful and testy lake sailing on the planet! Bring your Lightning or sail on one of ours!

Bill Clausen presents Jan Davis, William Hofmeister & Charlie Clifton the Fallon Trophy at the North Americans for being the last boat to qualify for the Championship Fleet

23º CAMPEONATO MUNDIAL DE LIGHTNING
HIGUERILLAS—CHILE—2005

Tito González, Rey de los Mares

El timonel chileno confirmó su condición de monarca del velerismo, conquistando su sexto campeonato mundial, el quinto en el Lightning y el cuarto como timonel, igualando el record del mítico Thomas Allen III.

El chileno Alberto González lo hizo de nuevo. Después de adjudicarse el Campeonato Sudamericano de Lightning con un espectacular repunte en la última jornada de competencia, en el Club de Yates Higuerillas (Concón) Chile, Tito González ganó su sexto Campeonato Mundial en vela, el quinto en la clase Lightning y el cuarto como timonel, igualando el record que el estadounidense Thomas Allen III ostentaba desde 1977 y que hasta ahora parecía irrepetible.

Aunque tuvo que reemplazar a uno de sus tripulantes apenas dos días antes del Sudamericano y diez días antes del Mundial, el chileno soportó con éxito esa mala noticia, la presión del mundo náutico chileno—ansioso por ver un triunfo en casa-, el gran nivel de sus rivales y las cambiantes condiciones del viento en Concón, que parecía no favorecer a los deportistas dueños de casa.

En la primera jornada, con una flota de 45 embarcaciones de representando a Chile, Argentina, Ecuador, Estados Unidos, Canadá, Brasil, Suiza y Finlandia, Tito clasificó 1º y 2º, pasando de inmediato al primer lugar de la competencia, acompañado por su hijo Diego (18 años) y por Cristián Herman, con 3 puntos negativos, seguido por el estadounidense Jody Lutz, con 9 (3-6) y por el chileno Cristóbal Pérez, también con 9 (5-4).

Sin embargo, el segundo día del torneo, una descalificación por partida adelantada y un 10º lugar en la siguiente prueba dejaron a González en el 12º lugar, con 59 puntos, y entregó el liderazgo del torneo a la estadounidense Amanda Clark, con 25 unidades, escoltada por sus compatriotas Ched Proctor, con 27; y Jody Lutz, con 31.

Al día siguiente ni siquiera hubo regatas. Un frente de mal tiempo provocó un temporal que afectó a toda la zona central de Chile y dejó a los yates en la marina. El Comité de Regatas decidió adelantar el Día de Descanso de la flota y retomar las pruebas 24 horas después.

Ese sería el día de Tito. Ganó la primera regata, pero los fuertes vientos obligaron a postergar el inicio de la segunda carrera. En ese momento, el chileno había subido del 12º al 8º puesto. Pero

Tito leading the fleet

quería más. Por la tarde, se corrió la sexta regata del torneo, donde clasificó 4º, y además se aplicó el único descarte de la competencia, con lo que recuperó el primer puesto, con 18 puntos, seguido por el estadounidense David Starck, con 20; y el chileno Pablo Herman, con 34.

De regreso a la cima, González estaba feliz, pero preocupado por no poder cometer un solo error más. En la jornada siguiente, se anotó otros dos triunfos parciales, y estiró las diferencias con Starck .A falta de una sola regata, el chileno sumaba 20 puntos, mientras que el estadounidense acumulaba 40. Más atrás se ubicaba el chileno Pablo Herman, con 41, y con toda la ilusión de alcanzar el vicecampeonato.

Pero la regata final estaba destinada a Tito. Aunque pensaba realizar una navegación conservadora, y tocó la primera boya, pasando a lugares secundarios, González terminó avanzando pierna a pierna, para ganar la regata y el 23º Campeonato Mundial de Lightning 2005, donde no sólo revalidó el título planetario que obtuvo en 2003, sino que además sumó su quinta corona del orbe en esta especialidad y el sexto triunfo planetario de su carrera (en septiembre había ganado el Mundial de Etchells, en Estados Unidos).

El chileno se proclamó pentacampeón mundial y además entró en la historia del Lightning, con cuatro cuarto títulos como timonel, logro que le permitió igualar el registro histórico del estadounidense Thomas Allen III (ganador en 1961, 1963, 1965 y 1977), y que a sus 74 años también se hizo presente para competir en Higuerillas. González ya contaba con lo campeonatos de Colombia 1987; Finlandia 1995; Ecuador 1999 y Estados Unidos 2003, las tres últimas como timonel, En el recuento final, el chileno sumó 21 puntos negativos (1-2-10-46*-1-4-1-1-1), seguido por el estadounidense David Starck, con 41 (33*-10-4-1-2-3-15-4-2). Tercero finalizó el chileno Pablo Herman, con 48.

Alberto "Tito" Gonzales, Diego Gonzalez & Cristian Herman

Más atrás se ubicaron los estadounidenses Jody Swanson (52 puntos), Allan Terhune (64), Jody Lutz (67), Ched Proctor (73), Bill Mauk (78), Amanda Clark (83) y el chileno Juan Eduardo Reid (84). El canadiense Larry MacDonald fue 17º (134); el suizo Urs Wyler, 22º (162); el argentino Roberto Ricoveri, 24º (184); el brasileño Tommy Sumner, 29º (209); el finlandés Skari Pesola, 40º (281); y el ecuatoriano Carlos Lecaro, 41º (285).

Con estos resultados, Tito González se consolidó como el velerista chileno más exitoso de todos los tiempos, con seis campeonatos mundiales (cinco en Lightning y uno en Etchells), seis títulos sudamericanos (cinco en Lightning y uno en J-24) y cuatro medallas panamericanas (en Lightning plata 1983, plata 1991 y oro 1995; y en J-24 bronce 2003). A Tito González, la prensa chilena ya lo llama el Rey de los Mares…y con razón.

South American Championship 2005, International Masters' 2005 and World Championship 2005 Sailing and On-shore Thoughts

Bob Bush—Scenic photos by Bob and Sterling Bush

Our trip to Chile was smooth and uneventful. We flew in via Säo Paolo, meaning we had a beautiful view of the Andes. We had already started our descent into Santiago and were at 26000 feet when flying across the 20,000+feet Andes. Santiago is about 35 degrees south of the equator and at similar longitude with Boston—check it out on a globe. There is no short cut for the airplane. The Santiago airport is nice—similar to regional airports in the US. Though travel-weary, immigration and Customs was a breeze. Chile has a reciprocity fee to enter the country of $100 for US citizens (less for other countries). This fee is because the US charges Chileans $100 to enter the US. The trip from Santiago to the town of Con Con was very easy via the prearranged bus and we had 16 other sailors with us. It took about two hours through foothills containing vineyards, orange and olive orchards and through a very large fertile valley filled with corn, leaf greens, cabbage, potato (and where the Driscoll company harvests berries) and finally down to the Pacific Coast through the relatively large city of Vina del Mar, just north of the main seaport of Valparaiso. We arrived at the yacht club around 3:30 in the afternoon (Chile at this time of year is two hours ahead of the eastern US) to see the high winds and waves that are quite typical each afternoon. The water temperature is about 60 degrees F (15 degrees C). With the air temperature near 80 degrees F; the sea breeze is very strong.

We were staying at the Playa Paraiso (Paradise Beach) in Con Con. The hotel is about 2 km from the yacht club; the distance can be walked in 30 minutes, or you can take a bus (which we did, many, many times) for 300 pesos. $1.00 = 500 Chilean Pesos. We also were given rides many times by people with cars—thank you very much. The main road is right next to the beaches. There is nothing but beautiful blue ocean to the west for thousands of miles.

Con Con proper is up a pretty big hill from the beaches—maybe 200 feet. There are multiple sets of stairs from the town down to the beach. Our hotel is inset into this hill and has terraced rooms ascending from the coastline. Each room has an ocean view and patio with gorgeous cascading flowers streaming down over the ledge near the railings. The floral trend continues at every hotel, restaurant and personal home in the area. On the next page is a picture of one of the best landscapes. Remember it is spring in November in Chile. This home was along the walk from the hotel to the yacht club.

From the coastal roadway the town's scenery is spectacular. We see workmen sweeping the streets by hand broom every day and raking the beach for a clean look for the town of Con Con. The area is known as the Gastronomic Capital of Chile (according to the signs) with many restaurants and outdoor markets selling the local fish and vegetables. There are probably 15 restaurants within walking distance of the club. The evening music is relaxing with the 70–80s music and some interesting renditions of Rolling Stones songs and we watch the moored boats dance with the rhythm swinging with each swell of the ocean. The Higuerillas (say "ēgō rēyăs" with a Spanish accent) Yacht Club clubhouse is quite nice with a beautiful harbor—mostly for big boats. There is a nice restaurant (where Fillet Mignon [from nearby Argentina] is $8.00).

We came to South America to sail in the Lightning Worlds competition only, but if we found a crew, we would sail in the South American Championship

as well. A local young man wanted to sail and out we went. The communication was challenging. Carlos spoke very little English and we spoke very little Spanish. With all of our collective high school and college language skills we did communicate—via sign language and made up words. Vang is vang, but 'dump the chute' did not translate well, so we were conservative in the heavy air. Carlos is an excellent sailor and all was well on the boat. He shared several bits of knowledge about Con Con and the wildlife. We enjoyed seeing an occasional sea lion (I think it is a "sea fox" in Spanish) as they pop their heads above water to see what was going on when all these Lightning boats entered their bay. This animal is big up close to the boat with large saucer eyes and arching whiskers. I thought we were heading for a log, when the log moved—and moved quite quickly! There are lots of pelicans in the area because the fishermen bring the catch of the day into the heart of this seaside town and scraps are their reward. A lone penguin was sighted by one of the sailing group. Friendly stray dogs wander the coastline with tails wagging or sleeping in a shady spot. All the dogs had amazingly defined territories. The dog that had adopted the local yacht club as her own was a small black shorthair mixed breed which greets all the sailors with her tail wagging and ears perked on her daily rounds. We found her sleeping on someone's boat cover one morning. We all stepped over her without disturbing her sleep. She loved lapping the disposable plastic sample wine glasses. She is a true Chilean wine dog.

There were about 25 boats on the starting line for the South Americans. The morning race was delayed for lack of wind and then we had 2 recalls. Finally the races were off with an individual recall. More on the racing later.

After the final races of the South American Championships, we enjoyed camaraderie and activities. The opening ceremonies for the Worlds had the sailors attending in blue blazers with the Naval Band playing familiar songs. The international flag raising ceremony had a representative from their respective country reveal each of the flags simultaneously. Local dancers in Spanish costumes performed two traditional dances with silver spurs on the boys boots and a cocktail party followed which was out of this world. The local drink, Pisco Sour, is like a double shot whiskey sour with extra lemon juice and goes down very smoothly—after the first two. The hors d'oeuvres were a meal in themselves with shish kabobs, stuffed meat pastry, wraps and fresh fruit skewers. On another night there was a Chilean barbeque with the local "35 SUR" wine flowing freely, giving you a good idea of how far south both the winery and we were.

The racing in the mornings was light to medium (skipper on the high side, forward crew down or in the center, middle crew windward side or higher). The afternoon race is when the breeze really kicks in. Some days the breeze is just strong (15–20 mph). Some other days, it really comes in and the breeze is all that a Lightning can stand. Some days we were at the class maximum wind velocity (25 mph at the start is the guideline).

Every day had waves across the racecourse. During the morning races, the waves were leftover slow rollers of reasonable size, 6—10 feet maybe. The waves seemed to be traveling from 260 degrees on the compass. The morning wind was normally from about 315 (stopping and shifting to 220 in the afternoon). The waves were large enough that on port tack the jib would back momentarily and then you would get a huge apparent wind lift when sliding down the waves. Starboard tack was much easier to steer as you were climbing the waves nearly straight on. The steering took us quite a bit of time to adjust to. A similar problem occurs downwind. On port jibe, you were going with the waves and everything was relatively straightforward. On starboard jibe, the spinnaker would back and then be over trimmed when moving across the waves. This led to major adjustments on the spinnaker and some lively discussions on pumping. In general, the waves were not large enough to surf during the light air, but how best to adjust the sail was a difficult question. Can it be right to pull in both the sheet and guy without that being a pump? What is repeatedly pumping?

The morning races did not have an easily chosen favored side and some significant gains could be made both upwind and downwind. The afternoon races were entirely different from the morning races. The sea breeze comes in at different times depending on cloud cover and a host of other influences. A reasonable gauge for timing was to look inland and try to see the snow-capped Andes Mountains through the haze. Once these mountains became visible, the sea breeze was coming. Most of the time, we were in sunshine, but

looming off to the south was a wall of clouds that looked ominous, but never moved in our direction. Possibly these clouds were from the colder waters of the Antarctic.

The wind would typically shift to 230 degrees and then slowly swing left to 210 degrees. The breeze would come in pretty quickly across the racecourse and then continue to build for the next four hours. The highest winds that I heard from the RC were 26mph, however the top of the racecourse was probably 5–10mph more. More typically, we would be racing in 15–20 mph at the RC and more at the top mark. The waves definitely stayed at an angle to the wind. On starboard tack, we hardly noticed the waves; on part tack, you were climbing over the tops and straight into the troughs. The waves did build in size. For example, I estimated that I was sitting with my eyes 4 feet above the wave trough. When you were in a trough and the next boat was in a trough two waves away (I think), you could not see their numbers but could read their country letters. Assuming this is 5 feet down on the 30-foot mast, this makes the waves 9 feet tall. I am not so sure of that number, but the waves were very, very large. Maybe that boat was in the next wave, in which case the waves would be 15 feet high.

To aid the fleet in the really heavy winds, the RC sailed us very close to shore, actually in a shallow bay. At the top of the race course, the windward mark was probably 500 yards, maybe closer, offshore and maybe 200 yards beyond a point that defined an end of the bay. In this way, the fleet was able to sail inside of the heaviest winds—except for the last 200–300 yards. During the upwind portions, in the heaviest air, we would have both sails well eased, with the main flapping and the jib trimmer was steering the boat. Trim and the boat bears off (and heels), ease and the rudder takes control again. It was heavy. Luckily the puffs were not large, but it was mostly steady heavy air.

The downwind legs during the heaviest air were very risky. During the South American Championships, many boats either did not sail in the big breeze or did not put up the spinnaker. We sailed but did not fly the chute that much.

In the Worlds, we slowly got more and more aggressive and during the eighth (second to last) race, in the biggest breeze, we got to the top mark and decided we were going to fly the spinnaker. We sailed up the last part of the beat on port tack about 5 boat lengths from the mark. We overstood the top mark on purpose as the waves were very large and the breeze had to be close to 30 mph. We tacked (a slow and careful process) and were able to slide down over the five boat lengths and around the mark. Three boats were inside of us and tacked slightly early, but the big waves were there to knock them toward the mark and we never saw them again. None of these boats made the mark.

From the windward mark to the offset mark was a very fast planing reach, taking about ten seconds. Nobody was going in the boat to get the spinnaker ready for hoisting just yet. After the offset mark, we were able to get the boat steadied, got the pole and board up, took a look around the racecourse and popped the chute. I thought we were going fast before, but the chute just took control of the boat and we were simply hanging on. I could not change course to avoid anything. Luckily the waves were not steep at this point and the bow did not tend to dig into the waves ahead (the bow was too high!). I had noticed a few boats without chutes about 200 yards ahead and to windward of us. We caught them in two minutes.

Only the top 500 yards or so of the run were in the really big breeze where the boat was going over the waves. After that, the run was just a very strong—still 20+ mph, planing run with big waves. Now the waves did come into play and there were some very quick accelerations. We decided to take down the spinnaker rather than jibe it. The boat we rounded the windward mark with, jibed the chute and they rounded the leeward mark 200 yards ahead of us. We passed about seven boats including a few down.

The wind did not let up, but the RC had pity on us and shortened the race to finish at the 2nd windward mark—a very wise and much appreciated move. The results speak for themselves with the number of DNF's in this race of only three legs.

The final awards banquet consisted of one half of a lobster for the appetizer and prime rib and roasted vegetables for the entrée. Several bottles of the local wine were on the table for us to indulge in. Parting gifts for this special event were photographs given to each competitor. They were presented individually in the presence of the assembled crowd. The regatta and race management were superb—what an effort by all those involved.

This was my 5th World Championships, 3 as crew and 2 as skipper. It is expensive. The best part of going to the Worlds is that you can travel to another country, visit exciting places, and see history and different cultures while with a large group of friends. Oh—and sail in a regatta in a great venue and great competition. Greece is beckoning in 2008.

2005 Lightning World Championship Diary

Dan Egan

Day One

Check in day. All sails measured, boat weighed and formal stuff like that. I arrived in Santiago at 9:30 AM and was at the yacht club by noon in time to help out with the hauling of the boat, washing the bottom and the weigh-in.

This is the second week of racing. Last week was the South American Championships and the World Master Championships. Tito, the current World Champ won the South Americans, but it was a close race. Not for our boat—which was in fact the last place North American boat! The Bushs raced with a young man from Santiago who spoke no English. I think they had some communication issues on the boat.

The opening ceremony of the Worlds was also the awards party for the South Americans and the Masters. It was cool—the raising of the country flags and the local color guard supplying the tunes and the kids dressed in traditional get ups and dancing on the lawn of the Yacht Club.

Most of the stories surrounding the first week of sailing is about how hard the wind blows. On the last day of the South Americans six boats flipped! Gusts up to 30 mph! The waves they say are really BIG! We'll see.

Day Two

There are 46 boats here from 9 countries. We are one of the two boats from New England! Today is the practice race a 2 PM start. The wind is blowing on shore, small gusts and slightly shifty. We were the third boat to leave the harbor. The first thing you notice clearing the seawall is the sea swells! Big Swells! Actually the biggest I have ever seen.

Opening Ceremony

A lightning mast is 28 feet high. At times you could barely see the tops of the mast of the other boats on the other side of the swell, most of the time you could not see the sail numbers. The swells are covered with choppy waves, which makes the boat hard to control. If you ride up the swell right you can feel the boat rise as you climb to the top. On the top heading down the back side of the swell the boat accelerates and starts to outsail the wind. The sails luff making it very hard to handle the boat and to sail close hauled.

The port tack is the worst because we are sailing across the swells instead of up and over. This puts us parallel to the coast and is pushing us downwind in the wrong direction. Figuring out what side of the course is favored is hard.

This is the first time I have been in a sailboat race with 46 boats. It is hard to keep track of who is who and what is going on. The starting line is 2 minutes long!! So plenty of room. Matter of fact, every one seems very polite and there is very little jockeying going on. Squam Lake starts are a lot more intense, this seems mellow!

At the gun most everyone is over the line and a general recall is signaled. Maybe about 12 boats sail away not realizing the flag is up. The committee boat does not hail you if you are over. It is up to you to know. So in this case the general recall flag is up and we turn around to start again. We started with clear air on the committee boat (windward) end of the line. Most everyone was middle of the line to pin end.

The second start is much the same. They fly the individual recall start flag and no one turns around. For some reason, we and most of the USA boats we know pick the right side of the course. We are surrounded by the current North American Champion, past World Champions and several other notables. But no boats from Chile, Brazil, Argentina or Columbia. Oh yah, the boat from Finland and Switzerland were over with us as well. And we all watched the rounding of the first windward mark from the BACK of the pack. Our boat was in 40th place!

Later at dinner we discussed paying more attention to the South American boats at the start and less attention to the Heros from the north!

The downwind leg was wild, the sloppy water and the large swells caused the boat to bounce and accelerate down the back side of the humps. The kite was difficult to fly because the boat would catch up to the sail and it would collapse and since it is my job to keep it full it made for a long leg.

The race was six legs long! But with the waves building and the wind dying they shortened the course to four legs. We chose the leeward ball of the gate to round and once heading back upwind thanks to a shift in the breeze we battled back to about 24th place at the windward mark.

Now remember this was a practice race, and I now know that it is not cool to finish a practice race! WHAT, doesn't make sense to me. I guess no one wants to win because someone will say, yah, but that was just practice. So everyone sailed past the finish line and into the harbor. I was shocked! I have never sailed by a finish line on purpose without finishing! I once skied past a finish line in college and didn't know it. I still think I won that race.

Well anyway, I wanted to finish. Why? Because we would have won and all we had to do was cross the line. But I was outvoted and informed that there were no prizes for winning the practice race.

Well, what ever happened to pride!

Then it happened! Tom Allen, Sr., four-time World Champion and multi-time North American Champion and currently 76 years old, headed his boat to a beam reach and pointed directly for the finish line. He took the gun without fanfare, without a trophy and with a look of pride and satisfaction on his face! The day belonged to him!

Day Three

The number one rule in sail boat racing is, do not sail in bad air. Bad air is created when sailing upwind and there is a boat in front of you. The lead boat creates turbulent air, if you are sailing in that air you are SLOW, very SLOW.

We were closing in on the first windward mark in the first race. Potentially sitting in 12th place, at the layline we tacked onto starboard and were an estimated 50 yard away from the mark. It seems, however, that I forgot that the fleet is 46 boats strong, and that's when it started. It's called being closed out! We were about to be closed out in a big way.

The first boat came across our bow and tacked in front of us and slightly up to our starboard side, bad air from one boat you can survive especially within 50 yards of the mark. Then the second boat flopped over in front of us just to leeward of the first boat, then bang another, and another, four boats now and we were stalling, then five, and the sixth one squeezed in and the door was slammed shut! With no boat speed and falling miserably off to leeward we had to take a short hitch to port and then back to starboard and eventually we made the mark.

What looked like a 12th had become a 22nd and the downhill run in the swells along the rum line while most of the fleet reached wide right made matters worst. Later that day back at the dock one of the Canadian racers was commenting to me about what it was like to finish in the back half of the fleet.

He said, "When I am in the top ten, I am wired for sound and can think of nothing else, but in the back half, like today, all I can think about is how much I have to pee!"

To me it was a little different, maybe it is because I am a newbie, but back there in the second half of the fleet to me it was the best damn seat in the house! The only other time in my life I was this close to world class sailors was as a child when I observed the America's Cup from the bow sprit off the USS Coast Guard Ship the Eagle in Newport. I was 12, so now being so close to so many great sailors, it was overwhelming.

In this fleet there are at least 10 former World Champions and equally as many North American Champions, add in a few Collegiate All Americans, some professionals who work for sail companies and you start to get the picture of who these guys and girls are.

The day was perfect, nice breeze 10-12 knots, the big swells were back; in fact they may never leave! And off on the horizon there is a cloud bank that makes for a back drop only God could create or an artist could only try to paint. So viewing this race from the back of the pack with boats rising and falling with the swells, tacking and jibing around the big yellow marks and the setting of the spinnakers, it truly is inspiring, poetry in motion.

Well if the number one rule in sailing is avoid bad air, then the number two rule is get in a commanding position and what I witnessed Four Time World Champion Tito Gonzales, the Tiger Woods of sailing do, was execute both rules perfectly!

Right from the start Tito had clean air. Starting at the pin end, he was the most leeward boat. Tito had clean air and with no boats upwind of him, he was in a commanding position. He jumped out in front of everyone.

With 46 boats it is hard to get clean air and while everyone else was trying to make their next move and gain clean air, he was just motoring away. Just before we got closed out I watched him round the first windward mark five boat lengths in front of

Amanda Clark & Victor Lobos (the one with his leg in a cast)

the next boat and set his spinnaker perfectly! Once we rounded and got our kite up I could see him off in the distance.

Tito races boat number 11011*, it is the oldest boat in the race. Going back upwind I had time to set my stopwatch; I wanted to see how far ahead he was. At the second windward mark he was 2 minutes in front of the next closest boat. We were still going upwind and he passed within 40 yards of our bow. Our 22nd the first lap had become more like a 35th.

At the third windward mark Tito was in front of the second place boat by 4 minutes and we would not reach that mark for another 25 minutes. It was an unbelievable race for him. He had clean air, great position and just put the hammer down. He was in a race but not the same one we were in. No, he raced with the wind and sea, everyone else raced against them both.

In the second race I discovered who Amanda Clark is and if you don't know, do a Google search. She has been written up in Sailing World Magazine several times. She sails out of New York and is one of the two women skippering here at the Worlds. She stands about 5 feet 5 inches and her crew doesn't stand much taller. In fact one has a cast on his leg and the other one is a teenage boy. Amanda led the entire second race and it felt like everyone was rooting for her. It was as if a "hey Amanda is leading" silent whisper was spreading around the fleet with each passing leg. Even my skipper who rarely notes anything such as this let out a, "Wow, Amanda is going to win this thing."

