

Lightning eflashes

Newsletter from the International Lightning Class Association
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SOUTHERN CIRCUIT CHAMPION CREWS' PERSPECTIVES

Diego González P.

El Circuito del Sur, para nosotros, es muy especial ya que envuelve todo lo que un navegante aspira tener: diversión, buenas condiciones para navegar, compañerismo y amistad.

Nosotros recorremos un largo camino que es justificado año a año en el circuito. Las sedes de cada uno de los 3 campeonatos son espectacular, todos ofrecen cosas distintas y mundos nuevos que conocer.

La gente joven que navega se ve motivada, dispuesta a aprender año a año de los experimentados navegantes de Lightning, lo que se considera un buen augurio para el desarrollo y surgimiento de la clase. La organización que existe es espectacular y nos hace sentir más cómodos y protegidos, toda la gente que trabaja silenciosamente para que estos campeonatos resulten de la mejor manera, reciben todo nuestro agradecimiento.

Fernando Gallyas

Tenemos un timonel genio!

Tiene instinto, le gusta el riesgo y le sobran ganas de ganar, especialmente ahora que debe mostrarle a su hijo que son verdad las historias de campeonatos anteriores que siempre contaba cuando regresaba a su campo cuando Diego era pequeño. Este timonel nos pone en aprietos a Diego y a mí cuando nos dice "Soy un navegante libre, no me amarren a la flota"... y acto seguido vira, abandonando la flota. Nosotros tratamos de redondear su creatividad, llevándolo por rutas más seguras.

Diego nos da una buena cuota de juventud, que ciertamente esta más despierto y nervioso que nosotros los cuarentones. Diego es el primer tripulante que le llama la atención a Tito haciéndole ver sus errores al instante. Se acabó la dictadura a bordo y los errores se comparten de verdad entre todos. Antes eran los tripulantes los culpables de las regatas mediocres, como se da en muchas otras tripulaciones.

Yo le pongo sin duda una cuota de seriedad y nervios de acero, porque mi naturaleza es más cerebral. Tenemos con Tito una coordinación excelente encontrando el punto optimo de manejo del barco con spinnaker. Los entrenamientos que hacemos en lacer con Diego y Tito nos ha servido para darnos mayor comodidad y seguridad arriba del lightning.

Así, en esta tripulación se ha combinado trabajo duro, talento, ganas y personalidades distintas que nos tiene muy optimistas para el futuro.

... y lo pasamos muy bien a bordo!

More photos pages 27-31 ●



Overall Circuit Winners Tito Gonzalez, Diego and Fernando
5th Deep South Savannah, 2nd Miami Midwinter,
1st St. Pete Winter Championship

photo © J H Peterson

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BECOME A
GOLD CIRCLE MEMBER,
 FOR A MINIMUM \$50
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 MEMBERSHIP BOAT DECAL TO
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 SUPPORT.

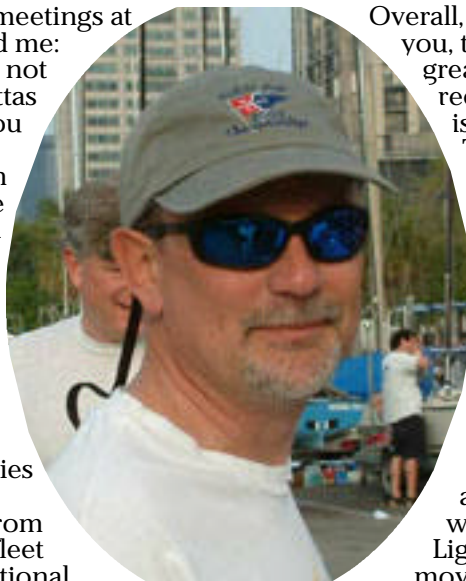
President's Column

Carter Utzig

When I went to the meetings at St. Pete people asked me: "Carter, why are you not traveling to big regattas as much? Why are you not going to the Worlds"? I have been thinking about those questions for quite a while. What makes a class great, over a long period of time, is its ability to appeal to a large number of people with a diverse set of desires and provide them the opportunities to enjoy the class as their lives change. From progressing from a fleet sailor to racing in national championships, as families grow fleet racing or junior sailing, the joy of building a boat and sailing it for the first time or day sailing in a boat the can get up and go.