Lucky for us, our back of the pack seating had moved up slightly. In the second race we were 17th at the first mark and just prior to rounding were upwind of and next to Tito. That was short lived, when he tacked over to port and drove down an alley of clean air and we pressed on, again forgetting to shadow the locals, he rounded in 5th place. At the second windward mark he had maneuvered into third place and at the third windward mark he was chasing down Amanda solidly in 2nd place.

We were 12th at the second windward mark and sailing well. The third lap for us was not good. We broke rule number one on the third upwind leg, thus not able to take advantage of rule number two and our third downwind leg proved to be less than text book. We finished a satisfying 20th and there seemed to be a lack of niceties being shared amongst the three of us.

Tito is leading the series with 3 points. The second place boat has 9 points. Amanda has 10 points. We have 57 points and stand ready to pounce in 32nd place just two points out of 31st.

One class design sailing is great. Everyone has the same boat, same sails, same amount of crew, sails on the same water as everyone else in the same wind but it is always amazing how people will complain about the conditions that is, if they didn't do well.

Back at the dock the long faces were comical. The team from Finland, their skipper was mumbling to himself about never have seen conditions like this. A team from Brazil was sitting and staring off into space on the side of the dock and others just looked like they had lost a loved one.

As I was leaving for the night I overheard a former North American Champ fruitlessly complaining to one of the old timers on the race committee that with two finishes in the mid to upper twenties, he may not be able to place near the top, in fact he is in 22nd place currently.

*Editors Note: 11011 was many-time World Champion Tom Allen Sr's boat, sold years ago to Tito's father. Tito has used this sail number ever since. The hull used by Tito was 14843.

I thought hey this guy is well within our reach. Matter of fact, we beat him in the second race! Just then I heard the old timer turn to him and say, "This is the World Championships! That means the best in the world are here, what did you expect?"

I smiled to myself and walked along the coast road back to the hotel.

Day 4

Thirty-five seconds to go before the start of the first race today and we were staring at the middle of the race committee boat, our sails luffing, 45 boats below us and five of them were yelling at us in Spanish. At thirty seconds our skipper yelled to stop all forward motion, which is hard to do on a boat because there are no brakes on boats. Reaching up I grabbed the boom and backed the main as hard as I could, the boat stopped. At twenty five seconds I said out loud, "We have no room, we are not going to make it!"

The boats below us were still yelling and trying to close the slight gap that remained between them and the committee boat. The problem was, they were also early and needed to slow down. Their sails were luffing as well, and they were now in irons, pointing directly into the wind.

At twenty seconds it was obvious they had lost all boat speed and maybe just maybe we might squeeze into the hole. We trimmed the jib slightly and moved forward into the space, fifteen seconds, time dragged as we crept toward the line, looking up it seemed that four of the five judges on the committee boat were staring down at us!

Ten seconds, we now had secured the windward position, five, clear air awaited, three, two, one, we were off to a great start!

We sailed our best up wind leg yet. Closing in on the first windward mark on port tack, three boats were ahead of us and one bearing down on starboard, it was Tito and we weren't going to make it. We tacked and he rolled over the top of us. We were pinching to make the mark in bad air seconds later. We hit the mark as two other boats rolled over us.

At the windward mark there are two marks. One you round and bear off slightly and 30 yards later another one called the Off Set mark, where you pop your chute and head down wind. It was in this space that we decided to perform our 360 degree circle, the penalty for hitting the mark. Good in theory, but with 25 other boats rounding the marks at the same time makes for an interesting loop.

We jibed, the skipper slipped, lost control of the tiller and with the boat spinning wildly out of control up into the wind and as we were tacking by mistake but on purpose, a herd of boats were whizzing by, some yelling, some staring, some dodging out of our way, then as if by magic, we were back in line and scrambling to put up the kite. Our fifth had become a twentieth and what had started as a very good day was turning into a very long one!

We were still somewhat in the hunt at the leeward mark and we decided to play the right side of the course. We were in good company, Tito was just ahead of us and to leeward, and several other respected racers were in the area. Soon it was just Tito and us, everyone else had tacked away. We were betting on Tito to be right—a safe bet to wage—and we had stayed on this side too long now to give it up. We kept saying, he must know something, a wind shift ahead, surely Tito can't be wrong!

Tito is a national hero down here. His picture is on billboards, wine bottles, some of his trophies set above the bar and articles of his victories are plastered all over the yacht club. The first day of racing the entire school emptied and the kids lined the docks chanting Tito is number one, as he cast off the dock and rounded the jetty heading out to the start.

Everyday, helicopters are flying above the race course with television cameras and the press awaits him back at the dock. He has won world titles in Lightnings, J24s and most recently in Etchells, and I think he has a Gold medal. His teenage son Diego sails with him.

But he is still human and today he proved it. We picked the wrong day to follow Tito. Exploring the right side of the course put him in 10th place for the race and for us, with our wisdom, we stayed there a little longer than he did and it simply put us, in our place.

The first race took close to three hours to complete and we slid progressively back each long windward leg. Sailing in traffic is tough going. Boats are going every which way and you are constantly searching for a lane of clear air, which if you do find one, is short lived. On

Bill Mauk, Suzy Coburn & Bill Fastiggi

one tack you cross a boat and think, yeah!, we picked one off, then on the next tack you lose two boats. Frustrating, very frustrating.

Sailboat racing is a combination of mental and physical skills. If you don't concentrate for the entire time you are on the water, you can't win. Boats, skippers and crews have to be prepared. I am convinced that sailing is what taught me to multi task. If you are one of those people who use the statement, "I can only do one thing at a time", sailboat racing is not for you!

I was raised to be crew. Racing with my older brother Bob from the time I was seven, my place was in the front of the boat. Crews deal with tangled ropes, crawling on the deck to free a caught sail, jibe the spinnaker pole, trim the sails, count down the starting sequence while watching for other boats and among other things, take the bulk of the verbal punishment!

My other childhood skipper was Frankie Hanson. We raced on a small dingy sail boat known as a Sprite. Frankie was a few years older than me and I was small and light. We won many races around the Boston Harbor and Quincy Bay. He had two octaves of speaking, yelling and whispering.

We were known for our arguments on the water. In fact one day it got so bad that Frankie actually picked me up by the scruff of my neck and threw me overboard and then sailed in circles around me screaming at the top of his lungs. Richie Killfoil, the sailing instructor, came over in the power boat and was 15 minutes calming him down and convincing him to pick me up and out of the water. We loved sailing together!

For some reason, skippers whisper in light air, it's not fast to speak loud, unless of coarse the crew is messing up, then it is extremely fast to yell. This week is making me sorry for every time I ever yelled at a crew. Because my job on the boat is to fly the spinnaker, speak when spoken to, and take a daily dosage of tongue lashings. Payback is a bitch!

No one boat has won two races yet this week. Boats that finish in the back one day, win the next. The Swiss skipper who complained to me on the bus yesterday morning that he had no experience in such rough seas rounded the first windward mark of the second race in first place. He hung on to finish second. Tito won the race but was disqualified for being over at the start.

To win this series you have to be consistent, and the leader board tells the tale. Amanda Clark is winning. Ranked number one in the USA for 470 racing, she is on the USA Olympic team, her 470 crew is racing on another boat. For some reason they don't race Lightnings together. Her finishes are 9th, 1st, 5th, 6th. Once the press figured out Tito was disqualified for being over at the start and there was a new person sitting on top, they went wild over Amanda. Ched Proctor is in second. His finishes are all top 11. He works for North Sails and is said to have written the tuning guide for the Lightning Class. A long time sailor and known around the world, he seems very confident and a real steady eddy.

The other women skipper, can't remember her name (Jody Swanson), is the current North American Champion. She is from Buffalo, New York. I think she sits top five right now with all top 15 finishes.

The top Chilean boat right now is sailed by a teenager [Editor's Note—not a teenager but apparently much younger than Dan!]. His middle crew is his brother. The front man is slightly older. They are impressive. Middle of the road every start, but they never stop working the boat and adjusting the sails. They are very focused and have all top twelve finishes.

Tito has slipped down a bit with his 10th and disqualification. But if we have 6 races, they will only count your best five. There at least 9 races scheduled so we are not even halfway through yet, being that we are only four races into it.

The top ten right now are all in a position to place. And the next five boats after that are still in striking distance. We had a rough day and have slipped back a position to 33rd. I was told at the beginning of the week that top ten was our goal. That may have been a little unrealistic, and for sure at this point that might be out of reach, but we haven't given up yet.

The cream rises to the top which is evident in the standings right now. The forecast is for rain tomorrow, Thursday is a rest day and then Friday and Saturday we are scheduled for two races each day.

Day 5

Wednesday, it rained hard in the morning and forecast was for the same all day. So all racing was canceled for the day. It was nice to have the day off, the sun came out around noon and it turned into a great day.

Our hotel is right on the beach. The waves are large and the water is coast-of-Maine cold. Surfers and Boogie boarders ride the waves and the beach is full most days. Two surfers died this week on the beach when they got a little off track and hit the rocks that surround the area. One body was found!

Day 6

Thanksgiving Day and I have the runs! The skies are clear and everyone is predicting a very windy

day. All the racers that were here for the South American Championships knew what was coming. Those of us who had never sailed here before had only heard stories.

I was stalling getting on the boat and thinking of one more trip to the men's room, when Chris, a crew on one of the Chilean teams said to me, "Big winds today, hold on tight!" "Ya, brother, in more ways than one," was my reply!

The winds were blowing over 24 knots. Races can not be held over 27 knots. The breeze was steady and the seas were big. The swells were back and they were nasty—overall a great day for a race.

I wasn't scared until the second downwind leg, we had just rounded the mark and popped the chute, one of the Brazilian boats to leeward was screaming at us. I wasn't quite sure of the translation until the boat to windward from New Jersey clarified things by calling us a few choice four letter words.

Then the order came from the back to jibe! The scene was a little chaotic. We were surfing down a 8-10 foot swell, going so fast the boat was humming. I was straddling the centerboard box with the main sheet block pressed against my back. The Brazilians had driven over us, we were bearing off and I had seen the top boats pull off jibes downwind so why not us.

The boom came flying over and the skipper was screaming for me to dump the spinnaker, which means to let all of the air out of it. But no way was I going to do that, it was full, we were still surfing, the boat was upright and I was holding on for all I had. And beside, we were in 37th place in the race with 9 boats behind us, I wasn't about to give up such a position, the World Championships were on the line.

The day divided the men from the boys! And the division was clear. The top 15 boats were sailing so well in the big winds it was impressive. When a Lightning is sailed well in conditions like these it looks like it is flying. You can just see it cutting through the water going up wind. The top boats were absorbing the swells and gaining ground with every puff. It was very cool to watch. It was so windy after the first race that they sent us in for a 2 ½ hour break. Racing started up again at 4:40 and the winds had not let up

Tito walked away with the first race, Amanda held on with a 6th and still had the lead, but the second race would be the sixth race of the series which meant boats could now throw out their worst result so the standings at the break were temporary. The teenage team from Chile had a great first race. They finished 3rd, with every race they get better.

46 boats started the second race, 36 finished! The Ecuadorian broke a mast after capsizing. At least five boats were involved with collisions, and all involved had major damage and one boat is missing three feet of deck! The rest capsized or had broken parts. We survived to finish and nosed out the Finland team for a 35th finish.

The stage is set now for the last two days of racing. It is suppose to blow hard again for the next two days, which means anything can happen, but for sure all of the boats in the top ten have a shot at the podium.

Here is what it looks like (best 5 races so far):

1) Tito—1st, 2nd, 10th, 1st, 4th = 18 pts
2) David Starck
   10th, 4th, 1st, 2nd, 3rd = 20 pts
3) Pablo Herman (teenage team)
   4th, 14th, 12th, 3rd, 1st = 34 pts
4) Jody Swanson (Current NA Champion)
   7th, 11th, 3rd, 6th, 8th = 35 pts
5) Amanda Clark (US Olympic Team)
   9th, 1st, 9th, 6th, 13th = 38 pts
6) Ched Proctor (North Sails)
   6th, 5th, 5th, 11th, 16th = 43 pts
7) Juan Reid (former NA Champ)
   8th, 8th, 8th, 14th, 6th = 43 pts (local)
8) Allan Terhune
   23rd, 3rd, 9th, 5th, 5th = 45 pts
9) Bill Mauk (crew is from Vermont)
   2nd, 14th, 14th, 7th, 12th = 49 pts
10) Jody Lutz (former NA Champ)
   3rd, 6th, 6th, 16th, 18th = 49 pts

Tito, looks pretty unbeatable but if he had one bad race a lot could change. David Starck is sailing very strong and hasn't made many mistakes. Pablo is amazing, he and his brother race Lasers and they really work hard. Jody, I think, will end up top three somehow. I have been watching her all week and she just keeps chipping away. The word is that Amanda's crew is too light for this heavy air and that will eventually see her slip further down. Ched tipped over today in the second race; he was in 9th place at the time, he managed to right the boat and hold on to a 16th place. He looks very serious and ready to rumble. Juan Reid, a local, knows the wind and the waves but I don't think will crack the top five.

Allan Terhune is mad, he sailed into a hole, lost the wind during the South Americans, and that race cost him the series to Tito. He is here to win, but with the terrible start on Monday, he needs someone in the top three to make a big mistake. If that happens, he might get as high as 4th. Bill Mauk won the Etchells Worlds as Tito's crew. He is sailing well but I don't think we will see him in the top five. Jody Lutz was at one time in second place. Don't count him out! He could win two of the three remaining races.

Dan's team

Day 7

Well the day started out slow. We drifted for about two hours before they started the race—then BANG! The wind came in and to quote my dad, "It blew to beat the band!" Another favorite of my dad's is "It was a real Nantucket sleigh ride!" Both were true today.

The wind builds here, and it is unreal. The downwinds are completely wild. Keeping the boat upright is a real concern. Today was no different from yesterday—boats broken, busted and flipped everywhere. From the front to the back of the fleet, it makes no difference. The wind is so strong that one wrong move and you're done.

Tito did his thing again today and won both races. He is now 20 points ahead in the series and has it wrapped up. David Starck is hanging on to second by one point. He had a terrible first race with a 16th. We almost beat him and actually rounded the last windward mark in front of him.

The teenage wonders from Chile continue to chip away. They are now in 3rd. We rounded the first leeward mark next to them. We were top 20 at that point and they climbed back to 5th. Very impressed with those kids.

Jody Swanson continues to hang tough. She remains in 4th place but is out of third by 7 points, and I don't think she will catch the teenage wonders. Allan continues to move up climbing three places today to 5th; he is 7 points behind Jody and if he wins tomorrow, he might move into 4th.

Amanda has slipped back to 6th and might slip further back if tomorrow's races are held with a big breeze. Jody Lutz is climbing back after flipping over yesterday. His first race he had a 3rd, the second a 10th, that hurt but he is now in 9th, one point behind Amanda, my guess is he will nip her out tomorrow. Ched Proctor is now in 10th—a tough first race today with a 14th, he is 2 points back and I think he will stay there.

We had our best day of the week with two 18th places. We sailed well upwind constantly today, and I talked the big guy into flying the kite in the second race. We only flew it once in the first race and that slid us back. If we had flown it all three legs I think we could have been top 15.

In the second race it was blowing close to 30 knots. They shortened the race to 1½ legs. With the kite up it was the fastest I have ever gone on a Lightning. We must have been on a plane for about 5 plus minutes. The boat was totally beyond our control but we had it balanced and no one moved. Wisely we took it down to jibe and held on upwind to the finish. We moved up 6 places. We are in 30th place in a three way point tie with 29th and 28th. The surge is on and one good race tomorrow and we could crack the top 30 overall.

Day 8: The Final Day at the Worlds

The last day of racing and the wind is blowing from a completely different direction, steady at 8-12 knots, an overcast day. Many of the boats that had either broken mast or been involved with collisions are back out ready to race. At the first start we are in the worst position of the week, upwind of the committee boat with no room to move, five boats below us and we are completely out of the running as the gun goes off. Luckily for us it is a general recall.

My skipper has a weird habit of sailing away from the starting line in the wrong direction with less than three minutes to the gun. His wife has to remind him at every start not to get too far away. He has done it again and we get the boat turned around heading in the right direction but time is ticking. We finally find an opening halfway down the line as the gun goes off and we are racing.

At the start if you are sailing in bad air, you can't point as close to the wind as the other boats and eventually you end up sailing behind boats you may have started next to. It's called getting spit out the back. Well we were getting spit out the back and forced to tack across all of the boats to windward of us. This requires a multiple series of tacks as you dodge your way up and into clean air. Speaking with the other boats it was estimated that every time you tack you lose 3-4 boat lengths.

Heavy air

We eventually sailed our way into clean air and were at the first windward mark in the top half of the fleet. Dave Starck was in first place. He was sailing strong; Tito was in second place, Bill Mauk third. We were coming at the mark on a port tack; several boats were bearing down on starboard. Tacking too close, we fouled a boat and had to do a 720 just prior to the mark. We lost about 6 boats on this maneuver. Not learning from our mistakes, we made the same infraction at the same mark our second time around. Two sets of circles in one race are too much. On our second set of circles we lost another 6-10 boats including the ones we need to beat to finish in the high twenties.

Our fate was sealed. 30th place in the 2005 Lightning World Championships, we had sailed good most of the week and fallen victim to our own bad mistakes and errors, the biggest one was bad communication on the boat. We finished on the last day with a couple of notable boats. Amanda Clark had her worst day of the event, and Tom Allen, Jr. finished just behind us. At the awards ceremony, several of the top ten boats commented on how important their crew was on helping them sail around the course. It takes three people to sail a Lightning well, and it takes a long time to develop a crew that works well together. Our boat had a lot to learn from the others.

Sailboat racing is a game of percentages. The young Chilean team finished 3rd once again sailing from behind up to the top. They were always calm and always working to improve their standings. At the awards the place went wild for these guys. It was a huge accomplishment for them to do so well.

Back at the dock the DJ was playing "We are the Champions" by Queen, the press was swarming around Tito and his crew. It was quite a scene. It was great being a part of it all. Dave Starck finished 2nd, the Chilean brothers finished 3rd, Jody Swanson (Dave Starck's wife) finished 4th. Allan Terhune hung on to 5th place, Jody Lutz was 6th, followed by Ched Proctor in 7th, 8th was Bill Mauk, 9th was Bill Mauk and Juan Reid hung on to 10th place.

Alberto "Tito" Gonzales, Diego Gonzalez & Cristian Herman

At the awards party Dave Starck spoke about how important it is to prepare to compete at this level. He said that he and his crew had been preparing for over a year. I know that Allen Terhune's crew told me that they have been doing the same. Both boats came down a week early to compete in the South American Championships. But in the end Dave said that no one was as prepared as Tito, and if in the future anyone thinks they are going to beat Tito, they better be willing to dedicate more time and more resources to beating the King of Lightnings.

Tito, for his part, was very humble all week. A sure and confident man who seemed to be enjoying himself, he said it was a great thing to win and especially with his son as his crew. Most of his speech was in Spanish but I was in awe of it anyway.

It was an amazing experience, what a week of sailing. Sitting on the plane on the way home, I was missing the boat. The first thing I did upon arrival a week ago was find the boat and sit on it at the dock. I love boats! I can't sit on the beach or by a pool but I can sit on a boat for hours and being out on the Pacific Ocean for 7 days straight was amazing. The wind was steady and strong, the waves were so big and the coastline with the Andes Mountains towering in the background was spectacular.

At night, going to dinner and talking sailing with different crews and skippers was equally amazing. The whole trip was like one big overload of information on how to tack safely in the high seas, how to drive the boat over the swells, or the differences in sail and boat makers. We had started every race with the best of them. Flew our spinnaker in 30 knots of wind with boats tipping over all around us, stuck our bow in places it didn't belong, and been tested by the largest ocean in the world.

And I loved every part of it!

Club de Yates Higuerillas
Lightning World Championship

Sailed: 9 Discards: 1

Rank	Bow	Nat	Sail No	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	Nett
1	35	CHI	11011	Alberto Gonzalez	Diego Gonzalez & Cristian Herman	1	2	10	~~OCS~~	1	4	1	1	1	21
2	50	USA	15252	David Starck	Ian Jones & Scott Ikle	~~33~~	10	4	1	2	3	15	4	2	41
3	27	CHI	14454	Pablo Herman	Luis Felipe Herman & Claus Engell	4	~~15~~	14	12	3	1	5	2	7	48
4	42	USA	15125	Jody Swanson	Skip Dieball & Tom Starck	~~21~~	7	11	3	6	8	4	9	4	52
5	7	USA	15232	Allan Terhune	Katie Terhune & Jarrett Lynn	~~24~~	23	3	9	5	5	2	8	9	64
6	2	USA	15166	Jody Lutz	Jay Lutz & Derek Ganger	3	6	6	16	18	~~DNF~~	3	10	5	67
7	3	USA	14821	Ched Proctor	Ned Roseberry & Jay Lurie	6	5	5	11	~~17~~	16	13	7	10	73
8	9	USA	14866	Bill Mauk	Bill Fastiggi & Suzy Coburn	2	14	~~26~~	14	7	12	10	16	3	78
9	25	USA	14740	Amanda Clark	Victor Lobos & Will Brown	9	1	9	6	13	15	7	~~27~~	23	83
10	21	CHI	14709	Juan Eduardo Reid	Pablo Lorca & Matias del Solar	8	8	8	~~18~~	14	6	18	6	16	84
11	24	USA	15083	Jeff Linton	Amy Smith & Mark Taylor	20	24	1	~~26~~	9	11	20	3	13	101
12	39	USA	15260	Bill Faude	Jared Drake & Ernie Dieball	16	31	7	13	~~32~~	7	8	14	8	104
13	6	CHI	14742	Alejandro Perez	Sebastian Bejide & Cristobal Grez	15	3	17	~~10~~	19	9	19	17	15	105
14	32	USA	15168	Thomas Allen Jr	Jim Allen & John Humphrey	23	~~29~~	12	20	4	2	9	12	24	106
15	28	CHI	14794	Cristobal Perez	Cristian Perez & Francisco Perez	5	4	40	~~OCS~~	8	14	21	11	6	109
16	47	USA	14957	Ryan Ruhlman	Patrick Wilson & Nick Turney	12	27	13	~~34~~	25	10	16	5	11	119
17	10	CAN	15246	Larry McDonald	Joy McDonald & Kevin Robinson	7	11	2	~~OCS~~	12	33	6	DNF	17	134
18	12	USA	15205	Bob Wardwell	Mike Healy & Billy Healy	10	12	16	19	27	13	~~35~~	21	20	138
19	16	USA	15257	Rob Ruhlman	Abby Ruhlman & Maegan Ruhlman	13	13	25	5	11	20	~~DNF~~	20	32	139
20	38	CHI	14734	Jorge Gonzalez	Claudio Gonzalez & Tomas Depolo	17	~~37~~	18	17	10	17	11	23	29	142
21	11	USA	15265	Steven Davis	Travis Maier & Mike Ledger	~~34~~	21	15	7	22	18	12	26	26	147
22	1	SUI	13790	Urs Wyler	Walter Durr &Gilbert Durr	22	~~36~~	22	4	31	23	31	15	14	162
23	43	USA	15241	Pierce Barden	Paul Whitesides & Doug Sherwood	18	16	43	2	30	26	~~DNF~~	19	22	176
24	13	ARG	11037	Roberto Ricoveri	Manuel Ladogana & Federico Mera	~~32~~	17	23	27	21	RDG -24	RDG -24	RDG -24	RDG -24	184
25	15	USA	15255	Richard Hallagan	Tammi Jamison & Hendrix TenEyck	31	9	~~33~~	28	15	29	22	24	27	185
26	44	USA	15220	Ryan Flack	Jennifer Flack & David Spira	29	19	24	24	20	24	23	28	~~38~~	191
27	26	USA	14888	Bob Sengstacken	Daniel Zitin & Mino Tsutsui	14	30	20	35	28	~~DNF~~	26	32	18	203
28	41	USA	15235	John Faus	Sarah Mergenthaler & Ian Gilliland	28	32	21	29	29	30	14	22	~~35~~	205
29	49	BRA	14894	Tommy Sumner	Guatavo Harada & Felipe Brito	19	26	19	23	34	~~DNF~~	30	DNF	12	209
30	22	USA	14654	Bob Bush	Sterling Bush & Dan Egan	~~37~~	20	29	30	36	35	17	18	25	210
31	20	CHI	14609	Andres Gomez	Cristian Winkelman & Nicolas Lewin	42	38	32	8	23	~~DNF~~	29	13	36	221
32	8	CHI	14795	Ignacio Perez	Edmundo Perez & Thomas Elton	35	22	28	~~OCS~~	37	19	24	25	34	224
33	17	BRA	14893	Geroge Rider	John Jansen & Peter Comber	11	34	~~35~~	32	33	25	27	34	31	227
34	33	USA	14881	Paul Gelenitis	George Francis & L.D.	27	28	27	15	26	21	37	~~DNF~~	DNS	227
35	36	USA	14942	Richard Moyer	John Towsend & Dave Sharp	30	35	30	21	38	~~DNF~~	33	35	21	243
36	37	CHI	14255	Rodrigo Amunategui	Santiago Lorca & Juan Fco. Amunatetgui	26	25	31	25	~~DNF~~	27	DSQ	DNF	19	245
37	18	BRA	14378	Mario Buckup	Telma Buckup & Marc Buckup	25	33	39	~~OCS~~	24	28	32	DNF	28	255
38	45	CHI	14632	Felipe Guerrero	Fabio Bojlesen & Jorge Salgado	38	~~40~~	38	37	35	22	25	30	33	258
39	5	CHI	13282	Alfred Shermann	Pablo Ramirez & German Ehrenfeld	40	43	~~45~~	22	40	32	34	31	39	281
40	4	FIN	14331	Sakari Pesola	Riitta Kangas & Pekka Bollstrom	41	39	34	33	~~DNF~~	36	28	33	37	281
41	23	ECU	24676	Carlos Lecaro	Paco Solá & Oscar Viteri	39	18	36	38	16	~~DNF~~	DNS	DNS	DNS	285
42	31	USA	14415	George Glenn	James Glenn & Chappy Hopkins	44	45	44	39	~~DNF~~	31	36	29	41	309
43	40	ECU	14160	Marcelo Leon	Maria Clara Ordoñez & Ole Emmick	36	44	42	36	42	~~DNF~~	39	DNF	30	315
44	14	USA	14811	Thomas Allen Sr.	Jane Allen & Mark Grinder	43	41	37	31	39	~~DNF~~	38	DNF	40	315
45	19	CHI	14236	Maximiliano Vera	Stanley Franz & Rodrigo Mesa	45	42	41	40	41	34	~~DNF~~	DNF	42	331

The Bay at Con Con

Opening Ceremonies

A new kind of welcome from the Chilean Navy

Dancers at the Opening Ceremonies

Club de Yates Higuerillas

Higuerillas Yacht Club Con Con, Chile November 15-19

Peter Hall and Crew

What more can you ask for? High drama, 25 knots of breeze, crazy big and steep waves, final results decided on last leg of last race, friends, sun, all this within ten minutes of the great Higuerillas Yacht Club in Con Con near Viña del Mar in Chile.

Before summarizing the racing, all the competitors are very appreciative and thankful to Pablo and his race committee for running excellent races, for good wine, food, and friendship, and most importantly, "arranging challenging and exciting sailing conditions!"

For those of you who did not make it, you missed a great event in a wonderful venue. Even the massive remote control crane and its operator were spectacular! Our accommodations were first class, within walking distance of the club and with a spectacular panoramic view of the race area. The hospitality and food of the Chilean's is "to die for." As a country, Chile is on a roll—no deficit, electing democratically a single mother, doctor President, construction development everywhere along the coast, and ten years of prosperity.

Although the final results are not the most important—great fun sailing in every wind condition is —I would like to credit all the masters and their "experienced" crew in navigating in those tough windy conditions. We raced 5 races, no discards, and the final top 6 competitors were:

1) Peter Hall
2) Jim Carson
3) Bill Mauk
4) Mario Buckup
5) William Hofmeister
6) Kip Hamblet

None of these "mature" helmsmen would have survived without a great crew keeping the boat upright most of the time! I particularly would like to congratulate three boats: 1) Bill Mauk and crew Bill Fastiggi and Suzie Coburn for tough competition until the last moment; 2) Jim Carson, Jay Lutz and Michael Schon for coming second in incredible conditions; and, 3) the enlightened Champion Tito Gonzalez, Diego Gonzalez and Cristian Herman for winning the South American Championships, World championships and teaching all of us who the KING is! I am glad I will be too old when Tito really becomes the MASTER.

We arrived Sunday afternoon, November 13, dead tired but happy to see the boats, sun, and some wind. Phil Kerrigan, Jay Deakin and I got organized quickly, went sailing in 20–25 knots of breeze and quickly recognized that Con Con had tough steep waves. Allan Terhune practiced with us Monday and Tuesday, and getting good sailing time helped us. Chartering Ched Proctor's boat gave me a high comfort level that everything would work in all conditions.

Sailing Day 1: In the first race, in 10–15 knots, our start was underwhelming. Everyone went hard left, and we clawed our way back to win a tight race over Jim Carson and Bill Mauk.

In the second race the wind was dying, the waves were brutal on port tack, and the jib was often folding in. Our (my) extra ballast was not helpful in slowing us down to eighth spot in the masters and 16th in the overall South Americans! My crew asked me to loose 50 pounds that night! Dick Hallagan won, with Mario Buckup and Bill Mauk in 2nd and 3rd respectively.

Sailing Day 2: The next race was in very light, flat conditions. Bill Mauk led most of the race. We passed him on the fourth leg (downwind), and the race was abandoned on the fifth leg. It was apparent that Bill Mauk and crew were sailing incredibly well in all conditions.

A massive breeze rolled in from the south, and we started the 3rd race in 18 knots which was to build to 25 knots with bruising waves. While we were well in front, Allan Terhune passed us, and we eventually finished 2nd in the South Americans and 1st Master. Bill Mauk posted a second (Masters) in this race and continued to lead the Masters event.

Sailing Day 3: Race 4 in heavy wind had everyone going left, and again we finished 3rd in South Americans and 1st in Masters, with Bill 5th in South Americans and 2nd in Masters. Bill was still leading, but we are not ready to give up!

Suzie Coburn, Bill Fastiggi & Bill Mauk

Race 5, the final race, SHOW DOWN—BIG WIND! We started at the committee boat, got forced to tack six times, and looked up to see Bill Mauk 100 yards ahead of us upwind, and 300 yards ahead of us downwind. This was TROUBLE, but we had an extended 8 leg course. Jay Deakin wouldn't give up. He suggests that I might consider hiking a little! Then the wind started to build to 27 knots at the weather mark, eight-foot steep waves, and boats were tipping everywhere!

This was really exciting, but Bill was way ahead of us. Every leg we pulled in the distance, and half way up the 7th leg and last windward, we finally ground him down. The last run was a nautical survival test. I forgot to pull up the centre board. Bill Mauk closed to 50 yards, and it was time to jibe!

HELP!

Both boats execute an out of control jibe, we steer through two dumped boats and five rescue dinghies, and Bill crashes. Thankfully no one is hurt and the finish line is 300 yards off. We survive to win the Masters and place 3rd in the South American championships, but Bill, Bill and Sue made this a classic dramatic finish—REALLY GREAT RACING at its best.

Peter Hall out front

Most importantly, my loyal crew Phil Kerrigan and Jay Deakin did a fantastic job of never giving up, sailing fast in all conditions, staying upright, and having lots of fun.

The Lightning Class deserves congratulations on celebrating yet another event with challenging and exciting conditions, good friends, and everyone a CHAMPION. We look forward to Greece in 2007.

Urs Wyler, Walter Durr & Gilbert Durr from Switzerland

Mark Grinder, Jane Allen & Tom Allen, Sr

Richard Hallagan, Craig Thayer & Rick Ten Eyck

Club de Yates Higuerillas

Lightning International Masters

Sailed: 5—Discards: 0

Rank	Bow	Fleet	Nat	Sail	Helm	Crew	R1	R2	R3	R4	R5	R6	Nett
1	03	Masters	CAN	14768	Peter Hall	Philip Kerrigan Jay Deacon	1.0	8.0	1.0	1.0	1.0	-	12.0
2	02	Masters	USA	15122	Jim Carson	Jay Lutz Michael Schon	2.0	6.0	4.0	5.0	3.0	-	20.0
3	09	Masters	USA	14866	Bill Mauk	Bill Fastiggi Suzie Cobrun	3.0	3.0	2.0	2.0	DNF	-	23.0
4	18	Masters	BRA	14378	Mario Buckup	Telma Buckup Marc Buckup	7.0	2.0	7.0	3.0	4.0	-	23.0
5	11	Masters	USA	15265	William Hofmeister	Marc Schillebreckx Mandy Hofmeister	6.0	7.0	3.0	7.0	2.0	-	25.0
6	16	Masters	USA	15257	Kip Hamblet	Abby Rutman Rob Rutman	4.0	5.0	6.0	6.0	5.0	-	26.0
7	15	Masters	USA	15255	Richard Hallagan	Craig Thayer Rick TenEyck	9.0	1.0	8.0	4.0	7.0	-	29.0
8	01	Masters	SUI	13790	Urs Wyler	Walter Durr Gilbert Durr	5.0	4.0	5.0	9.0	6.0	-	29.0
9	12	Masters	USA	15205	John Atkins	Alan McReynolds Lori Foster	8.0	10.0	DNF	10.0	DNF	-	54.0
10	17	Masters	BRA	14845	Torsten Ralf Bojlesen	Sergio Krausz Mario Barila	10.0	11.0	DNF	8.0	DNF	-	55.0
11	14	Masters	USA	14811	Thomas Allen Sr.	Anne Allen Mark Grinder	12.0	9.0	DNF	11.0	DNF	-	58.0
12	04	Masters	CHI	14864	Pablo Gallyas	Pablo Gallyas Jr Valentina Gallyas	11.0	12.0	DNF	DNS	DNS	-	62.0

NORTH AMERICAN CHAMPIONSHIP

A CHARMED LIFE AT THE NAs

Matt Burridge

Since failing miserably at the 1976 Sheboygan NAs, I was privileged to sail for skippers who taught me a lot about how to make a Lightning perform well in many difficult conditions. I owe a debt of gratitude to Bill Shore, Bill Buckles, Mark Bryant, Cully Ward, Phil Grotheer and Ric Larson for inviting me onto their boats and teaching me over the years. My team of Dan and Tobi Moriarty and I used all of this knowledge to win the NAs in wide ranging conditions in 2005.

We warmed up by sailing one regatta together, the 2004 Red Flannels, and the team dynamic was just so good we had to come to Sheboygan. We stayed relaxed, felt like we were really dark horses and just let it roll. Although we were confident, our results surprised even us.

The challenge for us on 14834 was to start well and let our speed do its damage. I've sailed in Sheboygan eleven times over 31 years and felt very comfortable with what "curve balls" the lake could toss at us. We needed to be "curve ball hitters" to have a prayer in this regatta.

I was really paranoid about not being good enough to live up to the level of my teammates in this regatta. Since I could not sail much this year, I had to do something different to get ready. I focused on physical training and mental visualization techniques to be ready to go sailing. When it came time to sail, I was "frothing at the mouth" ready to go and, in reality, this team did not really have a weak link.

I like to sail crew weight light and work harder upwind so the light weight can pay a speed dividend downwind. Most of the time I race in under 12 knots of breeze, so 450–460 pounds of crew weight is what I seem to do the best with. With Dan and Tobi on board we were right in this range and everything felt just fine.

Race#1—Dan coached us to a clean start with workable speed in the front row, but we looked for a good lane and tacked to port in a traversing wave condition with about 12 knots of breeze. Somehow we snuck around the windward mark with a small lead and extended the lead downwind. The port jibe felt especially fast as the wave and wind angles allowed for some moderate surfing by our team. The next 2 legs were a blur but we were starting to realize that the local ace, Todd Wake and his team of his wife, Christine, and Ben Spiller were very fast and smart in probing the right side of the beats and then bouncing out at the proper time.

The race ended:

1) Burridge
2) Stix
3) Wake
4) Fastiggi

Tobi Moriarty, Dan Moriarty & Matt Burridge

Race #2—We were lucky enough to have another good start but saw some transoms early as the left paid on the first beat. In fact, we had been hung out to dry on the right but hit the top 1/3 of the beat with a big lane to leeward. I set the sails up to be a bit more forgiving so I could focus on steering the waves. During this time the main was never cleated; I played it on every wave for the rest of the beat while full hiking to see the waves (so I could steer) while Dan was holding the boat was rock solid in terms of heel, with absolutely no arcing with the mast. My training was definitely paying off as fatigue was not a factor despite the activity level. Tobi just said, "I don't know what you guys are doing but don't stop it, we are flying." As a result we were able to pull within 5–6 boat lengths of Dave Starck's team from Buffalo as they rounded the first mark.

Dave was flying downwind and I was afraid they were pulling away but after exiting the left gate (looking downwind) we worked on climbing in altitude and started to gain. Dave tacked to consolidate and went back to the left where his gains had been made the last time upwind. We bounced right and in five minutes had been lifted over Dave. We rounded and covered to the finish for the second win. As intoxicating as this was the conditions were changing and we had to re-tune the mast blocks, etc to be ready for race #3.

For the third race of the day the wind died, lumpy water stayed and fog closed in. We found a good lane after the start and started slogging to "right-land" just trying to avoid tacking until the breeze freshened. Finally we had to tack anyway and arrived at the first windward mark behind Larry MacDonald and right behind Dave Starck. We were getting pretty good at finding Dave on the race course, but he and Larry motored away and we hung on for third at the leeward gate. The course was shortened making it a three legger.

Bill Fastiggi, Jeff Linton & Suzy Coburn

Jim Carson, Hans Graf & Tara Schon

Upwind in the fog I noticed Starck falling off and reaching across our bow to the finishing line which I suddenly saw was only about 100 yards away. Dave put us away and finished at the pin, with us 2nd and Bill Fastiggi 3rd. Larry was sailing away in the fog having missed the finish line due to little visibility. We were definitely lucky to have escaped disaster.

Race #4—The next morning Lake Michigan looked like Carlyle: flat water, puffy with big shifts. We did the "Carlyle Shimmy" between the two seams of the wind to cut the risk of making a big, painful mistake and get caught on the wrong side of a big shift. We knew this approach would not likely win the race but we needed a safe keeper, not a bullet, at this point in the regatta.

This strategy worked well and we rounded in the top group of five boats behind Ched Proctor's team of Doug Barlow and Katherine Josenhans who had a healthy lead. We worked the run, aggressively jibing for puffs and shifts and chose the proper gate to round 3rd. Up the beat we stretched a bit from the closing group and rounded a secure 2nd.

Tito Gonzalez and Jody Swanson had been right behind us, but Dave Starck had slipped to 11th, getting caught on the left of beat two while the right enjoyed more wind. There was a major dog fight setting up for overall places 2nd-6th.

After 4 races we looked pretty good with finishes of 1-1-2-2 for 6 points; Dave Starck had 25 points with an 11th looking like a throw out; Todd Wake with no bad races and 25 points (3-8-9-5), Bill Fastiggi with 28 points and a 14th looming as a throw out.

Defending Champion Jody Swanson and her team of Skip Dieball and Matt Schon were looking very good (after she was overcoming a case of bronchitis) and were sailing as fast and smart as always.

Race #5 was the "run for the roses" for us. We did not have time to get nervous as while re-tuning the blocks, etc. I noticed our vang wire was breaking. We jury-rigged a replacement and by the time that task was completed, I had just enough time to be OCS for the start of the biggest race of the series. Way to be conservative, NOT! We restarted and starting looking for a ray of hope on the right.

Tobi saw a puff moving in from the right (where the shoreline is lower on the horizon and the Sheboygan River empties into Lake Michigan), we met it and tacked to starboard. We were not quite on the layline when the lift started, strengthened and took us from despair to redemption. Although Darrell Peck and Tom Allen Jr were long gone, we rounded 8th. During the run we worked to 7th and realized that boats close to us in the standings were not having good races. Bill Fastiggi, Todd Wake and Dave Starck were all having races that could be their throw outs. We did the math and figured that if we held position we'd be the winners

Tom Allen Jr., John Humphrey, Bill Proctor

David Stix, Amy Simonsen & Mark Wessel

with a race to spare. Trying to race hard and stay focused was a bit difficult given this realization, but I felt as though an enormous weight had been lifted just before we crossed the finish line.

The euphoria—besides the welling pandemonium on our boat the Fisher, Swanson, Hayes, Probst and Tom Allen, Jr teams, who had finished ahead of us, ragged their sails, stood in their boats and clapped for our comeback and result. This recognition coming from our peers, friends and fellow competitors was overwhelming. It was also the most touching display of sportsmanship that I've ever experienced in sailing. I still get wobbly and goose bumps when I think of it.

My personal journey from having to be rescued during qualifier #1 in Sheboygan '76 to winning the '05 event with a race to spare is truly amazing to me, even now. I owe it all to Dan and Tobi Moriarty's expertise, raw talent and patience with me along with our collective preparation. When good luck smiled on us we did not waste it.

A special Thank You goes to Larry MacDonald for filling the trophy with champagne at the banquet. I hope everyone that wanted one got a sip to help us celebrate. Also thanks to the ladies who donated their undergarments to adorn our rigging in the wee hours of Friday morning, clearly this is a good luck gesture. And we say "See you at Mission Bay Yacht Club for the 2006 NAs."

North American Championship

Sheboygan Yacht Club

Sheboygan, Wisconsin

August 8–12, 2005

Sailed: 6—Discards: 1

Sail	Bow	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
14834	34	Matt Burridge	Dan Moriarty, Tobi Moriarty	1	1	2	2	7	DNS 37*	13
15238	20	Bill Fastiggi	Suzy Coburn, Jeff Linton	4	14	3	7	33*	6	34
15125	41	Jody Swanson	Skip Dieball, Matty Schon	7	17	23*	4	6	1	35
15252	52	David Starck	Scott Ikle, Joe Starck	11	2	1	11	28*	14	39
15234	44	Todd Wake	Kristine Wake, Ben Spiller	3	8	9	5	26*	15	40
14688	33	Brian Hayes	Lesley Cook, Rick Bernstein	22	9	6	6	4	31*	47
15202	42	Neal Fowler	Katie Offerman, Todd Johnson	8	4	20	15	27*	2	49
15208	6	Jim Allen	Jane Allen, John Morley	10	10	7	17	35*	7	51
14740	99	Bill Faude	Jared Drake, Ernie Dieball	5	36*	16	8	22	5	56
11011	35	Tito Gonzalez	Diego Gonzalez, Fernando Gallyas	14	3	DNF 37*	3	25	12	57
15181	19	Greg Fisher	Jo Ann Fisher, Marc Eagan	16	18*	14	14	5	11	60
14453	10	Darrell Peck	Allison Webber, Kara Ganter	21	15	34*	16	3	9	64
15251	51	Debbie Probst	Craig Cobbum, Conor Healy	12	16	19	24*	2	21	70
15119	24	Ric Larson	Eric Larson, Lori Jost	13	11	31	36*	12	3	70
15168	15	Tom Allen, Jr	John Humphrey, Bill Pictor	26	33*	10	12	1	23	72
14994	47	Dan Reichelsdorfer	Michou Reichelsdorfer, Luke Franke	29*	13	8	28	17	8	74
14821	61	Ched Proctor	Kathryn Josenhans, Doug Barlow	18	23*	18	1	18	20	75
14975	39	Paul Wurtzebach	Joe Zechlinski, Monica Trejo	6	31*	26	21	10	13	76
14938	38	David Stix	Amy Simonsen, Mark Wessel	2	6	25	35	36*	10	78
15240	18	Steve Constants	Chloe Constants, David Constants	24	7	12	26*	9	26	78
14957	57	Ryan Ruhlman	Nick Turney, Paul Abdullah	20	26*	5	19	24	16	84
14734	69	Jorge Gonzalez	Tomas Depolo, Claudio Gonzalez	17	32	4	9	29	DNF 37*	91
15257	49	Rob Ruhlman	Abby Ruhlman, Karl Felger	15	29	13	31*	30	4	91
15193	17	Michael Norris	Christine Norris, JP del Solar	30	21	11	13	34*	17	92
14532	37	Bob Harkrider	Dave Johnson, Andy Buckingham	9	24	32*	23	16	22	94
15246	12	Larry MacDonald	Joy MacDonald, Billy Healy	23	19	15	20	19	25*	96
15064	9	Richard Walsh	Tina Walsh, Alec Smith	19	20	30*	18	13	27	97
15206	7	William Hofmeister	Jan Davis, Charlie Clifton	35*	5	35	10	31	29	110
15122	22	Jim Carson	Hans Graf, Tara Schon	28	27	21	34*	8	30	114
14842	3	Charlie Hess	Alex Hess, Beth Groesbeck	25	25	27	29*	20	18	115
14924	27	Jeff Coppens	Ed Petit de Mange, Paul Tarantino	33	34*	29	22	14	19	117
15103	64	Steve Davis	Travis Maier, Mike Ledger	34	35*	28	25	11	24	122
15172	23	JamesTaylor	Bryan Riddiford, Stan Cummins	36*	22	24	27	21	28	122
15016	16	Jamie Brickell	Susie Brickell, Kimberly Brickell	32	28	17	33*	15	33	125
14665	11	Gregory Hall	Jennifer Hall, Christopher Lagan	27	30	22	30	23	32*	132
15221	8	Dave Vieregg	Justin Proctor, Cortney O'Connor	31	12	33	32	32	34*	140

Bill Fastiggi, Jeff Linton & Suzy Coburn

Bill Fause, Jared Drake & Ernie Dieball

Kristine Wake and Todd Wake

Peter Orlebeke, Kimberly Orlebeke & Michael Elmergreen

Neil Fowler, Katie Offerman & Todd Johnson

1st

Dan Moriarty, Toby Moriarty & Matt Burridge

2nd

Suzy Coburn, Jeff Linton & Bill Fastiggi

3rd

Skip Diebal, Matty Schon & Jody Swanson

McDermott Trophy—Steve Constants

For most improved from 2004 Qualifying Series to 2005 Qualifying Series.

Steve, who last year qualified 97th with 89 points, this year qualified 8th with 11 points

Presented by Bill Clausen to:
David Constants, Steve Constants & Chloe Constants

Fallon Trophy—William Hofmeister

For the last boat to qualify into the Championship Fleet.

Presented by Bill Clausen to:
Charlie Clifton, William Hofmeister & Jan Davis

Kaleigh Wilday Trophy—Luke Franke

For youngest competitor.

Presented by David Starck

Swanson Trophy—Maegan Ruhlman

To promote and encourage women skippers.

Presented by David Starck to:
Patrick Wilson, Marte Foster & Maegan Ruhlman

Thermis Trophy—Darrell Peck

To the highest finisher in the Championship Fleet who has never qualified before.

Presented by Jane Allen to:
Darrell Peck, Allison Webber & Kara Garber

Jack Elfman Memorial Trophy—Ric Larson

To highest finishing Master who also competed in the Masters Championship.

Presented by Bill Clausen to:
Ric Larson, Eric Larson & Lori Jost

NORTH AMERICAN CHAMPIONSHIP

PRESIDENT'S CUP

Jason Werner
Heather Dodd, Jose Monteiro Mariceu

"It was the shirts" said my forward crew Heather Dodd while admiring her embroidered crew shirts while at the banquet. Ok…so the shirts did make us look good, but do they truly help make the boat faster? I think we proved one thing, that a good mental attitude can make the boat go fast…so, yes, I'd say it was the shirts. And if there was an award for shirt coordination…I'd say we won it!

Since this was my first NAs and I expected steep competition, I was a bit nervous when arriving. Thankfully, the Sheboygan Yacht Club and all the ILCA/NAs volunteers made measurement a total breeze. I would actually say too easy…it seems we arrived in a "down time", and everyone was hot to trot to do something! Hard Hat Hank and 20+ folks converged on the boat and in minutes it was stripped, measured, weighed, and back ready to go. I barely had time to park the RV…wow! Nice job everyone!