So why not travel so much? The answer to me is simple. The Lightning Class affords me the opportunity to sail close to home with my daughters, introduce potential Lightning sailors into the class, or take out an old-time Lightning sailor for a quick spin around the lake. Maybe I will try to refurbish an old wooden Lightning? (I hear my wife Cathlean asking "And where will you be doing this?").

Realizing that the "Circle of Life" pertains to the class is important to the class' long term strength. At any stage of our lives there is something for you as part of the Lightning class family.



Overall, and thanks to you, the class is doing great. Did you see recent Sailing World issue featuring Tech-talk on Lightning rigging? Our membership is on an upward turn and it looks like we have a really good shot at the Lightning being chosen for the Pan-Am Games. Our financials are breaking even and our video as well as other Lightning "stuff" has moved into some mainstream retail catalogs. Perhaps most important is people are having fun!!!

So find someone who is interested in sailing at your club or at work and invite them to sail with our "family". We are growing and have lots to offer them.

There are a number of changes that are coming so please watch the class web site. These are nothing new but the final wording will be posted soon.

Ya'll are welcome to come to Charlotte any time you want. Or come to the ACCs in Wrightsville Beach and sail at one of the best sailing venues in North America.

Have fun sailing! Carter
 president@lightningclass.org ●

LOOK TO THE LIGHTNING CLASS WEB SITE

www.lightningclass.org

FOR ALL KINDS OF USEFUL INFORMATION!

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

And much much more!

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Chief Measurer's Column

Bill Clausen

I am writing this with memories of a great southern circuit. It is now 70 Degrees in New Jersey and we are sailing Lightnings at Monmouth Boat Club at Red Bank NJ.

I hope by the time you read this many of you will have been to the Long John. We have been running the Long John For over 40 Years. It is always the first regatta of the year in this part of the country. Two months ago they were ice boating on the same water we are sailing Lightnings April 10th!

To get to measurement issues. Some sailors have already sailed their Districts and many of you are looking forward to sailing your Districts.

My advice to competitors and those running District Championship Regattas. These are sanctioned Lightning Regattas and come under all the rules as proscribed by the class.

Please see that the boats, if possible are weighed and the sails are checked for proper numbers, Main and Spinnaker numbers match, no logos on the spinnakers. If you have



a new boat please check that you have a valid measurement certificate and your weight is fastened in as per your measurement certificate. Please check the thickness of you center-board!

These things as well as others will be checked at the North Americans as well as the Worlds.

Sails with logos, numbers of spinners that do not match the main as well as any arbitrary numbers will not be allowed to compete in any of the North American Events, so please if you have a question, please contact me before we have a problem at a future regatta.

I hope you all have fair winds and fun sailing this spring.

As always if you have a measurement question email me and I will do my best to give you the best solution I can!

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

Your Executive Committee is:

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

OFFICIAL NOTICES

Youth World Championship

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

Fleets in Good Standing

Fleet Dues HAVE been received from the following fleets, and they are therefore in good standing. If your fleet does not appear on this list, the Fleet Secretary or Fleet Captain should immediately pay Fleet Dues (\$25 US), otherwise the fleet is considered suspended:

11 North Shrewsbury River; 12 Buffalo Canoe Club; 16 Paupack; 23 Indian Lake Yacht Club; 26 Little Egg Harbor; 31 Devils Lake Yacht Club; 34 Metedeconk River; 36 Pymatuning Yacht Club; 42 Western Lake Erie; 43 Buckeye Lake Yacht Club; 47 Silver Lake Yacht Club; 50 Washington DC; 51 Crescent Sail Yacht Club; 53 Lake Fenton Sailing Club; 54 Pontiac Yacht Club; 64 Maple Bay; 69 Milwaukee Yacht Club; 74 Decatur; 77 Newport Yacht Club; 90 Kitsilano Yacht Club; 99 Great Egg Harbor; 110 Higgins Lake; 112 Green Bay Sailing Club; 126 Cedar Point Yacht Club; 127 Savannah; 129 Madison Beach Club; 135 Mobile Bay; 146 Toronto Bay; 147 Sao Paulo; 150 Mansfield Sailing Club; 151 Annisquam Yacht Club; 154 Wawasee Yacht Club; 164 Willow Bank Yacht Club; 166 Helsinki; 169 Lac de Neuchatel; 173 Brant Beach Yacht Club; 178 Great South Bay; 179 Pass Christian; 187 Sheboygan; 189 Marblehead; 192 Lower Susquehanna; 194 Mission Bay; 196 Surf City; 215 Royal St. Lawrence Yacht Club; 225 Henderson Harbor Yacht Club; 226 Biscayne Bay; 252 Keuka Lake; 253 Susquehanna Yacht Club; 254 Burt Lake; 257 Clark's Hill; 262 Harbor Island Yacht Club; 266 Carlyle Sailing Association; 270 Silver Fox Squadron/Indianapolis Sailing Club; 274 Delta Sailing Association; 279 Temple Reef Sailing Club; 283 Columbia; 286 Parthenon; 301 Champlain; 314 Sassafra River; 325 Rehoboth Bay Sailing Association; 326 Grand Traverse Yacht Club; 328 Jyvaskyla; 329 Severn River; 332 Squam Lake; 335 Barnegat Light Yacht Club; 338 Galway Lake; 348 Lake Lanier; 358 Murtensee; 365 Catawba Yacht Club; 374 Douglas Lake; 387 Lansing Sailing Club; 388 Jackson Yacht Club; 401 Guanabara; 405 Salinas Yacht Club; 415 Lake Norman ; 429 Greater Charleston; 430 Ocean City Yacht Club; 431 Southampton Yacht Club; 442 Fond du Lac/Winnebago; 447 San Pablo; 456 Tuusulanjärvi; 462 Guarapiranga Lake; 463 Lake Waccamaw; 481 Wake; 488 Rocky Mountain; 491 Lake Nockamixon; 493 Bow Lake; 502 Suncoast; 506 Orient Yacht Club; 507 The Prairie; 510 Lagos Yacht Club; 511 Cape Fear

Governing Board Minutes Thursday, March 17, 2005 Quarterdeck Room, St. Petersburg Yacht Club

Meeting called to order at 10:00am.

Ms. Allen moved to dispense with the reading of the last meeting minutes since they were previously published. Seconded and passed.

President Utzig thanked everyone who attended the events in Savannah and Miami and recognized everyone who worked on those regattas. He led a round of applause for Fisk Hayden, who led the Southern Circuit for at least 15 years, then for Brian Hayes, then Colin Park. He also recognized Bill Mauk for his work on the Worlds; Rick Bernstein for his work on the new Lightning videos; Connie Harris for lending her marketing skills to help get the videos out in retail venues; and Jim Carson who continues to contribute so much to the Class, now re-writing the rules as they relate to Worlds qualifications. He thanked these volunteers for their hard work - it doesn't happen until we do it.

Membership is up, we're looking better.

Brazil is leading the charge to get the Lightning back into the Pan Am Games.

The Class has considered their options on becoming an Olympic Class. However, this would cause a cultural shift in the Class, perhaps more than realized, making the Class more closed and more competitive. For now we have tabled this discussion.

Kip Hamblet will be making a report on the Class office.

We are discussing setting up an outside Advisory Board in addition to the Advisory Board we have currently, which is made up of Past Presidents.

We hope to have our documents re-written and updated sometime this summer.