After Heather made sure to get the correct parking space for the boat (never knew how important that was!), and of course getting the required beverages, we got parked, rigged, measured, and ready to race. So, off to find the lodging location.

A short 300-foot drive from the club was the RV parking lot. Can you say convenient? Upon pulling up we were greeted by a crazy southerner who was already set up. Can you say RV envy? He had the sexiest RV setup…wow! Of course this is Big Daddy (Bob Harkrider), who was incredibly helpful getting us parked, wired to electricity, and comfortable in our new digs. Is everyone in the class this helpful and nice? I hope so.

Of course we did come up to race, and race we did. The RC had some difficult and shifty conditions to deal with, from the wind swinging 30–40 degrees even on the best days, to fog, lack of wind, and even some perfect offshore flat water sailing (with 20–30 degree shifts of course!). But they did awesome, and we were able to focus on sailing fast and know that we had good race courses. Job well done!

The first two days of Qualifying Races were "sea breeze" days, and that means waves. Since I am mainly a flat water sailor, it frankly kicked our butts! It was frustrating, slow, and to be honest there was a point in time where we were debating about continuing in the future. The Lightning is a great class, but sailing in waves is perhaps one of the most frustrating things about these boats!

Jose Monteiro Mariceu, Jason Werner & Heather Dodd

Unfortunately, we did not qualify well, and were a bit frustrated with our results so far.

Day 3 was perhaps our best day—at least mentally! We had gone out in the morning, but postponed for an hour or so. When it looked like the calm was holding, the PRO sent us back in to wait out the calm on land. We were very happy to spend the day on shore, trying hard to forget about the qualifying races. Personally, I think a layday is a good idea! We took the time to look the boat over, found some minor things to check, and washed and waxed the boat. Of course, that was why we were slow…the boat was dirty!

Day 4 (and the first day of Championship Races) started with a new outlook for us because not only did we have great crew shirts, but a clean boat! The first race we finished 17th. We were actually very happy with this considering we started dead last. Starting was definitely not my forte for this week! But this brought some renewed hope that we could be competitive, and perhaps have some fun this week while sailing. Race 2 was quite a bit better with a 9th. Things were looking up for sure.

Race 3 was again a weird race. With a diminishing breeze, fog, and plenty of leftover chop, it was a real challenge to even find the marks at times! I remember rounding the top mark in perhaps 20th and hoisted the spinnaker. Between the light breeze and the chop, we could not keep the spinnaker full; not even half-full. We tried sailing HOT but the waves just kept knocking the breeze out of our spinnaker. We watched one boat simply point directly downwind and pull away, even though

their spinnaker was not drawing! We decided to follow suit and pointed our nose downwind, instead of following the 19+ boats reaching in front of us (we could only see 3–4 in the fog soup!). Slowly but surely, we passed boats as they jibed back, and suddenly we were right next to Pierce Barden, who was the leader! Of course, we had no clue where we were in the fog but we were in good company! Now where was that leeward mark? We sailed the compass, and ended up about 50 feet from the marks. A shortened course sent us back through the fog to the finish line. The fog was thick, but not far off the water. At one point, I had Heather stand up and she could see over the fog to one of the RC boats. We had overstood a bit, so we re-adjusted course and finished in a terrific 5th.

Day 5 (and the last day of Championship Races) started with us in contention for top 5! Wow! We were in 7th place with 31 points (and a 17 for a throwout) I thought we had a chance to pull up to perhaps 3rd or 4th with a good day. What did we know?

Race 4 started in conditions that were a lot like home. Thank heavens, that means less waves. On our way out we saw that the "right" side of the course was showing the gusts more than the left, and that the gusts were all rightys. Hmm…let's remember that. After starting poorly, of course, we got bounced to the right. Perhaps they did us a favor. We found that just about everyone sailed on starboard for a bit, and suddenly we were right and in clear air. Only Maegan Ruhlman pushed further right, so we started tacking in shifts and pressure but stayed to the right. We rounded the top mark in 4th. A great downwind run saw us push to 2nd, and another great upwind saw us in 1st by ten lengths or so. We sailed directly to the mark on the last leg to give us our first and only win of the series! We could have quit right then and been happy! Maegan finished in 2nd with Bob Bush in 3rd.

Pierce Barden, Paul Whitesides & Doug Sherwood

Race 5 brought similar conditions, though some "lefts" were showing. We started at the boat-end of the line during a huge left shift, went right, and as we went the wrong way realized that everyone had a huge port tack lift inside of us, but we didn't have it! "Sail to the header," is the advice in all of the tactical books, so we decided to tack, and took a LOT of transoms. A lot. We passed through the Blue Fleet spinnakers with no problems, and ended up on the left side of the course. Left? Hmm…let's hope for a lefty…and there it was! We ended up rounding the top mark in 4th and held that til the end. Pierce had a great race leading at every mark. The most important thing was that several of our closest competitors finished behind us…we thought that 3rd was a possibility now!

Race 6 was a nervous one. We thought that 3rd place was a possibility, and with some luck we could pull it off. We once again worked to the right, though just about everyone had figured it out by now. But we finally had a start that allowed us to sail in clear air, and with an awesome first down-wind run, we pulled away with Stu Nickerson and Bill Mauk. I think the lead changed 3-4 times be-tween all of us on the last 2 legs. Stu was able to hold onto a great mark rounding and moved from 3rd to 1st, with us holding 2nd.

Sailing back to the club, we were trying to figure out the combinations, and I thought we might have got 3rd, but there were simply too many combinations. We had finished 1, 4, and 2 on the last day, but had no idea where that would put us at the end of the tally.

We spent about 2 hours putting the boat away, and lots of people saying "good job," but we still didn't know we had won. At least until Big Daddy and Company came flying out of nowhere with a "What? You didn't know what a 1-4-2 can do for you?" Well, we know now!

I want to thank Heather Dodd for the great job all week, and her company Capital Logo, Inc for providing the really-cool embroidered team shirts, technical shirts, hats, and bags: (www.CapitalLogoInc.com). [I date her so I have to say this!]. And another big thanks to Jose Monteiro Mariceu, our Brazilian Navy Captain, for the past two years and wish him the best when he goes back home. These two keep the boat going fast. Also, Thank-You to SYC and the folks run-ning the boat ramp ATVs, and to Greg Fisher and the North Sails folks for answering my questions, and all the volunteers for making a great event even better! I couldn't have imagined a better run event. And of course, most of all I want to thank the ILCA community for making the Lightning the best one-design class out there…and, yes, I'm sticking with it!

President's Cup
Sheboygan Yacht Club
Sheboygan, Wisconsin
August 8–12, 2005
Sailed: 6—Discards: 1

Sail	Bow	Skipper	Crew	R1	R2	R3	R4	R5	R6	Total
15024	53	Jason Werner	Heather Dodd, Jose Monteiro	17*	9	5	1	4	2	21
15241	40	Pierce Barden	Paul Whitesides, Doug Sherwood	16*	8	6	4	1	6	25
15171	62	Josh Goldman	Eve Burpee, Sean Carroll	5	2	2	12	6	14*	27
14866	14	Bill Mauk	Claudia Aguado, Dan Weidenhoft	6	3	16*	11	12	3	35
15239	21	John Mollicone	Dan Rabin, Rob MacMillan	3	4	9	13*	10	12	38
15075	75	Maegan Ruhlmann	Martha Fisher, Patrick Wilson	8	7	13	2	9	20*	39
14901	1	Ian Schillebeeckx	Beth Ward, Lucas Hofmeister	SCP 19	5	10	10	2	27*	46
11346	28	Stu Nickerson	Hannah Nickerson, Kip Hamblet	4	17	20	6	OCS 32*	1	48
14654	13	Bob Bush	Sterling Bush, Ash Scache	12	22	3	3	25*	8	48
14567	67	Mark Allen	Randy Shore, Beth Foley	OCS 32*	12	12	19	3	4	50
14380	77	Tryg Jacobson	Jason Bemis, Jonathan Ribich	1	1	24*	16	21	16	55
15158	66	Peter Orlebeke	Kimberly Orlebeke, Michael Elmergreen	19	18	1	25*	14	9	61
15005	25	Bob Franke	Bonnie Hawkins, Jen Bogardi	15	23*	8	15	7	23	68
15142	45	Nabeel Alsalam	Lisbet Kugler, Russell Roberts	OCS 32*	19	7	8	19	15	68
15258	5	Ryan Flack	Jennifer Flack, David Spira	22	6	DNF 31*	18	8	18	72
14817	32	Scott Anderson	Brad Winslett, Caroline Sundman	2	28*	22	7	17	25	73
14174	46	David Sprague	Megan Sprague, Violette Kokolus	20	10	DNF 31*	26	13	5	74
15165	55	Al McReynolds	Logan McReynolds, Mike Baccus	18	13	27*	9	26	10	76
13187	30	Brian Phelan	Jim Gagnon, Mari Martin	13	20	17	24*	5	24	79
14548	43	Jon Guth	Mike Constants, Ian Gilliland	27*	27	26	5	16	7	81
13910	4	Bill Allen	Peggy Lehman, Ron Lester	28*	16	19	14	27	11	87
15189	63	Paul Reak	Jason Allard, Jason Diener	11	24*	23	21	15	17	87
14769	36	Bob Stoller	Bill Cabrall, Mary Anne Byrne	23	15	4	28	OCS 32*	19	89
14958	58	Kathy Lundeen	Denise Cornell, Lynelle Reak	21	14	15	22*	20	21	91
14366	48	Patrick Phelan	Matt Jay, Adam Dolezal	9	29*	21	27	22	13	92
15137	26	Steve Adamski	Kendall Kissel-Sloat, Mike Kulkoski/Jim Hadley	25	21	18	20	11	26*	95
14096	50	Drew Hudson	Sousan Arafeh, Bridget Barnhart	26	11	11	29*	24	29	101
15259	54	Brad Wagnon	Kevin Keller, Frank Wilder	14	26	25	17	28*	22	104
14811	2	Tom Allen, Sr	Jim Kennedy, Bergan Ackerman	10	25	DNF 31*	23	23	30	111
14045	59	Jim Rollberg	Michael Anderson, Ben Gravel	24	30*	14	30	18	28	114

1st

Jose Monteiro, Heather Dodd & Jason Werner

2nd

Doug Sherwood, Paul Whitesides & Pierce Barden

3rd

Sean Carroll, Eve Burpee & Josh Goldman

4th

Bill Mauk, Dan Weidenhoft & Claudia Aguado

WOMEN'S NORTH AMERICAN CHAMPIONSHIP

The Women Speak

Christina M M Norris

We went back and forth saying: "you write, no, you write" and finally here it is.

Any way, as a WJM Lightning "Crew winner" there are some things that I would like to share that made it possible for us to achieve such.

It all started 40 Years ago when my dad had a wooden lightning on Lake Guarapiranga, São Paulo, Brazil and I used to play with my dolls under the foredeck…I think I still hang around at that area!

Such an honor to sail with Betsy and my friend Sara; we had a great time together. Many thanks to my husband Michael Norris, who got the boat ready for us, detailing it to such an extreme that beside the Teflon buff on the hull, the weekend before he took the centerboard out to sand and polish it!

I allso would like to thank all the great sailors that I crewed for and met during all these years. They teach me so much about how to sail the lightning: Mario Buckup, Ched Proctor and, of course, my husband Michael.

The class is just amazing, so many friends, there are just too many to mention them all! The best of all is that we made those friends overseas and that is what made it possible for us to be at the WJM Lightning Champ. Betsy, I always competed against you and now we did it together!

Joy MacDonald

My first Women's North American Championship was a blast and I learned a lot. I hope to do it again next year. Sailing with Jody was a great learning experience and was interesting because we were racing such a small number of boats. Jody, Lauren and I worked great as a team and discovered how important it is to check the current since there was a strong one in Lake Michigan. My favorite part of the regatta was winning two races, even after we were over early in the second one. The wind co-operated with us but we really got a good work-out during hiking.

I learned a whole lot!
–Joy MacDonald

Jody Swanson, Joy MacDonald, Lauren Jones the next generation learning from the best

Every day after racing and after derigging the boat, we did something fun. My favorite night-time experience was going to a really neat restaurant called 'The Safehouse' and dancing to the one-man reggae band. I hope more people my age decide to sail the women's next year because it was so enjoyable and I can't wait to go to San Diego next year.

Lorrie Walsh, Tina Walsh, Katrina Oostveen
Thunder Bay, Ontario, CANADA

Participating in the Women's Lightning NAs has been a goal of mine for as long as I can remember. Growing up as a third generation Lightning sailor I had ample opportunity to crew for my Grandpa, my Dad, and my brother. A couple of years ago, my Dad gave me the use of my grandfather's Lightning, "The Bonbo," so I could attempt to beat the 'Good Old Boys' of Thunder Bay, Ontario myself.

Somehow, I understood that the "well-used" Bonbo just wasn't going to cut it at the NAs. With a little luck and a generous brother, I got my hands on his new boat and his pro crew/wife Tina. Finding a middle girl was a must, so I invited my friend Kat, who has sailed on my Women's Keelboat team, to join us. I believe her response was, "Sure, I'd love to…what's a Lightning?" With 1 year of sailing experience and five hours in a Lightning, Kat was on her way to Milwaukee with us for Women's NAs.

Sarah Buckley, Betsy Alison & Christine Norris

Women's North American Championship

With sweltering heat, no air conditioning and a dirty pick-up truck, we finally reached the Milwaukee Yacht Club. We were greeted immediately by the regatta chairman, Steve Cushman, who happily pointed us in the right direction (to the beer keg). From the moment of our arrival it was clear that the NAs would prove to be a memorable and amazing experience, and we weren't let down.

A really well-organized event with great wind and awesome competition. We were so happy to not only be there, but to be up with the top boats. We tried everything to win including sailing upside down and rounding the wrong windward mark but nothing seemed to work. It was an amazing and valuable experience for all of us. We had fun and learned a lot of "what not to do next time".

I would like to thank my crew for many things: Swimming while I stayed dry, for having a sense of humor, for being positive, but most of all for "bringing it". We want to sincerely thank everyone involved in the event and the kindness of the Milwaukee Yacht Club. Biggest thanks to my brother Richard for lending us his boat, being our biggest supporter, saving Spilly and spending an entire evening making us new mast blocks out of a cutting board.

Congratulations to all who competed. See you in San Diego.

Monica Jones

Participating in the 2005 Women's NAs in Milwaukee was a great experience!

The last time I skippered a Lightning was in the 2004 Women's NAs at my new home Yacht Club, the Buffalo Canoe Club. Prior to that, the last time I skippered was when I was 17 with my Dad at the Metedeconk River Yacht Club in NJ. Needless to say, it's been a long time.

Thanks to Abby Ruhlman and Kathryn Moloney for crewing. We made a great team! Abby is awesome at calling the line and Kathryn learned how to climb the mast to retrieve a spinnaker halyard. Thanks to Jody Swanson for encouraging us to do this and for putting our team together.

Growing up in a Lightning sailing family, meeting my husband Ian at a Lightning Regatta and now exposing our two girls to Lightnings has been a wonderful thing for our family. There are so many great things about this Class. With all the sports your kids can do these days, how many can you participate in as a family?

Now we're off to Chile in November to watch Ian sail in the World Championship and to do some touring around. As Abby Ruhlman says "these Regattas are our family vacations!" Thanks Milwaukee Yacht Club for hosting a great North Americans.

Courtney O'Connor, Caroline Sundman & Maegan Ruhlman

Women's North American Championship

Milwaukee Yacht Club

Milwaukee, Wisconsin

August 8–12, 2005

Sailed: 6—Discards: 1

Bow#	Sail#	Skipper	Fleet#	District	Crew	R1	R2	R3	R4	R5	R6	Total
17	15193	Sarah Buckley	204	MI	Christine Norris Betsy Alison	1	1	1	2	2	DNF	5
41	15125	Jody Swanson	12	LE	Joy MacDonald Lauren Jones	2	4	2	3	1	1	9
58	14958	Kathy Lundeen	187	MW	Denise Cornell Lynelle Reak	5	2	3	1	3	2	11
51	14479	Monica Jones	12	LE	Katherine Moloney Abby Ruhlman	3	6	DNS	4	6	3	22
9	15064	Lorrie Walsh	279	CC	Tina Walsh Kat Oostveen	4	8	5	6	4	5	24
75	15075	Maegan Ruhlman	36	OH	Cortney O'Connor Caroline Sundman	7	5	4	5	5	OCS	26
69	14749	Gaby McCoy	69	MW	Kim Petritz Deb Petritz	6	3	DNF	7	7	4	27

Starting gun!

Women's North American Championship

Steve Cushman presenting to the winning team of the Women's North American Championship—Christine Norris accepts the trophy on behalf of skipper Sarah Buckley

Jody Swanson
2nd Place Women's North American Championships

Karen Johnson presents to Kathy Lundeen
3rd Place Women's North American Championships

Karen Johnson presents to Joy MacDonald
Crewed with Lauren Jones for Jody Swanson
2nd Place Women's North American Championships

JUNIORS' NORTH AMERICAN CHAMPIONSHIP

The Juniors Speak

Ian Schillebeeckx

We came into Milwaukee Yacht Club Tuesday morning with a certain air of expectations. We had participated in the P&T Regatta a month before so we were ready for the conditions and the limited parking space. The Leukemia Cup in Sheboygan the weekend before also had us trained for Lake Michigan's finest conditions. We were also expecting a big chance to qualify for the Youth Worlds. The competitors who beat us last year were to age out by the time the Youth Worlds came by automatically knocking the qualifications back several places. That night we went to sleep expecting a certain performance that we had been training for all year.

My crew, Lucas Hofmeister and Beth Ward (both from HIYC in Nashville, TN), and I rose the next morning with total excitement and activity. Scarf down breakfast, drive 15 minutes to the club, prepare the boat in 45 minutes, and we were in sailing mode by 9:00. This day presented our 420-pound team with "heavy air" (to us) at 12–15 in the morning building up to 20 in the afternoon. A bad start in the first race left us fighting for a seat on the top rung resulting in a 6th place finish. In the second race, an aggressive fleet resulted in an 8th place finish. Due to incoming storms, all later races that day were cancelled. We came out of this day with the surprise that the difference between first and last was as little as 30 seconds.

Coming into the second day, the race committee clearly wanted 4 races. The heavy air presented that day gave the race committee the perfect opportunity to get their wish. My crew and I had a slow morning with a 6th and 7th place finish. Seeing that we had no bullets next to our name, we pushed to finish well. The 3rd race had us battling for 1st place, but we ended up succumbing to the 530 pound leaders. With hard work, we ended the 2nd day with a 5th place finish. This put us in a good spot to qualify for the Youth Worlds, yet it still wasn't in the bag.

The 3rd and final day came in with a light breeze from the north. Light air—this was our home turf: Beth and Lucas were experts from the squirrelly airs of Lake Hickory and I was in charge of putting everyone's knowledge into a collected effort. The light air was also an advantage for the 2nd representative of CSA: Nicholas Beckman, Edd Burke, and Ian Moriarty. CSA was a strong contender for this day; we both took turns as the fleet leader. With an almost team racing attitude, we both had strong finishes in the first two races bringing Nick's boat with a 4 and 8, and me picking up a 2 and 4.

Ian Schillenbeeckx, Lucas Hofmeister & Beth Ward

The final race of the day started out in good air, but we soon were forced to the back of the fleet by an unfavorable tack into Lake Michigan chop. To our great disappointment, we rounded the windward mark near dead last. With everyone lined up on the port layline, fighting for air, we had to make a decision. With a puff building up on the left side we decided to go for it. At first we were nervous about breaking so far away from the fleet, but we were confident that it would pay off. With a 20 degree shift we were now heading straight for the leeward mark. The boats on the right were left to head dead-downwind. With an angular advantage, we sailed right past them.

Rounding the mark in the top 5, the raced seemed to be ours. Sailing against the chop in puffs, and precisely predicting the wind shifts left us out in 1st around the windward mark. A nervous downwind leg kept us in the lead. Coming back upwind, our predictions served us well again. We had gained a substantial lead of over 30 seconds and finished the race and the regatta with a bullet. We did our math and figured out that we had indeed qualified for the Youth Worlds! There was a sense of ecstasy the rest of the night. We packed up the boat, then onto the NAs in Sheboygan. Even though we finished well the real heroes of the story were our sponsors. My parents and the parents

of Beth, Lucas, Nick, Edd, and Ian were to be thanked for their continuous support and effort. The most noteworthy of our sponsors, however, was the Carlyle Lightning Fleet and CSA. Their generous contributions made the trip possible.

Thank you as well to everyone else who helped us get here.

Tim Jones, Skipper
Justin Groden, Middle
Nikki Butchart, Bow

We had a bunch of fun times at this year's Junior NAs. Some funny things that happened...the first spinnaker set we did was right before the practice race. The chute went up fine, but when we jibed we rounded up and our bow girl, Nikki Butchart, got knocked right into the water. Now we had our chute flying uncontrollably in the air, so I had to have Justin Groden, my middle man, try to get it down, while I focused on getting Nikki back in the boat. She didn't have a life jacket so I was a little bit worried. When the chute finally came down she had drifted about 20 yards from the boat. It was a close one!

The second day of racing, on the way out to the course, Justin went for the hiking strap on his way to hike out, and completely missed, and somehow grabbed it with his hand as he was falling out of the boat. He was now hanging completely upside down, and Nikki and I were laughing far too loud to save him, so he ended up falling in and we had to turn around for him.

In between races one day, we were going back downwind to the finish line, and I was sitting up on the rail of the boat. We were completely by the lee, and me not paying attention, we jibed and the boom swung over and hit me directly on the top of the head. I fell right down into the middle of the boat and passed out for a couple of seconds, and then popped right back up. I think I had a minor concussion, but, oh well.

These are just some of the highlights of the trip that come to mind when thinking of the funny things that happened.

Matt Wierzbach—14005

It was my first NAs this year, and it was certainly as great as I expected. My crew, Jake Den Boer, was a veteran and made a huge difference with preparing and knowing what's going on in a regatta that is much more official than anything else in the lightning fleet.

To sum up the regatta in as few words as possible, it was a blast. The wind was the best I had all summer, and although we didn't do as well as we'd have liked, we were satisfied with what we did do right. It has left me waiting for another season of campaigning for Juniors.

John Newell, Jamie Moran & Joe Raite

Chad Miller, Tanya Miller, Daniel Kagan

Junior North American Championship

Milwaukee Yacht Club

Milwaukee, Wisconsin

August 8–12, 2005

Sailed: 9—Discards: 2

Bow#	Sail#	Skipper	Fleet#	Dist	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
31	14737	John Newell	164	CNY	Jamie Moran Joe Raite	1	1	5	1	1	1	1	dnf	7	11
12	15246	Billy Healy	108	CNY	Conor Healy Emily Maloney	8	2	11	2	4	4	3	1	5	21
1	14119	Chad Miller	301	NE	Tanya Miller Daniel Kagan	2	7	3	3	3	3	6	12	2	22
5	15238	James Unsworth	301	NE	Peter Hazelett Derrick Deming	5	4	1	4	5	7	7	3	3	25
3	14901	Ian Schillebeeckx	266	MW	Lucas Hofmeister Beth Ward	6	8	6	7	2	5	2	4	1	26
10	14821	Tim Jones	12	LE	Nicole Butchart Justin Groden	3	3	2	9	DNF	14	8	2	9	36
11	14146	Nick Aswad	301	NE	Connor Aswad Max Far	11	5	10	5	8	9	9	5	4	45
16	14508	Jack Freysinger	69	MW	Jeremy McMahon Cassie Kraus	4	13	8	6	12	6	14	6	11	53
6	14636	Nicholas Beckmann	266	MV	Ian Moriarty Edd Burke	12	12	7	13	6	13	4	8	6	55
25	15005	Liz Hines	69	MW	Luke Franke Ailee Cassel	7	11	14	8	13	2	11	11	8	58
2	13794	Eric Roman	69	MW	John Weissert Gracie Blumberg	14	9	4	14	10	8	10	10	13	64
15	15103	Gwen Lemon	488	US@L	Ian McKenzie Reeve Dunne	13	RAF	13	10	9	12	5	7	10	66
18	15057	Matthew Schon	34	CAD	Michael Crann Tara Schon	10	6	12	12	7	11	13	9	12	67
23	14005	Matthew Weirzbach	187	MW	Jake Den Boer Nate Komoroski	9	10	9	11	11	10	12	13	14	72

Coming to the mark!

Billy Healy, Conor Healy & Emily Maloney

Chad Miller, Tanya Miller & Kaniel Kagan

Nicholas Beckmann, Ian Moriarty & Edd Burke

Juniors' North American Championship

Champions—John Newell, Jamie Moran & Joe Raite

2nd Place—Emily Maloney, Billy Healy & Conor Healy

3rd Place—Chad Miller, Tanya Miller & Daniel Kagan

4th Place—James Unsworth, Peter Hazelett & Derrick Deming

5th Place—Ian Schillebeeckx, Lucas Hofmeister, & Beth Ward

MASTERS' NORTH AMERICAN CHAMPIONSHIP

The Masters Speak

Mike Elmergreen

Sometime last winter, Ric Larsen approached me about crewing at the Masters' NAs with him and his son, Eric. He needed someone that was at least 46 to make the age limit, so being 'mature', I said yes. The regatta would only be an hour drive for me which made the decision even easier. I thought we would have a chance to do well even though there are some extremely good Masters out there. After the first race, I was a little unsure about getting some hardware. The sea breeze was fighting the land breeze, we bet on the sea, and lost. We took a 10th in the 11 boat fleet which was a little hard to swallow. Hallagan, Mauk, Fisher, and Hofmeister were all sailing very well. This would be a tough fight back, especially since there would be no throw-out.

We went into the second race of the day thinking we would try to at least get into the trophies. The breeze settled in quite strongly which worked well for us as we picked up a win by playing the shore side—we had learned our lesson in race one, no more left corner Larsen. We were in better shape except that all the good guys were ahead of us. Fisher and Mauk only had 4 and 5 points respectively, so they were the ones to beat.

Day two brought more good breeze and we received a little present in the first race of the day. We crossed the finish line in 4th, but the only boat ahead of us that was not OCS was Hofmeister. This not only gave us a 2nd in the race, but would you believe me if I told you that Mauk and Fisher were OCS? Game on! The second race of the day was physically and mentally tough. There was lots of breeze and there were shifts and holes. Mauk was really on his game, sailing well as he seemed to have it all figured out. He led for most of the race until right corner Ric worked a little of his magic. We got a little leverage, did a lift, tack, lift all in good breeze, and squeaked out a small lead in front of Mauk. He gained on us the rest of the race, but we somehow held him off just barely to take the win.

Now the game was getting really interesting. We went into the last race a point out of the lead and three points ahead of Hallagan. We went out a little early and sailed up the course in the light northerly. We sailed in towards the beach and we sailed out into the lake. All three of us decided that in to the beach was not the way to go, definitely go out into the lake. We had a good start and we soon were able to head out while most of our main competition went in. We went way out in the lake while Hofmeister was having some kind of a beach party and Hallagan seemed to be having a tough time in the middle. We were in the lead but got passed by two boats just before the weather mark. We did a good job on the run, sailed well on the next beat and came into the last downwind leg in the lead. It turned into a bit of a reach, which helped keep speed up in the lighter air, and left very few passing lanes. On the last beat, we covered like crazy as the good guys showed their form by making gains. We caught up to the women which made covering harder, but we held on to take the win. Hofmeister came from way deep for a fourth which secured second overall and gave us the regatta win.

It was truly a fun regatta with great competitors. If you think these 'Masters' are out for a fun sail, you will be surprised if you ever get the chance to do a Masters event. These guys all still 'got it', and our team from Sheboygan feels fortunate to compete with them. Thanks to MYC for putting on a good show.

Masters' Fleet

Bob Starck's Random Thoughts

Milwaukee was a nice venue. It's good to have a regatta in close proximity to a major city once in a while. Lots to see and do after hours.

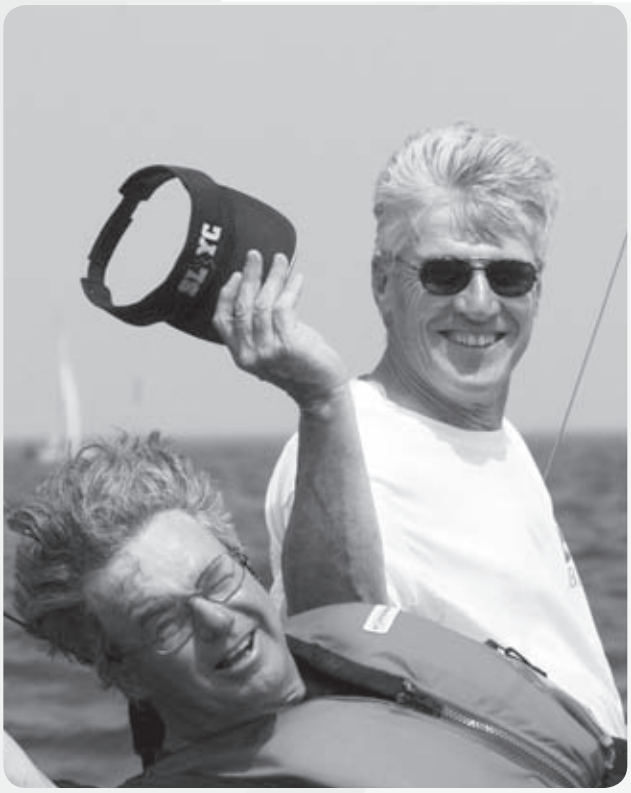
Those who helped facilitate the regatta at the Milwaukee Yacht Club couldn't have been more helpful and accommodating. The regatta was an outstanding value.

This year we kind of missed the attention that Jack Elfman (God rest him) used to pay us, but Dick Hallagan showed he still cares about us.

The older Jim Eagan and I get, the more we enjoy the company of the ILCA Masters. They're not only fun to hang out with, they're a privilege to race against.

Finally, George Fisher and Jim Carson continue to amaze us—and beat us. I guess I should have taken sailing lessons when I was a kid.

Jim Carson and Bill Mauk



Mark Dadd & Mark Grinder

Jim Carson's Reflections
LOGICAL #15122

I arrived with many fond memories of past NAs, particularly 1971. That year there were varied conditions on the lake, including a blown-out race.

I had a most willing crew, Donnie & JoAnne Schon. JoAnne had little sailing experience in the Lightning but pitched right in, learned a lot, and was invaluable off the water in keeping Donnie & I fed and hydrated (alcohol doesn't help hydration but…).

I was surprised there were so few Masters, but there was certainly quality if not quantity, skippers and crews as well.

HOT, HOT, HOT! Long sail out of the harbor dodging moored boats. Long sail in as well. How could anybody turn over 100 yards from the hoist? Ask… Oops, we're sworn to secrecy.

Seven of eleven boats were OCS, two returned, and five were unhappy with the no hail policy. It fit my traditionalist nature perfectly. I loved it! Certainly, it affected the outcome of the regatta. Bill Hofmeister enjoyed his "king for a day."

Congratulations to Rick Larson, the guy you seldom notice unless he's doing a horizon job and thanks to Milwaukee Yacht Club.

Master's American Championship

Milwaukee Yacht Club

Milwaukee, Wisconsin

August 8–12, 2005

Sailed: 5—Discards: 0

Bow#	Sail	Skipper	Fleet	Dist	Crew		R1	R2	R3	R4	R5	Total
24	15119	Ric Larson	187	MW	Mike Elmergreen	Eric Larson	10	1	2	1	1	15
7	15206	William Hofmeister	262	MV	Mandy Hofmeister	Bruce RIchards	3	5	1	4	4	17
55	15255	Dick Hallagan	77	CNY	Steve Davis	Al McReynolds	4	3	3	6	5	21
14	14866	Bill Mauk	226	FL	John Humphrey	Rob Ruhlman	1	4	OCS	2	7	27
19	15181	George Fisher	43	OH	Tom Emch	Greg Fisher	2	2	OCS	3	8	28
22	15122	Jim Carson	34	CAD	Donald Schon	JoAnne Schon	6	8	4	7	6	31
52	14371	Bob Starck	12	LE	Brian Starck	Jim Eagan	7	7	OCS	5	3	35
8	15185	Bruce Finsilver	54	MI	Salo Korn	Michael Roualet	5	9	6	8	10	38
21	14672	Mark Dadd	47	LE	Mark Grinder	Scott DeGolyer	9	6	5	11	9	40
4	13910	Bill Allen	154	IN	Peggy Lehman	Greg Johnson	8	10	OCS	9	2	42
66	14162	Mac Slater	69	MW	Paul Reak	Jim Hadley	11	11	OCS	10	11	55

Master's Fleet

Ric Larson, Mike Emergreen & Eric Larson

William Hoffmeister, Mandy Hoffmeister & Bruce Richards

Dick Hallagan, Steve Davis, Al McReynolds

Bill Mauk, John Humphrey & Rob Ruhlman

George Fisher, Greg Fisher & Tom Emch

Jim Carson, Jo Anne Schon & Donald Schon

1st

Eric Larson, Ric Larson & Mike Elmergreen

2nd

William Hoffmeister, Mandy Hoffmeister & Bruce Richards

3rd

Al McReynolds, Dick Hallagan & Steve Davis

Club de Yates Higuerillas

Lightning South American Championship

Sailed: 5—Discards: 0

Rank	Bow	Fleet	Nat	Sail	Helm	Crew	R1	R2	R3	R4	R5	R6	Nett
1	35	SAC	CHI	11011	Alberto 'Tito' Gonzalez	Diego Gonzalez & Cristian Herman	6.0	3.0	4.0	1.0	1.0	-	15.0
2	28	SAC	CHI	14794	Cristóbal Pérez	Cristián Pérez & Francisco Perez	4.0	2.0	7.0	9.0	2.0	-	24.0
3	03	Masters	CAN	14768	Peter Hall	Philip Kerrigan & Jay Deacon	3.0	16.0	2.0	3.0	4.0	-	28.0
4	06	SAC	CHI	14742	Alejandro Pérez	Cristóbal Grez & José Miguel Pérez	7.0	6.0	8.0	4.0	5.0	-	30.0
5	07	SAC	USA	15232	Allan Terhune	Katie Terhune & Jarret Lynn	1.0	7.0	1.0	16.0	6.0	-	31.0
6	27	SAC	CHI	14454	Pablo Herman	Claus Engel & Luis Felipe Herman	OCS	4.0	3.0	2.0	3.0	-	35.0
7	10	SAC	CAN	15246	Larry McDonald	Ian Jones & Jody Swanson	2.0	8.0	6.0	11.0	9.0	-	36.0
8	21	SAC	CHI	14709	Juan Edo. Reid	Matías del Solar & Pablo Lorca	9.0	1.0	DNF	10.0	8.0	-	51.0
9	09	Masters	USA	14866	Bill Mauk	Bill Fastiggi & Suzie Cobrun	8.0	10.0	5.0	5.0	DNF	-	51.0
10	02	Masters	USA	15166	Jim Carson	Jay Lutz & Michael Schon	5.0	13.0	11.0	12.0	10.0	-	51.0
11	18	Masters	BRA	14378	Mario Buckup	Telma Buckup & Marc Buckup	13.0	9.0	15.0	6.0	11.0	-	54.0
12	11	Masters	USA	15265	William Hofmeister	Marc Schillebreckk & Mandy Hofmeister	12.0	15.0	9.0	15.0	7.0	-	58.0
13	16	Masters	USA	15257	Kip Hamblet	Abby Rutman & Rob Rutman	10.0	12.0	13.0	13.0	12.0	-	60.0
14	15	Masters	USA	15255	Richard Hallagan	Craig Thayer & Rick TenEyck	16.0	5.0	16.0	7.0	18.0	-	62.0
15	01	Masters	SUI	13790	Urs Wyler	Walter Durr & Gilbert Durr	11.0	11.0	12.0	19.0	15.0	-	68.0
16	08	SAC	CHI	14795	Ignacio Pérez Vergara	Edmundo Pérez & Felipe Guerrero	15.0	19.0	10.0	14.0	13.0	-	71.0
17	13	SAC	ARG	11037	Roberto Ricoveri	Federico Mera & Manuel Ladogana	17.0	14.0	DNF	8.0	14.0	-	76.0
18	22	SAC	USA	14654	Bob Bush	Sterling Bush & Carlos Ortíz	14.0	17.0	14.0	17.0	16.0	-	78.0
19	19	SAC	CHI	14236	Maximiliano Vera	Rodrigo Meza & Stanley Franz	19.0	18.0	17.0	20.0	17.0	-	91.0
20	17	Masters	BRA	14845	Torsten Bojlesen	Sergio Krausz & Mario Barila	18.0	20.0	DNF	18.0	DNF	-	102.0
21	05	SAC	CHI	13282	Alfred Sherman	Pablo Ramirez & German Ehrenfeld	OCS	21.0	DNF	21.0	19.0	-	107.0
22	30	SAC	CHI	14295	Cristian Barahona	Patricio Flores & Andres Perez	20.0	22.0	DNF	22.0	DNF	-	110.0

15205—John Atkins, Alan McReynolds & Lori Foster

14454—Pablo Herman, Claus Engel & Luis Filipe Herman

Cristobal Perez, Francisco Perez & Cristian Perez

Juan Edo, Matias Del Solar & Pablo Lorca

Allan Terhune, Katie Terhune & Jarret Lynn

Alejandro Perez, Cristobal Grez & Jose Miguel Perea

European Championship Porto San Giorgio, Italy

Antonis Manolakis—Fleet 286
Yacht Club of Greece

The Championship took place in San Giorgio in Italy. The location was beautiful; there was a huge beach with lots of tourists. The people from the sailing club were very hospitable, and we felt at home right away.

The championship began on July the 14, 2005. The weather was the best we could wish for. From the very beginning we could see that we could be among the winners, although the competition was difficult. The race lasted four days and our most challenging and serious competitor was Mr. Urs Wyler and his crew. The competition was hard throughout the championship, and it wasn't until the last moment of the last race that we were able to finish first. It was a blessing that my brothers John & Spyros and I managed to reach our goal and bring the trophy to our club (Yacht Club of Greece) once again.

It is an experience that we will always treasure, and we hope to be great hosts in the 2007 championship that will take place in our country and will be hosted by our club.
Hope to see you all!

European Champions—Antonis Monolakis, Spyros Manolakis, John Manolakis

Campionato Europeo e Campionato de Classe Lightning

Porto San Giorgio, Italy

14–17, Iuglio 2005

Rank	Nat	Fleet	Sail	Team	R1	R2	R3	R4	R5	R6	R7	R8	R9	Nett
1	Gre	Yacht Club of Greece	14211	Monolakis Antonis, Manolakis Spyros, Manolakis John	1	2	1	4	3	4	5	1	1	13
2	Sui	SCM	13790	Wyler Urs, Durr Walter, Durr Gilbert	2	1	2	2	5	1	DSQ	3	3	14
3	Gre	Pireus Sailing Club	14686	Stoumpos Emmanuel	4	3	4	5	2	5	2	5	16	25
4	Ita	Porto San Giorgio	13462	Jommi Carlo, Mandolini Americo, Mariani Giancarlo	6	7	3	1	4	8	4	7	9	32
5	Fin	Merienkavijat	14534	Aromaa Kimmo, Aromaa Tea, Aromaa Mika	3	5	7	3	8	7	8	2	5	32
6	Gre	Yacht Club of Greece	15077	Spanomanolis Iasonas, Papadopulos Stathis, Verginadis Panagiotis	5	4	5	7	1	10	1	13	15	33
7	Ita	Centro Interforze Vela MM	13878	Bonanno Ignazio, Ragona Giuseppe, Nizza Nicolo	8	12	DSQ	12	9	6	3	4	7	49
8	Sui	C V Neuchatel	14530	Perret Jacques, De Montmollin Numa, De Montmollin Andre	14	8	8	6	7	3	10	10	10	52
9	Gre	Yacht Club of Greece	14334	Giannopoloulos Jhon, Poulakkos Theodoros, Vlachos Timos	7	6	6	16	6	9	12	9	18	55
10	Ita	Porto San Giorgio	13264	Felici Norberto, Silvestrini Luigi Maria, Costantini Antonio	DSQ	9	12	10	10	2	6	12	12	61
11	Ita	Circolo Velico Marsala	15013	Marino Antonio, Prinzivalli Salvatore Jos, Linares Francesco Vito	9	11	9	14	11	12	7	15	19	73
12	Ita	Porto San Giorgio	14239	Patacca Andrea, Palmieri Alberto, Rossi Paolo	20	10	15	11	20	18	11	8	2	75
13	Ita	Club Nautico Falconara	13346	Roccheggiani Bruno, Bozzi Renzo, Heckman Mark	15	DNF	14	20	13	11	13	6	6	78
14	Ita	Porto San Giorgio	14245	Emiliani Girolamo, Grisostomi Lorenzo, Baldassari Giacomo	12	17	10	17	14	16	DSQ	20	4	90
15	Fin	Tuusulanjarven Purjehtijat	14936	Pesola Sakari, Hasunen Liisa, Bollstrom Pekka	13	16	11	15	15	14	14	19	8	90
16	Ita	Club Velico Castiglionese	14316	De Regis Franco, De Regis Beatrice, Scarponi Matteo	17	19	DSQ	21	12	13	9	11	11	92
17	Ita	Club Velico Castiglionese	14554	Rustichelli Sergio, Fanini Francesca, Zama Paolo	10	13	16	9	19	19	19	14	17	98
18	Fin	Jyvaskylan Veneseura	14364	Salminen Samppa, Lipas Timo, Kotimaki Tero	11	15	13	18	16	15	15	18	14	99
19	Fin	Helsingfors Segelclubb	14761	Hemming Lauri, Hemming Maria, Hemming Laura	16	14	17	13	118	17	16	16	13	105
20	Fin	Tuusulanjarven Purjehtijat	14352	Varheenmaa Antti, Kangas Riitta, Hannila Pasi,	19	18	18	8	17	20	17	17	20	114
21	Sui	SKM	13840	Huwiler Roland, Merz Silvio, Bosshard Viktor	18	20	19	19	21	21	18	DNF	DNC	136

Canadian Open

Buffalo Canoe Club

Crystal Beach, Ontario, Canada

July 30–31, 2005

Sailed: 9—Discards: 1

Rank	Nat	Sail	Helm	Crew	R1	R2	Nett
1	USA	15252	David Starck	Ian Jones & Scott Ilke	2	1	3
2	USA	15057	Jody Lutz	Jay Lutz & Derek Gauger	1	5	6
3	USA	15232	Allan Terhune Jr.	Katie Terhune & Jarrett Lynn	4	4	8
4	USA	13208	Jim Allen	John Morley & Shelby Allen	7	2	9
5	USA	15251	Deb Probst	Connor Healy & Monica Jones	13	3	16
6	USA	15191	Eric Brandt	Becky Young & Stan Fuller	6	10	16
7	CAN	15246	Larry MacDonald	Julie-Marie MacDonald & Patti	12	7	19
8	USA	14654	Bob Bush	Sterling Bush & Ash Acache	5	15	20
9	CAN	15082	Michael Holly	Valarie Tardif & Patrick Littee	11	9	20
10	USA	14261	Ed Roseberry	Ned Roseberry & Steve Roseberry	3	21	24
11	USA	15205	Bill Healy	Bob King & Emily Mahoney	10	14	24
12	USA	15083	James Taylor	Stan Cummings & ?	19	6	25
13	CAN	15064	Richard Walsh	Tina Walsh & Alec Smith	8	17	25
14	USA	15125	Jody Swanson	Matt Schon & Tom Starck	15	11	26
15	USA	14416	Peter Godfrey	Connor Godfrey & Tom Cadaudella	9	18	27
16	USA	14286	Warren Emblidge	Anne Emblidge & Mimi May	22	12	34
17	USA	14905	David Gorman	Judy Murphy & Jim Durling	14	20	34
18	USA	15257	Rob & Ryan Ruhlman	Abby Ruhlman	BFD	8	37
19	CAN	14174	David Sprague	Julie MacDonald & Richard Weld	16	22	38
20	USA	14114	Alain Ranger	Francois Ranger & Alain Ranger	18	23	41
21	USA	14744	Dick Aubrecht	Mike Gaulak & BIll Neal	BFD	13	42
22	USA	15075	Maegan Ruhlman	Courtney O'Connor & Caroline Sundman	17	26	43
23	USA	14925	Mike Brock	Jeff Robbins & Andy Wright	20	24	44
24	USA	14371	Brian Starck	Jack O'Donnell & David Hetrich	DNC	16	45
25	USA	14479	Kevin Robinson	Ellen Starck & Adam Croglia	21	25	46
26	USA	14672	Mark Grinder	Matt Franzek & Bergen Ackerman	BFD	19	48
27	USA	13881	Drew Bergan	Ed Weisr & Ethan Notorius	23	28	51
28	CAN	15121	Greg Flynn	Sarah Rowans & John Curry	BFD	27	56

Brazil/Ecuador Challenge—Salinas Yacht Club, Salinas, Ecuador
Juan Santos, Juan Rafael Santos, Jorge Norero

California Circuit—Mission Bay Yacht Club, San Diego, California
Scott Finkboner

Savannah Deep South—Savannah Yacht Club, Savannah, Georgia
Bill Fastiggi

Miami Midwinter Regatta—Coral Reef Yacht Club, Miami, Florida
David Starck, Jared Drake & Ernie Dieball

St Petersburg Winter Masters Championship—St Petersburg Yacht Club, St Petersburg, Florida
Richard Hallagan, Tammi Jamison, Ric TenEyck

St Petersburg Winter Championship—St Petersburg YC, St Petersburg, Florida
Tito Gonzalez, Fernando Gallyas, Diego Gonzalez

Southern Circuit Overall
Tito Gonzalez, Fernando Gallyas, Diego Gonzalez

The Tennessean Regatta—Harbor Island Yacht Club, Nashville, Tennessee
Cully Ward

Brazilian National Championship—São Paulo, Brazil
Claudio Biekarck, Gunnar Ficker, Marcelo Silva

The 44th Long John—Monmouth Boat Club, Red Bank, New Jersey
Gianni Cuccio, George Wiedermann, Ellen Starck

Doc Gilbert Potomac Cup—Potomac River Sailing Association, Washington DC
Dick Hallagan

Indy Open—Indianapolis Sailing Club, Indianapolis, Indiana
James Taylor, Bridget Ireland, Nate Ireland

Voodoo Regatta/SE District Championship—Lake Norman Yacht Club, Charlotte, North Carolina
Robert Harkrider

Early Bird Regatta—Cedar Point YC, Connecticut
Gianni Cuccio

Lake Lansing 40th Annual Tune Up Regatta—Lansing, Michigan
Jim Allen

Sodus Bay Spring Regatta—Sodus Bay Yacht Club, Sodus Point, New York
Clay Murphy

Hernando de Soto Regatta—Arkabutla Reservoir, Mississippi
Bob Cotton

Florida District Championship—Davis Island, Tampa, Florida
Frank Atkinson

2005 Lightning Winners

Potomac River Sailing Association—PRSA Spring Regatta, 2005
Nabeel Alsalam, Scott Bradford & Lisbet Kugler

California District Championship
Jeff Coppens, John Lyon, Larry Schmitz

Juby Wynne One Design Regatta & Lightning Southern District's
Scott Anderson

Spring Regatta—Mallets Bay Boat Club, Mallets Bay, Vermont
Peter Hall

Delaware Governor's Cup
Jamie Brickell, Kimberly Brickell Mike Greene

Lighthouse Regatta—Fond du Lac, Wisconsin
Bill Faude, Jared Drake, Ernie Dieball

Macatawa Bay Yacht Club Invitational—Holland, Michigan
Jim Allen

Mississippi Valley District Championship—Arkabutla Reservoir, Mississippi
Matt Burridge

Dixie District Championships
Allan Terhune, Katie Terhune, Kristen Terhune

St Lawrence Valley District Championship
Peter Hall

Magnus Pederson Regatta—Nyack Boat Club
Hugh Hutchison

Bay Head/Metedeconk Tune-Up Regatta
Allan Terhune

New Jersey Governor's Cup Regatta—Riverton Yacht Club
Pete Denton

Ohio District Championship Regatta Mansfield Ohio
George Fisher, Rick Kirby, Dave Alvarado

Midwest District Championship—Chicago Corinthian Yacht Club, Chicago, Illinois
Matt Fisher, Fisher, Bernstein