Treasurer Davis reports that membership is looking good to date. Having paid subscriptions for paper Flashes has made a big difference to our budget. He presented a "preliminary" financial statement from the

CPA's office. Our finances look much better - last year we made a profit rather than a loss. This is a credit for a non-profit organization.

Right now the ILCA Fund stands at approximately \$148K; the Limbaugh at roughly \$20K; and the History Fund at about \$5K. All of these are increases. We've had a lot of donations and not a lot of uses. The Limbaugh Fund was used for entry fees for the junior teams in the last NAs. The Accounts Receivables have been cut in half from last year. Secretary Hayes worked very hard on past dues to lower this number.

Chief Measurer Clausen thanked a lot of people for their inputs on a lot of issues, most notably the bar. With Jim Carson's help on the wording, he came up with the Proposed Amendment for the Specifications. Bill Meyer asked where the date came from and wondered whether his boat was affected. The position of the chainplates is an easy thing to check on your boat; the date or the

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hull number is not really a guarantee that they are in the "modern" position. The Chief Measurer can make an exception on the dates if the Measurements is off; passing the amendment simply gives us a place to work from. The Amendment was presented and motion made to accept. From proxies and a show of hands a clear majority favored, so passed.

The reason for the rule on the number on the sail is to avoid leaving a blank space or using an extra number of an arbitrary numbers. The Class has been lax on enforcing the Specification that the sail number match the hull number. We want to eliminate the use of arbitrary numbers. Someone noted that it "looks bad" in photos to see numbers which are obviously not the number of the boat. Colin Park noted that sail numbers helps in OCS identification. Bill Fastiggi questioned how we will define "properly obtained by user". President Utzig suggested the Chief Measurer Clausen publish some guidelines or interpretation to define this. Motion made to accept this as written, seconded. With only 1 no vote, the amendment passed. Chief Measurer Clausen noted that this issue will be finally resolved at the General Meeting with the voting on the By-Laws.

The question of when these rules go into effect was raised by James Taylor. Chief Measurer Clausen noted that this was a ruling made last year, and that the amendment simply confirms it. Technically, pointed out David Sprague, ISAF is supposed to approve our changes before they

become law. However, based on the ruling last year, we are clear.

Secretary Hayes noted that membership is good; it's a Worlds year which helps with international membership as well.

We've had one request for deactivation; Cleveland Fleet 71. (Editor's note: at the end of the meeting, this request was withdrawn by the representative from the Ohio District).

The process Sec Hayes is following is that he will email reports for the meetings then follow this up with printed reports. This way everyone know the issues before the meeting. This makes the meetings run faster and smoother.

VP Worlds Bill Mauk reports that Jim Carson has offered a re-wording on the process by which slots are awarded for the Worlds. He also brought up the issue of "developmental slots" which the Executive Committee is allowed to offer.

We have a bid from Greece for the 2007 Worlds. It is not formal yet, but he encourages the Governing Board accept it. The Executive Committee approved Greece.

We expect bids for the 2009 Worlds from Buffalo Canoe Club and Malletts Bay Boat Club. The notice will appear in Flashes shortly. We should have formal bids by the end of the year and should be announcing the award by the end of the year.

For 2005, we need to maximize participation. We have 17 from the US, but many more want to go. Canada needs a harder push to get their initial allocation. Europe's initial allocation

is 17, but Mr. Mauk doubts more than 4 or 5 will actually be used. He urges the Executive Committee to re-allocate the unused slots as soon as possible between the US and South America. Mr. Carson recommended getting a list of alternates so we can move quickly down the list. This is important for South America too. Treasurer Davis noted that last time the extra slots were allocated by rotation. Mr. Mauk says this should be based on percentage rather than rotation so the slots are allocated in bulk.

Shipping options are being explored by Allan Terhune, Mac deTuro and Rob Ruhlman. With choices, we have better options on ports, dates, and price. Right now he estimates the cost will be about \$2K (give or take a few hundred).

The NOR and SIs have been submitted to the Executive Committee for approval. The host's web site is up and running.