Bay City Regatta—Saginaw Bay
Jim Allen, Gus Dey, Cindy Yano

Connecticut/Rhode Island District Championship—Niantic Bay Yacht Club
Dave Peck, Nina Peck, Bryan Lilley

Central Atlantic District Championship—Barnegat Bay Yacht Club
Allan Terhune, Katie Terhune, Jody Kohut

Dave Fitch Memorial Regatta—Spofford Yacht Club
Bill Fastiggi, Suzy Coburn, Lauren Harris

Lake Erie Junior District Championship—Buffalo Canoe Club, Canada
P. Whistler, W Carey, S. Call

2005 Lightning Winners

Lake Erie District Championship—Buffalo Canoe Club, Canada
David Starck

New England District Championships, Auburn
John Mollicone, Rob McMillan, Dan Rabin

Michigan District Championships—North Cape Yacht Club
Bill Faude, Ernie Dieball, Jared Drake

2005 Stumpbuster—Indian Lake Yacht Club
Jim Taylor

2005 Tawas Bay Lightning Regatta—Tawas,Michigan
Matt Princing, Zach Bowdish, Cathy Bush

2005 Evans Regatta, Fleet 112 / Green Bay, Wisconsin
Ric Larson

2005 Governor's Regatta—Niantic Bay Yacht Club
Dave Peck, Nina Peck, Bryan Lilley

Ithaca Gorges—Ithaca, New York
Dan Pope

Atlantic Coast Championship—Wrightsville Beach, North Carolina
Lenny Krawcheck

2005 Canadian Open—Buffalo Canoe Club, Canada
David Starck Ian Jones & Scott Ilke

LBIYRA Race Week—Surf City Yacht Club
G Reitinger

Women's North American Championship—Milwaukee Yacht Club, Wisconsin
Sarah Buckley, Christina Norris, Betsy Alison

Juniors' North American Championship—Milwaukee Yacht Club, Wisconsin
John Newell, Jamie Moran, Joe Raite

Masters' North American Championships—Milwaukee Yacht Club, Wisconsin
Ric Larson, Eric Larson, Michael Elmergreen

North American Championship—Sheboygan Yacht Club, Sheboygan, Wisconsin
Matt Burridge, Dan and Tobi Moriarty

President's Cup Champion, Sheboygan Yacht Club, Sheboygan, Wisconsin
Jason Werner, Heather Dodd, Jose Montiero

The Leukemia Cup Regatta—in memory of Brian Hughes
Bill Fastiggi, Suzy Coburn, Tanya Miller

Duck Challenge—Havre de Grace
Nabeel Alsalam

2005 Squam Lakes Lightning Regatta—Holderness, New Hampshire
Bob Bush, Sterling Bush, Tom Fitch

Whitecap Regatta—Pontiac Yacht Club. Keego Harbor, Michigan
Jim Allen

Massabesic Yacht Club Regatta—Lake Massabesic, Auburn, New Hampshire
Joe Ray, Nick Mercier, Matt Mercier

2005 Lightning Winners

Cotton Pick' Regatta—Delta Sailing Association, Hernando, Mississippi
Crit Currie Jr

27th Annual Manahawkin Bay Cup Regatta—Surf City Yacht Club, New Jersey
Allan Terhune

The Tenth Bare Bones Regatta—Mansfield Sailing Club
Tom Varley. Zach Austin, Jon Varley

Ed Hinds Memorial Bow Lake One-Day Lightning Flash Regatta
Bill Fastiggi, Suzy Coburn, Chip Kaupp

Red Flannels Regatta—Chicago Corinthian Yacht Club, Chicago, Illinois
Dan Moriarty, Tobi Moriarty, Ralph Godkin

Leaf Peeper—Malletts Bay Boat Club, Vermont
Bill Mauk, Bill Fastiggi, Suzie Coburn

Cedar Point Yacht Club Lightning Fall Classic
Laura and Gianni Cuccio, Adam Lewis

51st Annual Hoosier Regatta—Wawasee Yacht Club
Debbie Probst, Chad Tranter, Mike Rian

99th Annual SnowBall Regatta—Buckeye Lake Yacht Club, Ohio
George Fisher

Frigid Digit Severn Sailing Association
Allan Terhune, Katie Terhune, Jarret Lynn

Fall-In-Regatta—Cowan Lake Sailing Association
Ernie Dieball-Jacqueline Voigt-Chris Snyder

Borderline Regatta—Wake Fleet, Carolina Sailing Club
Allan Terhune Jr

Bluenose Regatta XL—Harbor Island Yacht Club, Nashville, Tennessee
Todd Wake, Kristine Wake, Matt Burridge

Hampton Yacht Club Lightning Fling—Hampton
Joe Buczkowski, Rich Morris, Mat Jay

International Masters Championship—Club de Yates, Higuerillas, Chile
Peter Hall, Philip Kerrigan & Jay Deakin

South American Championship—Club de Yates Higuerillas, Chile
Alberto Gonzalez, Diego Gonzalez & Cristian Herman

World Championship—Club de Yates Higuerillas, Chile
Alberto 'Tito' Gonzalez, Diego Gonzalez & Cristian Herman

Orange Bowl Regatta—Biscayne Bay, Florida
Sean Fidler

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Club de Yates Higuerillas Con Con, Chile	Alberto "Tito" Gonzalez, Diego Gonzalez Cristian Herman Santiago, Chile	David Starck Ian Jones Scott Ikle Kenmore, NY, USA
2003	Coral Reef Yacht Club Miami, FL, USA	Alberto 'Tito' Gonzalez Claus Engel Jay Lutz Santiago, Chile	Steve Hayden Barr Batzer Jamey Rabbitt Lake Mary, FL, USA
2001	Circolo Belico Marsala Marsala, Italy	Jeff Linton Amy Linton Mark Taylor Tampa, FL, USA	Matt Fisher Dan Moriarty Rick Bernstein Westerville, OH, USA
1999	Salinas Yacht Club Salinas, Ecuador	Alberto 'Tito' Gonzales Pablo Barahona Claus Engell Santiago, Chile	Jeff Linton Amy Linton Mark Taylor Tampa, FL, USA
1997	St Claire Yacht Club Montreal, Quebec, Canada	Larry MacDonald, Jr Jody Swanson Ian Jones Carlisle, Ontario, Canada	Manuel Gonzales Mas Juan Francisco Novion German Novion Santiago, Chile
1995	Kuopion Pursiseura Kuopio, Finland	Alberto 'Tito' Gonzales Rodrigo Zuazola German Schacht Santiago, Chile	Thomas Allen, IV Jim Allen German Schacht Buffalo, NY, USA
1993	Ilhabela Island São Paulo, Brazil	Manfred Kaufmann São Paulo, Brazil	Fernando Hackerott São Paulo, Brazil
1991	Severn Sailing Association Annapolis, MD, USA	David Dellenbaugh Hale Walcoff Kip Hamblet Essex, CT, USA	Larry MacDonald, Jr Carlisle, Ontario, Canada
1989	Yacht Racing Club of Athens Athens, Greece	Peter Hall Westmount, Quebec, Canada	Matt Fisher Westerville, OH, USA
1987	Club Naval Castillogrande Cartegena, Columbia	Manuel Gonzalez Mas Santiago, Chile	Eddy Martin Montreal, Quebec, Canada
1985	Little Egg Harbor YC Beach Haven, NJ	William A Shore Newport, RI, USA	Mario Buckup São Paulo, Brazil
1983	Circolo Velici Napoletani, Italy	Jay Lutz Newport, RI, USA	Sergio Messina Marsala, Italy
1981	Gran Hotel Pucon Pucón, Chile	Walmor Games Soares Florianopolis, Brazil	Glenn Darden Ft Worth, TX, USA
1979	Rush Creek Yacht Club Heath, TX, USA	Glenn Darden Ft Worth, TX, USA	William A Shore Newport, RI, USA
1977	Spiez Yacht Club Spiez, Switzerland	Thomas Allen, III Buffalo, NY, USA	Mario Buckup São Paulo, Brazil
1975	Salinas Yacht Club Salinas, Ecuador	Mario Buckup São Paulo, Brazil	William A Shore Newport, RI, USA
1973	Buffalo Canoe Club Point Abino Ontario, Canada	Bruce Goldsmith Chicago, IL, USA	Jim Dressel Columbus, OH, USA
1971	Merenkavijat YC Helsinki, Finland	William A Shore Depew, NY, USA	Jack Mueller, Jr Rocky River, OH, USA
1969	Yacht Club Olivos Buenos Aires, Argentina	Bruce Goldsmith Chicago, IL, USA	James R Crane Darien, CT, USA
1967	Royal Canadia YC Toronto, Canada	Dr Louis Pocharski Marblehead, MA, USA	Thomas Allen, III Buffalo, NY, USA
1965	Circolo Canottieri Naples, Italy	Thomas Allen, III Buffalo, NY, USA	Alan Raffee San Diego, CA, USA
1963	Club de Regatas Lima, Peru	Thomas Allen, III Buffalo, NY, USA	Robert Seidelmann Westmont, NJ, USA
1961	Milford YC Milford, CT, USA	Thomas Allen, III Buffalo, NY, USA	Jorge Salas-Chavez Buenos Aires, Argentina

2005 Champions
Alberto Gonzalez, Diego Gonzalez & Cristian Herman

International Masters Champions

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Club de Yates Higuerillas Con Con, Chile	Peter Hall Phillip Kerrigan Jay Deacon	Jim Carson Jay Lutz Michael Schon
2003	Coral Reef Yacht Club Miami, FL USA	Jim Crane Larry Bone Kip Hamblet	Bill Mauk JohnHumphrey Claus Engel
2001	Circolo Velico Marsala Marsala, Italy	Richard Hallagan Hendrix Ten Eyck Tammi Jamison Peter Hall Phillip Kerrigan Jay Deacon	Urs Wyler Walter Durr Gilbert Durr
1999	Salinas Yacht Club Salinas, Ecuador	Jack Elfman Cindy Lister Mike Holly	Tom Allen, Sr Anne Allen John Humphrey

2005 Champions
Peter Hall, Phillip Kerrigan & Jay Deacon

Dick Hallagan out in front!

YEAR	PLACE	CHAMPION	RUNNER-UP
2004	Laguna Guarapiranga São Paulo Brazil	Thomas Sumner São Paulo Brazil	Marcelo Belloti São Paulo Brazil
2002	Newport Yacht Club Rockester, NY USA	Thomas Sumner São Paulo Brazil	Erik Johnson Richmond, VT USA
2000	Yacht Club of Greece Athens Greece	Dionisis Dimou Athens\ Greece	Sotiris Dimopoulos Athens Greece
1998	Salinas Yacht Club Salinas Ecuador	Sean Carroll Jericho, VT USA	Konstantinos Merentitis N Smirni Greece
1996	Metedeconk River YC Brick, NJ USA	Miguel Plaza, Jr Guayaquil Ecuador	Chad Atkins Rockester, NY USA
1994	Cercle de Voile de Neuchatel Neuchatel Switzerland	Marty Essig Hamilton, Ontario Canada	Miguel Plaza, Jr Guayaquil Ecuador
1990	Buffalo Canoe Club Point Abino, Ontario Canada	Ned Roseberry Buffalo, NY USA	Nicholas Granucci Buenos Aires Argentina
1988	Nasijarven Purjehdusseura- Nasijarvi Segelsallskap RY Tampere, Finland	Duncan Stewart Kingston Ontario Canada	Alexandros Dimou Pireaus, Greece
1986	Yacht Club Olivos Olivos Argentina	Guillermo Parada Argentina	Christian Frers Argentina
1984	Metedeconk River YC Brick, NJ USA	Jody Swanson Eggertsville, NY USA	Anthony Fink Leonardo, NJ USA
1982	Circolo Velico Marsala Marsala, Sicily Italy	Gordon Anderson Halifax, Nova Scotia Canada	Pasquale Vitaggio Marsala, Sicily Italy
1980	Buffalo Canoe Club Point Abino Ontario, Canada	Ian Jones Snyder, NY USA	Otavio Machanco de Almeida São Paulo, Brazil
1978	Yacht Club Peruano Peru	Stehen Craig Heath, TX USA	Hugo Castro Buenos Aires, Argentina

North American Champions

The first National Championship was held when the first boat was publicly less than eight months old. Nineteen boats participated, and John Barnes won with three firsts.

In 1945, the Championship was renamed International, there being 30 some boats in "foreign" countries.

In 1961, the first Lightning World Championship was held, and that year the Internationals were renamed once again, this time to the North American Championships.

YEAR	PLACE	CHAMPION	RUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
2005	Sheboygan Yacht Club Sheboygan, WI	Matt Burridge Glendale, MO	Bill Fastiggi Winooski, VT	Jason Werner Annapolis, MD	Pierce Barden Wilmington, NC		
2004	Buffalo Canoe Club Pt Abino, Ontario, Canada	Jody Swanson Eggertsville, NY	Michael Gooch-Breault New York, NY	David Helmick Longwood, FL	David Werley Pittsburg, PA	Steve Constants Edgewater, MD	Jim Carson Brick, NJ
2003	Cedar Point Yacht Club Westport, CT	Allan Terhune Swedesboro, NJ	Bill Healy Niantic, CT	James Brickell Sykesville, MD	David Helmick Longwood, FL		
2002	North Cape Yacht Club LaSalle, MI	Bill Healy Niatic, CT	David Starck Kenmore, NY	Jack Elfman Surf City, NJ	Michael Buczkowski Lavallete, NJ	Josh Kersh Ann Arbor, MI	Bill Mauk Miami, FL
2001	Malletts Bay BC Colchester, VT	Steve Hayden Casselberry, FL	Jim Crane Darien, CT	Gianni Cuccio Southport, CT	Georges Peter Barrington, RI	Jon Guth Annapolis, MD	Erik Goethert CT
2000	Severn Sailing Association Annapolis, MD	Ched Proctor Southport, CT	Bill Fastiggi Burlington, VT	James Allen Walled Lake, MI	Brian Taboada Brick, NJ	Jon Schwartz Lincroft, NJ	Juan Santos Guayaquil, Ecuador
1999	Carlyle Sailing Association Hazlet, IL	Andy Horton Shelburne, VT	Jim Allen Walled Lake, MI	Rafael Tamayo Bogota, Columbia	Patrick Hylant Glenwood, NY		
1998	Buffalo Canoe Club Pt Abino, Ontario, Canada	Matt Fisher Westerville, OH	Tito Gonzalez Santiago, Chile	James Crane Darien, CT	Sturat Nickerson Milton, MA	Juan Carlos Uzcategui Bogota, Columbia	Mike Thomas Bowling Green, OH
1997	Crescent Sail Club Lake St Clair—Detroit, MI	Tim Healy Niantic, CT	Greg Fisher Columbus, OH	Paul Wurtzebach Woodridge, IL	Aaron Stange Toledo, OH		
1996	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Matt Fisher Westerville, OH	Tim Healy Niatic, CT	Tom Allen, Jr Kenmore, NY	Dick Hallagan Newark, NY	Paul Gelenitis Kearny, NJ	Joe Buczkowski Mantoloking NJ
1995	Henderson Harbor Yacht Club Henderson, NY	Brian Taboada Brick, NJ	Jim Crane Westport, CT	Jack Elfman Surf City, NJ	Ray Harrington Bomoseen, VT	Gary Hurban Palisades, NY	Dan Reichelsdorfer Sheboygan, WI
1994	Boulevard Club Toronto, Ontario, Canada	Ched Proctor Southport, CT	Stu Nickerson Milton, MA	Don Brush Charlotte, VT	Jody Lutz Trumbull, CT	Ray Harrington Bomoseen, VT	Warren Emblidge, III Orchard Park, NY
1993	Milwaukee Yacht Club Lake Michigan—Milwaukee, WI	Ched Proctor Southport, CT	Steve Hayden Altamonte Springs, FL	Allan Leibel Toronto, Ontario	David Stix Chicago, IL	Craig Gabel Manitou Beach, MI	Dave Decker East Grand Rapids, MI
1992	Buffalo Canoe Club Pt Abino, Ontario, Canada	Larry MacDonald Toronto, Ontario	David Starck Buffalo, NY	Steve Hayden Altamonte Springs, FL	William Faude Cedarburg, WI	Scott Finkboner San Diego, CA	Paul Wurtzebach Woodridge, IL
1991	Sail Newport Fort Adams—Newport, RI	Jody Lutz Monroe, CT	Bradford Read Newport, RI	Thomas Allen, III Buffalo, NY	Mario Buckup São Paulo, Brazil	Chris Vann Unionsville, CT	Ed Roseberry Buffalo, NY
1990	Rochester Yacht Club Rochester, NY	Greg Fisher Columbus, OH	Colin Park Midland, MI	Ched Proctor Southport, CT	Djoerd Joekstra Malvern, PA	Mark Whatley Farmington Hill, MI	Dr Joel Humphrey Walled Lake, MI
1989	North Cape Yacht Club Toledo, OH	Tom Allen, IV Buffalo, NY	Colin Park Midland, MI	Chis Vann Unionsville, CT	Djoerd Hoekstra Malvern, PA	Mark Whatley Farmington Hill, MI	Dr Joel Humphrey Walled Lake, MI
1988	Mission Bay Yacht Club San Diego, CA	Colin Park Midland, MI	Matt Fisher Westerville, OH	Lenny Krawcheck Charleston, SC	Hand Hodgson Manitou Beach, MI	Chuch Ellery Davenport, IA	Tony McBride Beaconsfield, Quebec
1987	Buffalo Canoe Club Pt Abino, Ontario, Canada	Larry MacDonald Hamilton, Ontario	Jed Dodge Sodus Point, NY	Fisk Hayden Fern Park, FL	Scott Finkboner San Diego, CA	Wiley Crockett Douglaston, NY	Gerry Paoli Belleville, IL
1986	Olympic Harbor Kingston, Ontario, Canada	William A Shore Newport, RI	Garrt Denarest Traverse City, MI	Tom Ingram White Plains, NY	Edson White Westport, CT	James Ward, Jr Hendersonville, TN	Bob Mathers Livonia, MI
1985	Tawas Bay Yacht Club East Tawas, MI	William A Shore Newport, RI	Manuel Gonzalez Santiago, Chile	Eric Larson Sheboysan, WI	Fred Hutchinson Maimi, FL	Thomas Hering New York, NY	Jon Ewing Aptus, CA
1984	Chicago Corinthian Yacht Club Lake Michigan—Chicago, IL	Mark Bryant Buffalo, NY	Matt Fisher Westerville, OH	Paul Gelenitis Matedecpml. NJ	Jody A Swanson Eggertsville, NY	Scott Zerban Belleville, IL	Warren Gross San Diego, CA
1983	Rush Creed Yacht Club Heath, TX	William A Shore Newport, RI	James R Crane Norwalk, CT	Rick Tears Dallas, TX	Paul Emens Rockwall, TX	Kirk A Johnson San Diego, CA	Hank Hodgson Horton, MI
1982	Buffalo Canoe Club Pt Abino, Ontario, Canada	Jay Lutz Brick, NJ	Larry MacDonald Hamilton, Ontario	Tom Allen, Jr Buffalo, NY	Jim Carson Brick, NJ	W Todd Jones Tonawanda, NY	Hand Hodgson Horton, MI
1981	Cedar Point Yacht Club Westport, CT	David Curtis Marblehead, MA	Jay Lutz Brick, NJ	Ched Rogan Huntington, NY	Paul Gelenitis Metedeconk, NJ	Richard Thackaberry Fairfield, CT	Meredith C Jones St Louis, MO
1980	Mission Bay Yacht Club San Diego, CA	Mark Bryant Buffalo, NY	David Curtis Marblehead, MA	Ross Bailey Thunder Bay, Ontario	Luis Herman, Jr Santiago, Chile	Randy Ruhman Cleveland, OH	Lance Drewe Lewisville, TX
1979	Cleveland Yachting Club Rocky River, OH	Jim Crane Norwalk, CT	Bruce Goldsmith Lake Geneva, WI	Will Petersilge Newark, OH	Ross Bailey Thunder Bay, Ontario	Jim McCoy Drayton Plains, MI	Peter Huston Tonawanda, NY
1978	Rehoboth Bay Sailing Association Rehoboth, DE	William A Shore Newport, RI	Matt Fisher Columbus, OH	Dr Donald Delorme Alexandria, VA	Jim Carson Brick, NJ	David Sprague Toronto, Ontario	Lenny Krawcheck Charleston, SC
1977	Buffalo Canoe Club Pt Abino, Ontario, Canada	Matt Fisher Columbus, OH	Greg Fisher Newport, RI	David M Peterson Old Saybrook, CT	Denis Farley Middletown, NJ	Jon Schwartz Fair Haven, NJ	John A Ballatin Metairie, LA
1976	Sheboygan Yacht Club Sheboygan, WI	Bruce Goldsmith Chicago, IL	Fisk Hayden Liverpool, NY	Dave Peters Ann Arbor, MI	Fred Hamblet Keene, NH	John Cuccio Westport, CT	Christopher Hamblet NH
1975	Savannah Yacht Club Sea Pines Plant—Hilton Head, SC	Bruce Goldsmith Chicago, IL	William A Shore Newport, RI	Bob Hutchinson Red Bank, NJ	Bill McKinley Saginaw, MI	John Mueller, Sr Rocky River, OH	Jack Burwell South Freeport, ME
1974	Cleveland Yachting Club Rocky River, OH	Bruce Goldsmith Chicago, IL	Mario Buckup São Paulo, Brazil	Greg Zettler Bellevue, WA	Djoerd Hoekstra Haverford, PA	Warren Gross San Diego, CA	George Sipel Morenci, MI