The Executive Committee has three slots and we should use them all. If anyone has any ideas, please let Mr. Mauk and the Executive Committee know.

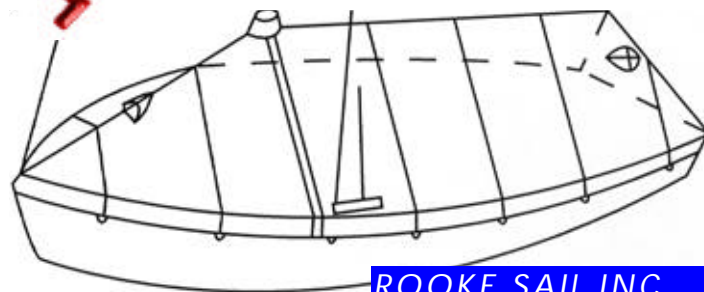
The proposed re-write of the eligibility is somewhat ambiguous. Only the US uses the continental championship. In Europe and South America, countries base eligibility on National Championships. This does not encourage participation in those continental championships.

Currently, our rules allow at least one entry from any country with a fleet. If we increase the minimum, we may be able to encourage

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growth. We need to get real rules in place rather than re-act to situations.

Our intent is to vote on the new wording at the Worlds where there will be a better representation from Europe and South America. Comments will be reflected as received.

Youth Worlds VP John Atkins reports that we have received a bid from Finland for the 2006 Championship. They propose hosting this right after the European Championship in late July or early August. The Executive Committee accept this bid.

The 2008 Championship will be in NA. Fleets should get bids in as soon as possible. This is not a huge event, with a 20 boat maximum.

David Sprague reported that ISAF is changing the rules on what constitutes a World Championship, becoming more focused on the number of teams and number of countries represented. They want to restrict the use of the term Worlds - not yet but we must face this eventually.

North American Championships: Secretary Hayes reporting for VP Theresa Colantuono. SI and NOR are in for approval for the 2005 event. Mission Bay Yacht Club has submitted a bid for the 2006 event. The Executive Committee is excited about going out west and helping them grow the fleet out there. This will be a Worlds qualifying year.

Neal Fowler gave a tentative bid for the 2007 NAs in Hyannis or New Bedford. Although there are no Lightnings there it is a wonderful place to sail and they have hosted many large sailing championships. There is a good reliable sea breeze. This is one opportunity for 2007 with the pluses of good sailing and growth potential.

NEW BUSINESS

Marketing the video. Our budget is an operating budget. There is not a lot of marketing money in the budget created. We need to create a marketing budget. It is suggested that we earmark the income from the new videos to fund more marketing.

We have a proposal from Skaneateles to host a 70th Anniversary event in 2008. The vote of confidence was enthusiastic.

Volunteer program as proposed by Treasurer Davis. This will promote growth from within. This is a good tax-deductible way for people to give to the Class. As Jim Carson points out, this will have an impact on our other Funds. President Utzig hopes that although this MAY pull money away from those other funds, it will increase the overall giving. We will also try to make it easier on our printed form to check a box to donate money. Mr. Mauk warned against diluting giving by giving too many options from which to choose. Sec Hayes says we can't know the impact until we try. We can try it and see. Ms. Tardif say people want to

give money and help but they want to know the best way to help. John Atkins says we want to use the funds to do what we want to do. Pinpoint our funds to a purpose. This is generally seen as a good idea and we will move forward with it.

The 5th member of the Executive Committee is usually an easy election. This year it was very close. We have no formal way of deciding in a close race or even a real definition of what constitutes a quorum for this election. Dean Cady will help us refine this so the decision can be made easier and faster/

The Technical Committee. The Constitution defines its duties, but this Committee has been operating differently. We need either to change the Constitution to reflect what the Technical Committee does, or have the Technical Committee do what's in the Constitution.

There are other restrictions in the Constitution which have not been applied regularly. The intent of the restriction on the number of representatives from the same district really should apply only to the Executive Committee, not to the Measurement Committee.

The control fleets have over non-sanctioned regattas. Right now many fleets operate regattas and races in direct conflict with our rules. Most of this is done to promote sailing and participation, which is a good thing. The Executive Committee wants to give them that flexibility legally,

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while still protecting the fundamental idea of a one-design. The Executive Committee wants to give them the flexibility while still ensuring that there are no changes to the fundamental design and that none of these adaptations provide a performance gain. We need to change the rule so that someone can give them this flexibility.

David Sprague points out that our documents really do need to reflect what is happening. President Utzig would like to leave it as proposed and write in a process to allow exceptions in certain locales. We need to keep it simple. He encourages everyone to take it back to the fleets and get comments, since this really impacts the local fleets.

Life Memberships. Sec Hayes points out that there is nothing written on how this is awarded. There are certainly precedents, primarily past presidents. The Advisory Board has turned in some guidelines with definitions. We will have a report in Sheboygan to select these members in the future.

Bill Clausen tells us that Cindy Elfman wants to give a trophy in memory of Jack Elfman. Her idea is to give a Memorial Trophy to the highest finishing master, sailing as a legal masters team, at the NAs, with keeper trophies for skipper and crew. This will encourage Masters to sail as Masters. This is intended to be awarded every year. We all thank her enthusiastically. Loud and prolonged applause.

Kip Hamblet reported on the office. The Executive Committee asked him to research how our office works and what else it could be doing, or not doing. What can we learn from other Classes? Can we do marketing and growth better? He noted that his committee was made up of racers and fleet racers: Kurt Kling, David Starck, and George Fisher. They looked at the Snipe, Flying Scot, J22, J24, Sonar - all one designs "like" the Lightning. His general conclusion: our perceived problems are minimal compared to theirs. The Snipe class went from a paid office staff to volunteers and it does not seem to be working. Class management companies offer clerical, but not really growth. We have had our ups and downs, but we are in good condition compared to these. We need to decide where we are going - growth potential, marketing. We need to do some strategic planning. Where would the class benefit? Most of the time we focus on the active racers.

We have several thousand more who are not contacted on a regular basis. Right now we are looking for suggestions on strategic thinking and how to approach it. We're good, but can be better. We need to be proactive. We need a marketing arm, not just administrative. There are lots of ways to do this and we need to figure out how to source our options. Applause for Kip.

John Faus mentioned that we should give opportunities to kids in other classes to come sail Lightnings at the Junior NAs. We need to interest them and get them a boat for the event. John volunteers to be a point person for this.

President Utzig points out that we can expand this to other events, like the Districts, Fleet captains are a good place to get boats.

Jim Carson and or Brian Hayes will contact Mystic Seaport and check on Lightning #1. Brian will report in Sheboygan.

Adjournment at 12:00

Respectfully Submitted by:
Karen Johnson, Executive Secretary

Attachments:

Attendance/Proxies/votes

Treasurer's Report

(Membership/videos)

Treasurer's Proposed Budget

Accountant's Report

A/R Report list

Chief Measurer's Report

Proposed Worlds Entry Report,

Amendments, for 2007
and beyond

Lightning Youth Championship
Report

VP Internet Report

VP Yearbook Report

Chilean Report

Dixie District Report

Midwest District Report

Bid from Mission Bay Yacht Club for
2006 NA Championships

70th Anniversary Invitation

ILCA Volunteer Proposal

Attendance

President Carter Utzig, Chief Measurer Bill
Clausen, Secretary Brian Hayes, Treasurer
Steve Davis;

Vice Presidents: Jim Carson, Al Terhune, John
Atkins, John Faus, Tito Gonzalez, Bill Mauk,
Colin Park, David Sprague, James Taylor.