North American Champions

YEAR	PLACE	CHAMPION	RUNNER-UP	PRESIDENTS CUP	RUNNER-UP	GOVERNORS CUP	RUNNER-UP
1973	Tawas Bay Yacht Club East Tawas, MI	Bruce Goldsmith Chicago, IL	James R Crane Darien, CT	Steve Harper Gilford, NH	John A Ballatin Metairie, LA	Cal Schmiege Lewiston, NY	Mark Bryant Cheektowaga, NY
1972	Rehoboth Bay Sailing Association Rehoboth, DE	James Crane Darien, CT	Bob Seidelmann Gibbsboro, MH	Dr Georges Peter Annisquam, MA	John S Schneider New York, NY	Aenold Schwartz Red Bank, NJ	Howard J Mullin Colts Neck, NJ
1971	Milwaukee Yacht Club Lake Michigan—Milwaukee, WI	William A Shore Depew, NY	James G Carson Philadelphia, PA	John J Collins Marblehead, MA	A Marcy Lippincott Riverton, NJ	Dr A J Penfield Fayetteville, NY	C O Jones, Jr Buffalo, NY
1970	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Thomas Allen, III Buffalo, NY	James G Carson Philadelphia, PA	Richard W Hallagan Neward, NY	Fred H Hamblet Keene, NH	A Marcy Lippinsott Riverton, NH	Allan W Siegner, Jr Kenmore, NY
1969	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	John W Mueller, Jr Rocky River, OH	Richard Ferrick Orchard Park, NY	William E Neal Perry, NY	John Schneider New York, NY
1968	Chicago Corinthian Yacht Club Lake Michigan—Chicago, IL	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	William T Uhl Woodbury, NY	R Garrett Demarest, III Bridgeport, CT	Sam B Fortenbaugh, III Bay Head, NJ	Robert K Smither Hinsdale, IL
1967	Cleveland Yachting Club Lake Erie—Rocky River, OH	Bruce Goldsmith Chicago, IL	Thomas Allen, III Buffalo, NY	W Stephen Bachman, Jr Whittier, CA	Ralph B Sperry, Jr Southport, CT	Charles G Obersheimer, Jr Buffalo, NY	Richard W Hallagon Newark, NY
1966	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Robert Seidelmann Cherry Hill, NJ	Thomas Allen, III Buffalo, NY	Jay L Doty Chicago, IL	Hugo C Long St Joseph, MI	William T Uhl Woodbury, NY	Robert S Shuris Wyckoff, NJ
1965	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	Thomas Allen, III Buffalo, NY	Louis A Pocharski, Jr Marblehead, MA	Carl Eichenlaub San Diego, CA	Dr Charles H Maltbie Youngstown, OH	Robert Don Clark Kent, WA	Robert Polhemus Noroton, CT
1964	Mission Bay Yacht Club San Diego, CA	Robert Seidelmann Morrestown, NJ	David M Peterson Old Saybrook, CT	Dr Leo Wasserberger Pontiac, MI	Richard C Benner Palos Verdes, CA	Alton A Nerg Northbrook, IL	Arnold Schwartz Lincroft, NJ
1963	Tawas Bay Yacht Club East Tawas, MI	Carl Eichenlaub san Diego, CA	William Campbell St Joseph, MI	W Stephen Bachman, Jr Southport, CT	Howard J Mullin Saddle River, NJ	David Chanoux Trumbull, CT	Warren R Gross San Diego, CA
1962	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Thomas Allen, III Buffalo, NY	Carl Eichenlaub San Diego, CA	Carter G Ford Riverside, CT	David Chanoux Trumbull, CT	James Coggan Kalamazoo, MI	J R G Bleasby Toronto, Ontario
1961	Mission Bay Yacht Club San Diego, CA	Thomas Allen, III Buffalo, NY	Robert B Crane Darien, CT	Wendell Harter Manhattan Beach, CA	David K Storrs Oyster Bay, NY		
1960	Tawas Bay Yacht Club East Tawas, MI	Carl Eichenlaub San Diego, CA	Henry J Cawthra Gross Pointe, MI	Jay L Doty Chicago, IL	Dr John T Gentry Skaneateles, NY	Dr Charles H Maltbie Youngtown, OH	Robert Birmingham Pittsburgh, PA
1959	Crescent Sail Club Lake St Clair—Detroit, MI	Herman Nickels, Jr Fenton, MI	Thomas Allen, III Buffalo, NY	Carter G Ford Riverside, CT	John W Swanson Buffalo, NY		
1958	Little Egg Harbor Yacht Club Beach Haven, NJ	Henry J Cawthra Gross Pointe, MI	William T Uhl Syosset, NY	Tim Nelson Kitchener, Ontario	Kenneth L Ireland Nichols, CT		
1957	Milford Yacht Club Long Island Sount—Milford, Ct	William S Cox, Sr Darien, CT	John Teigland Lake Pine, MJ	Henry J Cawthra Gross Pointe, MI	Joahn M Mcintosh Savannah, GA		
1956	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	William S Cox, Sr Darien, CT	Gene Walet New Orleans, LA	Richard Karslake Chautauqua, NY	Marjorie J Adams Rydal, PA		
1955	Southern Yacht Club Lake Ponchartrain—New Orleans, LA	Thomas Allen, III Buffalo, NY	Robert R Adams Gwynedd Valley, PA	Paul Shreck Rydal, PA	C J Prados New Orleans, LA		
1954	Crescent Sail Club Lake Erie—Detroit, MI	Thomas Allen, III Baingridge, MD	Harry R Sindle Little Falls, NJ	Peter Grainge N Tomawanda, NY	Clarence L Holman, Jr Fenton, MI		
1953	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Harry J Cawthra Detroit, MI	Karl Smither Buffalo, NY	Warren F Jones Detroit, MI	James G Carson Philadelphia, PA		
1952	Spray Beach Yacht Club Spray Beach, NJ	Robert W Graf Buffalo, NY	Eugene Walet, III New Orleans, LA	Thomas Allen, III Buffalo, NY	Edward G Waters Little Silver, NJ		
1951	Toledo Yacht Club Lake Erie—Toledo, OH	John Teigland, Jr Bedford, NJ	John N F Robertson Hamilton, Ontario	Howard J Foht Erie, PA	Karl Smither Buffalo, NY		
1950	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	H Richard Krauss Toledo, OH	Magnus Pederson Nyack, NY	William Walker Erie, PA	Dr Gerald Murphy Lake fenton, MI		
1949	Biscayne Bay Yacht Club Coconut Grove, Miami, FL	Richard H Bertram Miami Beach, FL	Bob Graf Buffalo, NY	Dr Herbert Virgin, Jr Miami, FL	Felix Ross Miami, FL		
1948	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Richard H Bertram Miami Beach, FL	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY	R Ludlow Wray Philadelphia, PA		
1947	Toledo Yacht Club Lake Erie—Toledo, OH	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY	Robert H Siemer Wiliamsville, NY	Leo E Wassenberger Pontiac, MI		
1946	Skaneateles Country Club Skaneateles, NY	Walter Swindeman, Jr Toldeo, OH	Karl Smither—Robert Crane Buffalo, NY				
1945*	Riverside Yacht Club Long Island Sound—Riverside, CT	George R Barnes Skaneateles, NY	Karl Smither Buffalo, NY				
1944*	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario, Canada	Theodore Maher Riverside, CT	Karl Smither—Robert Crane Buffalo, NY				
1943*	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	Karl Smither Buffalo, NY	John W Orelup Short Hills, NJ				
1942*	South Haven Yacht Club Lake Michigan—South Haven, MI	David G Cluett Lowrence, NY	Walter E Swindeman, Jr Toledo, OH				
1941	Skaneateles Country Club Skaneateles, NY	John M Stern Buffalo, NY	David G Cluett Lawrence, NY				
1940	Riverside Yacht Club Long Island Sound—Riverside, CT	John S Barnes Skaneateles, NY	Carl Dixon Riverside, CT				
1939	Bay Head Yacht Club Barnegat Bay—Bay Head, NJ	John S Barnes Skaneateles, NY	John C Hirst Mantoloking, NJ				

North American Women Champions

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Milwaukee Yacht Club Milwaukee, Wisconsin	Sarah Buckley Chicago, Illinois	Jody Swanson Kenmore, NY
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Jody Swanson Eggertsville, NY	Debbie Probst Ft Wayne, IN
2003	Niantic Yacht Club Niantic, CT	Theresa Colantuono Portsmouth, RI	Carol Park York, PA
2002	North Cape Yacht Club LaSalle, MI	Mandy Hofmeister Nashville, TN	Karen Park St Petersburg, FL
2001	Malletts Bay Boat Club Colchester, VT	Heather Rowe S Burlington, VT	Chantal Leger Montreal, Quebec
2000	Fishing Bay Yacht Club Deltaville, VA	Mandy Hofmeister Nashville, TN	Judy Hanlon Norwalk, CT
1999	Carlyle Sailing Association Hazlet, IL	Kathryn Connell Blauvelt, NY	Felicia Barner Manchester, MO
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Kathy Connell Blauvelt, NY	Joan Hurban Palisades, NY
1997	North Cape Yacht Club LaSalle, MI	Mandy Hofmeister Nashville, TN	Bonnie Nickels Waterford, MI
1996	Southern Yacht Club New Orleans, LA	Betsy Alison Newport, RI	Jo Ann Jones Burlington, VT
1995	Malletts Bay Boat Club Colchester, VT	Susan Rogers Burlington, Ontario	Kathy Connell South Nyack, NY
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Susan Rogers Burlington, Ontario	Lori Foster Rochester, NY
1993	Sheboygan Yacht Club Sheboygan, WI	Hannah Swett Jamestown, RI	Christine Kronich Sheboygan, WI
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Cory Sertl Rochester, NY	Betsy Alison Newport, RI
1991	Sail Newport Newport, RI	Betsy Alison Newport, RI	Tammi Jamison Glens Falls, NY
1990	Rochester Yacht Club Rochester, NY	Jean Palm Oswego, NY	Tammi Jamison Glens Falls, NY
1989	North Cape Yacht Club LaSalle, MI	Christine Kronich Sheboygan, WI	Betsy Alison Newport, RI
1988	Mission Bay Yacht Club San Diego, CA	Joni Palmer San Diego, CA	Lynn Huntley Richmond, CA
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Brenda Crane Norwalk, CT	Susan Rogers Stony Creek, Ontario
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Pamela Tuttle Tully, NY	Fay Regan Miami, FL
1985	Tawas Bay Yacht Club East Tawas, MI	Mary Anna Portner Washington, DC	Bonnie Nickels Linden, MI
1984	Corinthian Yacht Club Chicago, IL	Betsy Gelenitis Brick, NJ	Fay Regan Miami, FL
1983	Rush Creek Yacht Club Heath, TX	Fay Regan Miami, FL	Bonnie Nickels Linden, MI
1982	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Anne Allen Buffalo, NY	Fay Regan Miami, FL
1981	Cedar Point Yacht Club Westport, CT	Cherie Neville Chautauqua, NY	Cheryl Osgood Riverside, CT
1980	Mission Bay Yacht Club San Diego, CA	Brenda Allen Buffalo, NY	Cherie Neville Cleveland, OH
1979	Cleveland Yachting Club Rocky River, OH	Cherie Neville Shaker Heights, OH	Bonnie Shore Newport, RI
1978	Bay Head Yacht Club Bay Head, NJ	Bonnie Shore Newport, RI	Ann Boyd Columbia, SC

2005 Champions
Sarah Buckley, Betsy Alison & Christine Norris

North American Junior Champions

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Milwaukee Yacht Club Milwaukee, WI	John Newell Rochester, NY	Billy Healy Newark, NY
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	John Newell Rochester, NY	Ben Spiller Oostburg, WI
2003	Niantic Yacht Club Niantic, CT	Wade Schon Brick, NJ	Ben Spiller Oostburg, WI
2002	North Cape Yacht Club LaSalle, MI	Erik Johnson Richmond, VT	Ryan Ruhlman Bratenahl, OH
2001	Malletts Bay Boat Club Colchester, VT	Andrew Brennan Brick, NJ	Ryan Ruhlman Bratenahl, OH
2000	Fishing Bay Yacht Club Deltaville, VA	John Boxberger Watertown, NY	Ronn Frerker St Louis, MO
1999	Carlyle Sailing Association Hazlet, IL	John Boxberger Watertown, NY	Jim Ward Nashville, TN
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Nicholas Mercier Manchester, NH	
1997	North Cape Yacht Club LaSalle, MI	Charles Wardell Richmond, VA	Sean Carroll Jericho Center, VT
1996	Southern Yacht Club New Orleans, LA	Gaston Vedani Guayaquil, Ecuador	Ryan Dunn Brick, NJ
1995	Malletts Bay Boat Club Colchester, VT	John Dane Pass Christian, MS	Charlie Wardell Richmond, VA
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Andrew Horton Sherburne, VT	Marrty Essig Hamilton, Ontario, CA
1993	Sheboygan Yacht Club Sheboygan, WI	Andrew Horton Shelburne, VT	Mike Thomas Bowling Green, OH
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Warren Emblidge Orchard Park, NY	Tom Starck Buffalo, NY
1991	Sail Newport Newport, RI	Jay Miles Newport, RI	Tom Starck Buffalo, NY
1990	Rochester Yacht Club Rochester, NY	Ned Roseberry Buffalo, NY	Tom Starck Kenmore, NY
1989	North Cape Yacht Club LaSalle, MI	Sean Fidler Troy, MI	Sjoerd-Jan Vanderhorst Blackick, OH
1988	Mission Bay Yacht Club San Diego, CA	Ned Roseberry Eggertsville, NY	Ross Nemeroff San Diego, CA
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	David Starck Buffalo, NY	Sean Fidler Troy, MI
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Jim Allen Buffalo, NY	Steve Hayden Fern Park, FL
1985	Tawas Bay Yacht Club East Tawas, MI	John Swanson Eggertsville, NY	David Starck Kenmore, NY
1984	Chicago Corinthian Yacht Club Chicago, IL	Trevor Born Kingston, Ontario	Jody Swanson Eggertsville, NY
1983	Rush Creek Yacht Club Heath, TX	Peter Hallagan Newark, NY	Keith Taboada Brick, NJ
1982	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Michael Hein Upper Arlington, OH	Keith Taboada Brick, NJ
1981	Cedar Point Yacht Club Westport, CT	Kevin Carr Middletown, NJ	Peter R Hallagan Newark, NY
1980	Mission Bay Yacht Club San Diego, CA	Jody Lutz Brick, NJ	Ian Jones Snyder, NY
1979	Cleveland Yachting Club Rocky River, OH	Stephen Craig Heath, TX	Ian Jones Snyder, NY
1978	Metedeconk River Yacht Club Brick, NJ	Larry MacDonald Hamilton, Ontario	Stephen Craig Heath, TX
1977	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Jay Lutz Brick, NJ	Larry MacDonald Hamilton, Ontario
1976	Milwaukee Yacht Club Milwaukee, WI	Mark Bryant Kenmore, NY	Jay Lutz Brick, NJ
1975	Lake Murray Lake Murray, SC	Robby Wilkins Columbia, SC	Jay Lutz Brick NJ
1974	Cleveland Yachtig Club Rocky River, OH	Matt Fisher Columbus, OH	Greg Fisher Columbus, OH

2005 Champions
John Newell, Jamie Moran, Joe Raite

North American Masters Champions

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Milwaukee Yacht Club Milwaukee, WI	Ric Larson Sheboygan, WI #15119	William Hofmeister Nashville, TN #15206
2004	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Richard Hallagan Newark, NJ #12355	Bill Neal Wyoming, NY
2003	Niantic Yacht Club Niantic, CT	Colin Park Midland, MI #14780	Richard Hallagan Newark, NJ #12355
2002	North Cape Yacht Club LaSalle, MI	George Fisher Hilliard, OH #14345	Jack Elfman Surf City, NJ
2001	Malletts Bay Boat Club Colchester, VT	Bill Shore Newport, RI #14969	David Gorman Malone, NY #14758
2000	Fishing Bay Yacht Club Deltaville, VA	Colin Park Midland, MI #14780	George Fisher Hilliard, OH #14345
1999	Carlyle Sailing Association Hazlet, IL	Colin Park Midland, MI #14780	Thomas Allen, III Buffalo, NY #14811
1998	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	George Fisher Hilliard, OH #14345	Bruce Goldsmith Hillsdale, MI #14649
1997	North Cape Yacht Club LaSalle, MI	Bruce Goldsmith Hillsdale, MI #14649	Jim Dressel Columbus, OH #10680
1996	Southern Yacht Club New Orleans, LA	George Fisher Hilliard, OH #14345	Tom Allen, Sr Buffalo, NY #14611
1995	Malletts Bay Boat Club Colchester, VT	Richard Hallagan Newark, NJ #12355	Cal Schmiege Lewiston, NY #14580
1994	Royal Hamilton Yacht Club Hamilton, Ontario, Canada	Don Sherburne Nashville, TN #14588	Sandy Huntsman Red Bank, NJ #14492
1993	Sheboygan Yacht Club Sheboygan, WI	Bruce Goldsmith Hillsdale, MI #14449	Fisk Hayden Fern Park, FL #14066
1992	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Tom Allen, III Buffalo, NY #14524	Bob Crane Darien, CT #14572
1991	Sail Newport Newport, RI	George Fisher Hilliard, OH #14345	R G "Lal" Burridge St Louis, MO #11800
1990	Rochester Yacht Club Rochester, NY	Richard Hallagan Newark, NJ #12355	Joe Dissette Midland, MI #14433
1989	North Cape Yacht Club LaSalle, MI	Richard Hallagan Newark, NJ #12355	Bob Mathers Livonia, MI #14240
1988	Mission Bay Yacht Club San Diego, CA	Fisk Hayden Fern Park, FL #14066	Myron Lyon San Diego, CA #13911
1987	Buffalo Canoe Club Lake Erie—Pt Abino, Ontario	Dick Hallagan Newark, NJ #12355	Fisk Hayden Fern Park, FL #14066
1986	Henderson Harbor Yacht Club Henderson Harbor, NY	Richard Hallagan Newark, NJ #12355	Crit Currie Memphis, TN #14099
1985	Tawas Bay Yacht Club East Tawas, MI	R G "Lal" Burridge St Louis, MO #11800	Jim Carson Brick, NJ #13710
1984	Corinthian Yacht Club Chicago, IL	Stu Anderson Stuart, FL #11702	John Teigland, Jr Allentown, PA #11666
1983	Rush Creek Yacht Club Heath, TX	Stu Anderson Stuart, FL #11702	Buck Ballatin Metairie, LA #9696

2005 Champions
Mike Emergreen, Ric Larson & Eric Larson

South American Champions

YEAR	PLACE	CHAMPION	PARTICIPANTS
2005	Con Con, Chile	Alberto 'Tito' Gonzalez Santiago, Chile	Argentina, Brazil, Canada, Chile, Switzerland, USA
2004	São Paulo, Brazil	Thomas Summer São Paulo, Brazil	
2003	Salinas, Ecuador	Alberto 'Tito' Gonzalez Santiago, Chile	Chile, Colombia, Equador, Peru
2002	Tominee, Colombia	Sebastian Higuera Colombia	Chile, Equador, Colombia
2001	Algarrobo, Chile	Alberto 'Tito' Gonzalez Chile	Argentina, Chile, Equador, USA
2000	San Pablo, Ecuador	Miguel Plaza Menendez Ecuador	Chile, Colombia, Equador
2000	San Pablo, Ecuador	Miguel Plaza Menendez Ecuador	Chile, Colombia, Equador
1999	Salinas, Ecuador	Sebastian Higuera Colombia	Argentina, Chile, Colombia, Equador, Peru
1998	Tomine, Colombia	Sebastian Higuera Colombia	Argentina, Chile, Colombia, Equador
1997	Santiago, Chile	Alberto 'Tito' Gonzalez Chile	Argentina, Chile, Equador, Peru, USA
1996	Cartegena, Colombia	Juan Santos Garcés Ecuador	Argentina, Chile, Colombia, Ecuador, Peru
1995	Olivos, Argentina	Alberto 'Tito' Gonzalez Chile	Argentina, Chile
1994	Salinas, Ecuador	Alberto 'Tito' Gonzalez Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1993	São Paulo, Brazil	Claudio Biekard Brazil	Brazil, Chile
1992	Salinas, Ecuador	Juan Santos Garcés Ecuador	Brazil, Chile, Colombia, Ecuador, Peru
1991	Bogota, Colombia	Santiago Uzcategui Colombia	Ecuador, Colombia
1990	Callao, Peru	Manuel Gonzalez Mas Chile	Chile, Ecuador, Pery
1989	Ilhabela, Brazil	Claudio Biekard Brazil	Brazil, Chile, Ecuador
1988	Santiago, Chile	Claudio Biekard Brazil	Argentina, Brazil, Chile, Ecuador, Pery
1987	Salinas, Ecuador	Francisco Solá Medina Ecuador	Chile, Colombia, Ecuador, Peru
1986	Bogota, Colombia	Andres Lisocki Colombia	Chile, Colombia, Ecuador, Peru
1985	Lima, Peru	Alberto 'Tito' Gonzalez Chile	Chile, Colombia, Ecuador, Pery
1984	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Peru
1983	Olivos, Argentina	Mario Abinzano Argentina	Argentina, Brazil, Chile, Colombia, Peru
1982	Pucón, Chile	Jaime Fernandez Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1981	Salinas, Eduador	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador
1980	Tomine, Columbia	Fernando dela Concha Columbia	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1979	Ancon, Peru	Francisco Solá Medina Ecuador	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1978	São Paulo, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Peru, Uruguay
1977	Pucon, Chile	Jaime Fernandez Chile	Argentina, Brazil, Chile, Ecuador, Peru
1976	Olivos, Argentina	Robert Buckup Brazil	Argentina, Brazil, Chile, Ecuador, Pery, Uruguay
1975	Salinas, Ecuador	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1974	Callao, Peru	Mario Isola Argentina	Argentina, Brazil,, Chile, Colombia, Ecuador, Peru
1973	Cargegena, Colombia	Robert Buckup Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1972	Algarrobo, Chile	German Novion Chile	Argentina, Brazil, Chile, Colombia, Ecuador, Peru
1971	Rio de Janeiro, Brazil	Mario Buckup Brazil	Argentina, Brazil, Chile, Colombia, Peru, Uruguay
1970	Salinas, Ecuador	Mario Isola Argentina	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1969	Olivos, Argentina	Pedro Sisti Argentina	Argentina, Brazil, Chile, Ecuador, Peru Uruguay
1968	Callao, Peru	Rafael Obregon Colombia	Argentina, Chile, Colombia, Ecuador, Peru
1967	Cartagena, Colombia	Rafael Obregon Colombia	Colombia, Ecuador, Peru
1966	Vina del Mar, Chile	Carlos M Collet Argentina	Argentina, Chila, Ecuador, Peru
1965	Puerta Bucco, Uruguay	Pedro Sisti Argentina	Argentina, Brazil, Chile, Peru, Uruguay
1964	Salinas, Eduador	Santiago Maspons Ecuador	Argentina, Chile, Colombia, Ecuador, Peru
1963	Olivos, Argentina	Alberto Migone Argentina	Argentina, Bolivia, Chile, Ecuador, Pery Uruguay
1962	Ancon, Peru	Jose Barreda Moller Peru	Argentina, Chile, Colombia, Ecuador, Peru, Uruguay
1961	Guanabara, Brazil	Erik Schmidt Brazil	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay
1960	Algarrobo, Chile	Isidoro Melero Chile	Argentina, Bolivia, Brazil, Chile, Colombia, Peru, Uruguay
1959	Muna, Colombia	Rafael Obregon Colombia	Argentina, Colombia, Ecuador, Peru, Venezuela
1958	Guayaquil, Eduador	Carlos Navarro Peru	Argentina, Bolivia, Chile, Colombia, Eduador, Peru, Uruguay
1957	Buceo, Uruguay	Feliz Castellanos Uruguay	Argentina, Brazil , Colombia, Eduador, Peru, Uruguay
1956	Callao, Peru	Julio C Goldie Uruguay	Argentina, Bolivia , Colombia, Eduador, Peru, Uruguay
1955	Olivos, Argentina	Alberto Migone Argentina	Argentina, Bolivia , Eduador, Peru, Uruguay

EUROPEAN CHAMPIONS

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Porto San Giorgio, Italy	Monolakis Antonis YC of Greece, #14211	Urs Wyler Switerland Fleet 358
2004	Grandson, Switzerland	Urs Wyler Switzerland Fleet 358, #13790	Peter Hall Montreal, Canada
2003	N/A	N/A	N/A
2002	Kemi, Finland	Urs Wyler Switzerland Fleet 358, #13790	Samppa Salminon Finland
2001	Circolo Velico Marsala Marsala, Italy	Haralambos Piperakis Greece	Urs Wyler Switzerland Fleet 358, #13790
2000	Yacht Club of Greece Athens, Greece	Charalabos Piperakis Greece	Dionisis Dimou Greece
1999	Segelclub Murten, Switzerland	Urs Wyler Switzerland Fleet 358, #13790	Mario Noto Italy Fl;eet 449, #14731
1998	Tuusulanjarven Purjehtijat, Finland	Urs Wyler Switzerland Fleet 358, #13790	Karl Huusko Finland
1997	Yacht Racing Club of Athens Greece	Theodore Tsoulfas Greece	Alexandros Dimou Greece
1996	Societa Canottieri Marsala, Italy	Mario Noto Italy Fleet 449, #14731	Antonio Marino Italy Fleet 449, #13402
1995	HSK Finland	Mario Noto Italy Fl;eet 449, #14731	Urs Wyler Switzerland Fleet 358, #13790
1994	Matelot Yacht Club Switzerland	Urs Wyler Switzerland Fleet 358, #13790	Giuseppe Alagna Italy Fleet 449, #13402
1993	Yacht Racing Club of Athens Greece	George Andreadis Greece Fleet 286, #14264	Costas Lyberakis Greece Fleet 286, #14334
1992	Kuopio Yacht Club Kuopio, Finland	Mario Noto Italy Fleet 449, #14361	Urs Wyler Switzerland Fleet 358, #13790
1991	Trasimeno Lake Perugia, Italy	Mario Noto Italy Fleet 449, #14361	Stefano Reina Italy Fleet 449, #14361
1990	Bordee de Tribord Lake Biel LaNeuville, Switzerland	Gaetano Palizzaro Italy Fleet 476, #14243	Urs Wyler Switzerland Fleet 358, #13790
1989	Yacht Racing Club of Athens Greece	Urs Wyler Switzerland Fleet 358, #13790	Urs Wyler Switzerland Fleet 358, #14361
1988	Nasijaraven Purjehdus- seura-Nasijarvi Yacht Clb Tempere, Finland	Francesco Ferrari Italy Fleet 249, #14245	Urs Wyler Switzerland Fleet 358, #13790
1987	Brezone/Lago di Garda Numana, Italy	Marcello Attina Italy Fleet 4499, #13481	Urs Wyler Switzerland Fleet 358, #13790
1986	Yacht Club of Greece Phaleron Bay Athens, Greece	Urs Wyler Switzerland Fleet 358, #13790	S Coutsikos Greece Fleet 286, #13981
1985	Cercle de la Voile Lake Neuchatel Switzerland	Christoph Luthy Switzerland Fleet 250, #13099	Carlo Galetti Italy Fleet 249, #13878
1984	BSF Pori, Finland	George Andreadis Greece Fleet 286, #11459	Urs Wyler Switzerland Fleet 358, #13790
1983	Circoli Velici Napoletori Marsala, Italy	George Andreadis Greece Fleet 286, #11459	Goise[]e (a;p,ba Ota;u Fleet 312, #13036
1982	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fleet 286, #11459	Sergio Messina Italy Fleet 449, #13065
1981	Circolo Velico Marsala Italy	Capt C F Coccoloni Italy Fleet 235, #13374	George Andreadis Greece Fleet 286, #11459
1980	Cercle de la Voile Lake Neuchatel Switzerland	Jean-Claude Dupasquier Switzerland Fleet 169, #	Roberto Crucitti Italy Fleet 449, #13414

YEAR	PLACE	CHAMPION	RUNNER-UP
1979	SPS Helsinki, Finland	Jean-Claude Dupasquier Switzerland Fleet 169, #	Terho Aromaa Finland Fleet 166, #13130
1978	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fleet 286, #11459	Christoph Luthy Switzerland Fleet 250, #13099
1977	Club Nautico Numana Adriatic Sea Italy	Jean-Claude Dupasquier Switzerland Fleet 169, #	Antti Ruukanen Finland Fleet 166, #12085
1976	Grandson Sailing Club Lake Neuchatel Switzerland	Urs Wyler Switzerland Fleet 358, #12637	Jean-Claude Dupasquier Switzerland Fleet 169, #12319
1975	PP & KP Keuru, Finland	Antti Ruuskanen Finalnd Fleet 394, #12257	Christoph Luthy Switzerland Fleet 250, #12320
1974	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fleet 286, #9447	Nicholas Dimou Greece Fleet 286, #11459
1973	Circolo Della Veladi Roma Anzio, Italy	Alexander Andreadis Greece Fleet 286, #11459	Hans Rahn Switzerland Fleet 219, #12305
1972	Lake of Geneve Morges, Switzerland	Stelios Bonas Greece Fleet 286, #11633	Hans Luthy Switzerland Fleet 250, #9503
1971	Yacht Club Helsingfors Segelkubb Helsinki, Finland	Stelios Bonas Greece Fleet 286, #11633	Alexander Andreadis Greece Fleet 286, #11459
1970	Royal Yacht Club of Greece Corfu, Greece	George Andreadis Greece Fleet 286, #10996	Stelios Bonas Greece Fleet 286, #9447
1969	Circolo Della Veladi Rome Anzio, Italy	Stelios Bonas Greece Fleet 251, #8397	Pentti Puupera Finalnd Fleet 166, #10057
1968	Regttaverein Brunnen Brunnen, Switzerland	Guido Tulli Italy Fleet 381, #10740	Dag Bjurstrom Finalnd Fleet 394, #8211
1967	Nasijarvi Sailing Club Lake Nasijarvi Tampere, Finland	Catello Russo Italy Fleet 237, #8492	Stig Haglund Finland Fleet 166, #9166
1966	Yacht Club of Greece Phaleron Bay Athens, Greece	George Andreadis Greece Fleet 286, #9447	Alfred Lanz Switzerland Fleet 169, #8396
1965	Circolo Velico Stabia Stabia, Italy	Guido Tulli Italy Fleet 312, #9322	George Andreadis Greece Fleet 286, #9447
1964	Cercle de la Voile Lake Neuchatel Switzerland	Stelios Bonas Greece Fleet 251, #8397	Giorgio Focanti Italy Fleet 278, #753?
1963	Circolo Velico Stabia Stabia, Italy	Stelios Bonas Greece Fleet 251, #8397	Catello Russo Italy Fleet 237, #6728
1962	Merenkavijat Yacht Club Helsinki, Finland	Maurizio di Segno Italy Fleet 318, #7238	Carlo Postiglione Italy Fleet 237, #6728
1961	Royal Yacht Club of Greece Corfu, Greece	HRH King Constantine Greece Fleet 287, #6943	Gaetano Pesce Italy Fleet 191, #7212
1960	Yacht Club Lucerne Lucerne, Switzerland	Franco Cavallo Italy Fleet 223, #7422	Claude Lambelet Switzerland Fleet 169, #7467
1959	Club Vela di Roma Anzio, Italy	Franco Cavallo Italy Fleet 223, #7422	Catello Russo Italy Fleet 237, #6728
1958	Ostra Nylands Anzio, Italy	Franco Cavallo Italy Fleet 223, #7422	Catello Russo Italy Fleet 237, #6728
1957	Royal YC of Greece Corfu, Greece	Gaetano Pesce Italy Fleet 191, #6390	Franco Cavallo Italy Fleet 223, #4966
1956	La Bordee de Tribord La Neuville, Switzerland	Ralph Camardella Italy Fleet 191, #4122	Franco Cavallo Italy

Canadian Champions

YEAR	PLACE	CHAMPION	RUNNER-UP
2005	Buffalo Canoe Club Pt Abino, Ontario	David Starck Buffalo Canoe Club	Jody Lutz Metedeconk River YC
2004	Royal St Lawrence YC Montreal	Michael Holly Montreal	Peter Hall Royal St Lawrence YC
2003	Buffalo Canoe Club Pt Abino, Ontario	David Starck Buffalo Canoe Club	Larry MacDonald, Jr Buffalo Canoe Club
2002	Thunder Bay Yacht Club Thunder Bay, Ontario	Alan Boucher Royal St Lawrence YC	Jamie Alan Royal St Lawrence YC
2001	Royal Hamilton Yacht Club Hamilton, Ontario	Matt Fisher HYC	Tom Allen, Jr Buffalo Canoe Club
2000	Royal St Lawrence YC Montreal	Chad Proctor CPYC	Phil Grotheer SSA
1999	Buffalo Canoe Club Pt Abino, Ontario	Tom Allen, Jr Buffalo Canoe Club	Matt Fisher HYC
1998	Gimli, Manitoba	Tito Gonzalez Santiago, Chile	Larry MacDonald, Jr Buffalo Canoe Club
1997	Buffalo Canoe Club Pt Abino, Ontario	Tom Allen, Jr Buffalo Canoe Club	David Starck Buffalo Canoe Club
1996	Thunder Bay Yacht Club Thunder Bay, Ontario	Alain Boucher PCYC	Jean-Francois Simard Royal St Lawrence YC
1995	Pointe Claire Yacht Club Montrea	Dick Hallagan SBYC	Don Brush MBBC
1994	Buffalo Canoe Club Pt Abino, Ontario	Jim Crane CPYC	Larry MacDonald, Jr RHYC
1993	Royal St Lawrence YC Montreal	Marty Essig RHYC	Allan Leibel RCYC
1992	Thunder Bay Yacht Club Thunder Bay, Ontario	Larry MacDonald RHYC	Peter Hall Royal St Lawrence YC
1991	Royal Canadian Yacht Club Toronto, Ontario	Jim Cameron TRSC	
1990	Hamilton	David Starck Buffalo Canoe Club	Peter Hall Royal St Lawrence YC
1989	Pointe Claire Yacht Club Montreal	Jay Mann Royal St Lawrence YC	
1988	Royal St Lawrence YC Montreal	Larry MacDonald RHYC	Peter Hall Royal St Lawrence YC
1987	Toronto, Ontario	Peter Hall Royal St Lawrence YC	
1986	Royal St Lawrence YC Montreal	Larry MacDonald RHYC	Peter Hall Royal St Lawrence YC
1985	Buffalo Canoe Club Pt Abino, Ontario	Jim Crane CPYC	Tom Allen, Jr Buffalo Canoe Club
1984	Royal St Lawrence YC Montreal	Larry MacDonald RHYC	Tom Allen, Jr Buffalo Canoe Club
1983	Royal St Lawrence YC Montreal	Ross Bailey	Susan MacDonald RHYC
1982	Thunder Bay Yacht Club Thunder Bay, Ontario	Larry MacDonald RHYC	Jay Lutz MRYC
1981	Thornbury	Dick Hallagan SBYC	Dave Sprague BC
1980	Vancouver, British Columbia	Larry MacDonald RHYC	Dave Sprague BC
1979	Royal St Lawrence YC Montreal	Larry MacDonald RHYC	Dick Hallagan SBYC
1978	National Yacht Club Toronto, Ontario	Tom Allen Buffalo Canoe Club	Larry MacDonald RHYC
1977	Thunder Bay Yacht Club Thunder Bay, Ontario	Jay Hansen Buffalo Canoe Club	Larry MacDonald RHYC
1976	Royal Hamilton Yacht Club Hamilton, Ontario	Dick Hallagan SBYC	Tom Allen Buffalo Canoe Club
1975	Royal St Lawrence YC Montreal	Dick Hallagan SBYC	Bob Wardell HHYC
1974	National Yacht Club Toronto, Ontario	Bill Buckles CYC	Jay Hansen Buffalo Canoe Club
1973	Kingston Yacht Club Kingston, Ontario	William Shore Buffalo Canoe Club	M Nelson BRYC
1972	Royal St Lawrence YC Montreal	D Allen RHYC	J Hanson Buffalo Canoe Club
1971	Kingston Yacht Club Kingston, Ontario	J Mueller CYC	D Allen RHYC
1970	Royal Canadian YC Toronto, Ontario	William Shore Buffalo Canoe Club	Dick Hallagan SBYC
1969	Hudson Yacht Club Montreal	Dick Hallagan SBYC	D Allen RHYC
1968	Royal Hamilton YC Hamilton, Ontario	S Anderson NSC	Dick Hallagan SBYC
1967	Royal St Lawrence YC Montreal	S Anderson NSC	Dick Hallagan SBYC
1966	Port Arthur	Tom Allen Buffalo Canoe Club	P Sulman NYC
1965	Owen Sound Yacht Club Owen Sound, Ontario	Tom Allen Buffalo Canoe Club	S Anderson NSC
1964	Royal Hamilton Yacht Club Hamilton, Ontario	D M Allen RHYC	J R G Bleasby Royal Canadian YC
1963	Royal Canadian Yacht Club Toronto, Ontario	J Bernel Buffalo Canoe Club	S Anderson NSC
1962	Owen Sound Yacht Club Owen Sound, Ontario	J R G Bleasby Royal Canadian YC	D M Allen RHYC
1961	Britannia Yacht Club Ottawa, Ontario	J R G Bleasby Royal Canadian YC	J Miwann QCYC
1960	Royal Canadian YC Toronto, Ontario	G Russell Royal Canadian YC	G Hampson RHYC
1959	Royal Canadian YC Toronto, Ontario	A Dutton QCYC	G Russell RCYC
1958	Royal Canadian YC Toronto, Ontario	J R G Bleasby Royal Canadian YC	
1957	Royal Canadian YC Toronto, Ontario	June Method RBYC	R Robson SBYC
1956	Royal Canadian YC Toronto, Ontario	A Dutton QCYC	
1955	Royal Canadian YC Toronto, Ontario	G Layton Royal St Lawrence YC	S Anderson NSC
1954	Royal Canadian YC Toronto, Ontario	Thomas Fallon Buffalo Canoe Club	
1953	Royal Canadian YC Toronto, Ontario	Tom Allen Buffalo Canoe Club	
1952	Royal Canadian YC Toronto, Ontario	Tom Allen Buffalo Canoe Club	

SOUTHERN CIRCUIT CHAMPIONS

YEAR	DEEP SOUTH REGATTA SAVANNAH, GEORGIA	WINTER LIGHTNING CHAMPIONSHIP ST PETERSBURG, FLORIDA	SAVANNAH–ST PETERSBURG CHAMPION
2005	Bill Fastiggi	Alberto 'Tito' Gonzalez	
2004	Alberto 'Tito' Gonzalez	Allan Terhune	
2003	Chec Proctor	Brian Hayes	Brian Hayes
2002	Steve Hayden	Jody Lutz	Larry MacDonald, Jr
2001	Andy Horton	Matt Fisher	Ched Proctor
2000	Larry MacDonald, Jr	Greg Fisher	Greg Fisher
1999	Andy Horton	Brian Hayes	Andy Horton
1998	Greg Fisher	Tim Healy	Tito Gonzalez
1997	Larry MacDonald, Jr	Larry MacDonald, Jr	Larry MacDonald, Jr
1996	Larry MacDonald, Jr	Brian Taboada	Taboada/Drake/Faude
1995	Larry MacDonald, Jr	David Starck	
1994	Larry MacDonald, Jr	Brad Read	
1993	Larry MacDonald, Jr	Peter Hall	Larry MacDonald, Jr
1992	Lenny Krawcheck	Matt Fisher	Terry Hutchinson
1991	David Dellenbaugh	Jody Swanson	Brad Read
1990	Lenny Krawcheck	David Dellenbaugh	David Dellenbaugh
1989	Jim Crane	Matt Fisher	Ched Proctor
1988	Tom Allen, Jr	Jim Crane (R)	Jim Crane
1987	Larry MacDonald, Jr	Jim Crane	Brad Read
1986	Dick Hallagan	Tom Allen, Jr	Bill Shore
1985	Neal Fowler	Ched Proctor	Ched Proctor
1984	Bill Shore	Ken Read	Bill Shore/Ken Read
1983	David Curtis	Ed Baird	David Curtis
1982	David Curtis	David Curtis	David Curtis
1981	Bruce Goldsmith	Mark Bryant	Mark Bryant
1980	Peter Isler	Jim Dressel	Jay Lutz
1979	Bruce Goldsmith	Jeff Boyd	Jeff Boyd
1978	Bill Shore	Tom Allen	Jim Dressell
1977	Bill Shore	James Lippincott	James Lippincott
1976	Don Delorme	Bruce Goldsmith	Mark Bryant
1975	Bill Shore	Bill Shore	Bill Shore
1974	Bruce Goldsmith	Jack Mueller	Jack Mueller
1973	Jack Mueller	Jim Crane	Breuce Goldsmith
1972	Bill Shore	Tom Allen (R)	Bruce Goldsmith
1971	Carl Eichenlaub	Bruce Goldsmith	Bruce Goldsmith
1970	Richard Lippincott	A Marcy Lippincott	Bob Seidelmann
1969	Bob Seidelmann (R)	Lou Pocharski	Tom Allen
1968	Bob Seidelmann	Tom Allen	Bob Seidelmann
1967	Bob Seidelmann	Tom Allen	Bob Seidelmann
1966	Bob Seidelmann (R)	Bob Seidelmann	Bob Seidelmann
1965	Stu Anderson	Bob Seidelmann (R)	Bob Seidelmann
1964	Stu Anderson	Carl Eichenlaub	Stu Anderson
1963	Bob Seidlemann	Bob Seidelmann	
1962	Bob Seidlemann	Bob Seidelmann	
1961	Carl Eichenlaub	Hank Cawthra	
1960	Carl Eichenlaub	Tom Fallon	
1959	John McIntosh	Herman Nickels	
1958	John McIntosh	Gene Walet	
1957	Bob Crane	Walt Swindeman	

Deep South Regatta sailed at Savannah Yacht Club, Savannah, Georgia.

Trophies: Deep South Regatta Perpetual Trophy, deeded by the Savannah Yacht Club, retired by winner of it three times. (R)
The August A. Busch, Jr. Trophy, deeded to the Savannah Yacht Club for the Lightning Regatta.

Winter Lightning Championship sailed at St. Petersburg Yacht Club, St. Petersburg, Florida.

Trophies: Wally Bishop Trophy
I.L.C.A. Past Presidents Trophy, deeded by Past Presidents of the I.L.C.A. to the I.L.C.A. for the winner of combined Savannah and St. Petersburg Regattas.

Southern Circuit Champions

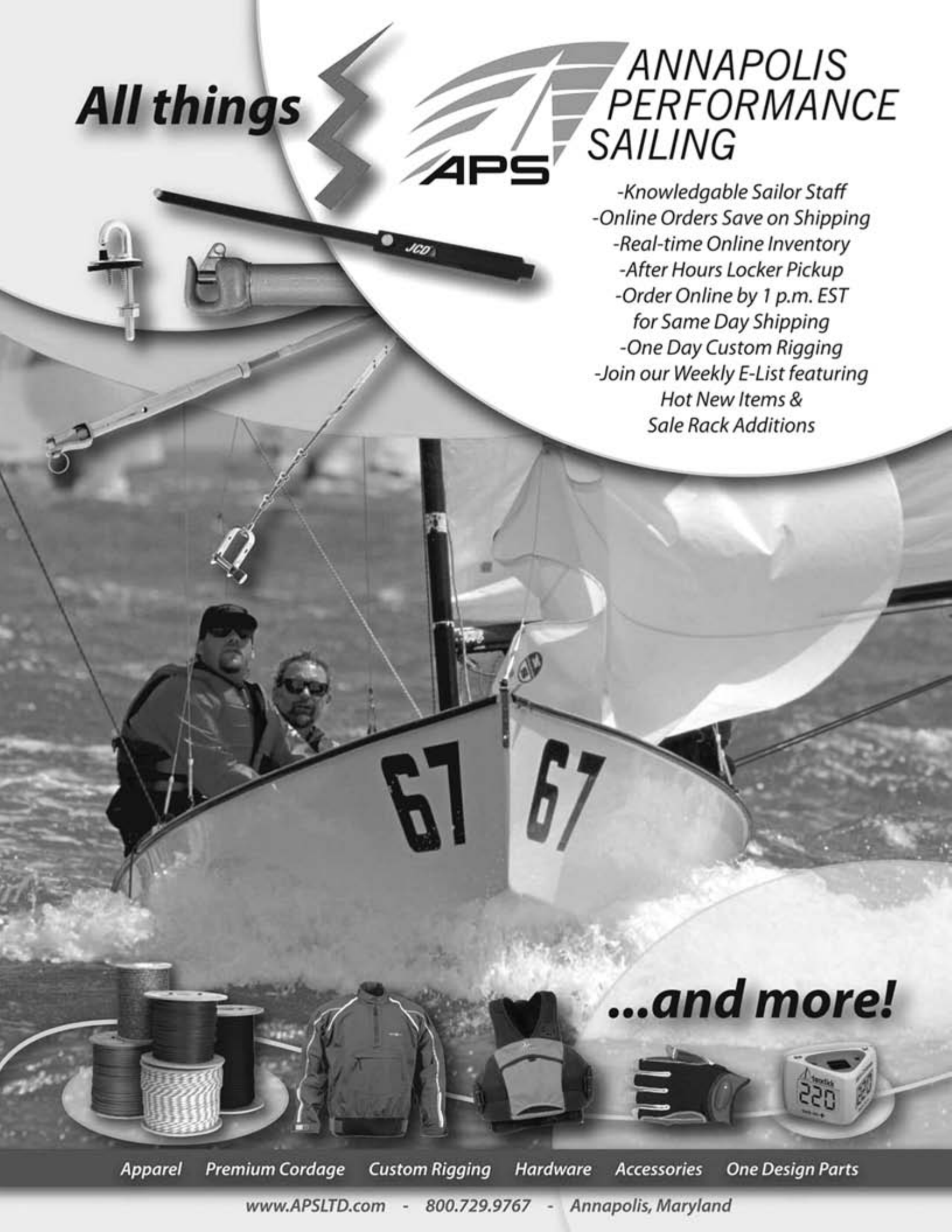
YEAR	MIAMI, FLORIDA	ST PETERSBURG–MIAMI CHAMPION	OVERALL CHAMPION
2005	David Starck		Alberto "Tito" Gonzalez
2004	Alberto "Tito" Gonzalez		Alberto " Tito' Gonzalez
2003	Jeff Linton		Jeff Linton
2002	Larry MacDonald, Jr		Larry MacDonald, Jr
2001	Larry MacDonald, Jr		Ched Proctor
2000	Larry MacDonald, Jr		Larry MacDonald, Jr
1999	Tim Healy		Tom Starck/David Starck
1998	Alberto 'Tito' Gonzalez		Tito Gonzalez
1997	Ched Proctor		Larry MacDonald, Jr
1996	Tim Healy		Taboada/Drake/Faude
1995	Ched Proctor		MacDonald/Proctor
1994	Terry Hutchinson		MacDonald/Proctor
1993	Brad Read		Neal Fowler/Greg Fisher
1992	David Curtis		Jody Lutz/David Curtis
1991	Brad Read		Brad Read
1990	Stuart Nickerson		David Dellenbaugh
1989	Tom Allen		Ched Proctor
1988	Jim Crane	Jim Crane	Jim Crane
1987	Bill Shore	Ched Proctor	Ched Proctor
1986	Jim Crane	Jim Crane	Jim Crane
1985	Larry MacDonald, Jr	Larry MacDonald, Jr	Larry MacDonald, Jr
1984	Bill Shore	Bill Shore/Ken Read	Bill Shore/Ken Read
1983	Richie Silverman	David Curtis	David Curtis
1982	David Curtis	David Curtis	David Curtis
1981	Jim Crane	Jim Crane	Mark Bryant
1980	Mary Bryant	Mark Bryant	Jim Dressel
1979	Larry MacDonald, Jr	Larry MacDonald, Jr	Jeff Dressel
1978	Matt Bryant, Jr	Jay Lutz	Jim Crane
1977	Bill Shore	James Lippincott	Bruce Goldsmith
1976	Bill Shore	Bill Shore	Bill Shore
1975	Don Delorme	Bill Shore	Bill Shore
1974	Bill Shore	Bill Shore	Bruce Goldsmith
1973	Bill Shore	Bruce Goldsmith	Bruce Goldsmith
1972	Tom Allen	Tom Allen	Tom Allen
1971	Lou Pocharski	Lou Pocharski	Bruce Goldsmith
1970	Bruce Goldsmith	Bruce Goldsmith	Bruce Goldsmith
1969	Tom Allen	Lou Pocharski	Tom Allen
1968	Bruce Goldsmith	Bruce Goldsmith	Bruce Goldsmith
1967	Bruce Goldsmith	Harry Sindle	Bob Seidelmann
1966	Tom Allen	Tom Allen	Bob Seidelmann
1965	Bob Seidelmann	Bob Seidelmann	Bob Seidelmann
1964	Carl Smither	Karl Smither	Stu Anderson
1963		Bob Seidelmann	Bob Seidelmann
1962		Bob Seidelmann	Bob Seidelmann
1961		Hank Cawthra	Bob Lippincott
1960		Tom Fallon	
1959		Alex Carlin	
1958			
1957			

Midwinter Championship sailed at Coral Reef Yacht Club, Miami, Florida.

Trophies: Regal Cup, deeded to I.L.C.A. by a Miami company.
Alex Carlin Trophies, for the Miami-St. Petersburg (special formula).

Retired to top skippers Yacht Club after nine years.
Buffalo Canoe Club received the trophy in 1969.
The second trophy was retired after the 1978 Regatta to Tom Allen for the Buffalo Canoe Club.
The third and last trophy was retired in 1988 to the Buffalo Canoe Club. The trophy was donated by Alex Carlin's wife, Ethel, in his memory.

I.L.C.A. Southern Circuit Champion, presented by the I.L.C.A. for the winner of the combined regattas at Savannah, St. Petersburg and Miami.
No retirement.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Norloff
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Norlon
Is how they call us in the lowlands.

Noooor@#&¡
Is how our competitors call us.

Norlop JWT
Is how they called us in 2005 to receive these awards:

- Regional Gold in El Ojo de Iberoamerica
- Iberoamerican Bronze in El Ojo de Iberoamerica
- Finalist in The London Festival
- Finalist in FIAP
- 2 Finalists in El Festival del Caribe
- 4 First Finalists in El Ojo de Iberoamérica
- 2 Finalists in El Ojo de Iberoamerica
- 1 Finalist in La Caracola de Plata
- 3 Gold Condors
- 3 Silver Condors
- 1 Bronze Condor
- 1 Gold Effie
- 2 Silver Effies
- 4 Finalists in the 2005 Effies
- Creative Agency of 2005 in Ecuador, in "Crema" by Adlatina.

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