District Commodores or representatives:
Fernando Gallyas, Todd Johnson, Bill Meyer,
Jeff Schmahl, Mark Grinder, George Koch,
Ryan Flack, Bill Hofmeister, Jared Drake, Bill
Fastiggi, George Fisher, Peter Hall. Past
Presidents: Anne Allen. Kip Hamblet.
Executive Secretary Karen Johnson. Proxies
held by President Utzig or others present: 27.
Votes held (bar) 53 for, 1 against; (sail #) 54
for, 0 against.

Treasurer's Report

Membership	2005	2004	2003
Active	455	978	908
US	431	890	830
Overseas	14	63	58
Canada	10	25	20
Associate	58	147	124
US	53	128	97
Overseas	5	18	19
Canada	0	1	8
Crew	302	988	930
US	286	843	786
Overseas	12	121	120
Canada	4	24	24

Revenue from Videos to ILCA

Crew Training DVD/video

2002-2004 \$1923.98 net to ILCA

2005 \$300.00 net to ILCA thru 2/28/05

Tuning and Set-Up DVD/video

\$900.00 net to ILCA thru 2/28/05

Proposed Budget

Ordinary Income/Expense		
Income		
Video Training a&b	3,000	
Mast Royalty	1,500	
Sail Royalties	18,000	
Boat Royalties	3,500	
Flashes Advertising	12,000	
Fleet Dues	3,250	
Interest Income	1,000	
Inventoried Items		
Books	1,000	
Class Flags	200	
Clothing	200	
Plans	300	
Other	300	
Total Inventoried Items	2,000	
Membership Dues		
Paper Flashes	4,800	
Associate Dues	3,120	
Crew Dues	9,000	
Owner/Active	42,750	
Total Membership Dues	59,670	
Regatta Entry Fees		
Worlds Entry Fee	1,500	
WJM Entry Fee	1,200	
NA Entry Fee	4,000	
Other Regatta	1,000	
Total Regatta Entry Fees	7,700	
Web Page	3,000	
Yearbook Advertising	4,000	
Total Income		118,620
Total Cost of Goods Sold	500	
Gross Profit		118,120
Expense		
Credit Card Charges	2,500	
Banking Charges	120	
Advertising	1,000	
Computer Supplies/		
Maintenance	500	
Employee Travel	2,500	
Executive Secretary Salary	33,000	
Flashes	30,000	
Insurance	3,000	
Internet Expenses	1,500	
Medical Reimbursement	3,000	
Office Expenses	3,500	
Organization Dues	1,400	
Postage	5,000	
President's Plaque	250	
Professional Services	3,000	
Regatta Expenses	2,200	
Rent	4,920	
Taxes	3,000	
Telephone	2,000	
Yearbook	15,000	
Total Expense		117,390
Net Ordinary Income		730

Accountant's Report is not reproduced here due to limited space.

A/R List is not reproduced here due to limited space.

Chief Measurer's Report

I have since taking office as Chief measurer I have been fielding ideas and thoughts from sailors as to the changes in the specs. to allow older boats to attach BAR on existing chain-plates to allow the older boats to be tuned like the newer boats. After much discussion we have come up with a change to be voted on at this meeting.

The other By-Laws and spec change that was voted down in Buffalo has been re written about the proper use of sail numbers. The proposal is also to be voted on.

I want to thank Jim Carson and the other members of the measurement committee who have been supportive and have fed us input in forming these proposals.

I ask that you approve the changes put forth.

I have also put together a new Technical Committee that will continue to give the measurement committee input as to new ideas to be tried as well as continuing to monitor the technical end of the materials that the class is currently using.

I have been in touch with the Organizers of both the WLM at Milwaukee and the NA's at Sheboygan as to getting the class measurement equipment to these regattas as well as the World championship in November.

I would ask any sailor to contact me as to you ideas for the improvement in the measuring procedures or and technical question. I will try to find the answer as best I can for you.

Respectfully,
Bill Clausen Chief Measurer ILCA

Worlds Entry Proposals:

PROPOSED WORLDS ENTRY AMENDMENTS

RULES GOVERNING ALL LIGHTNING WORLD CHAMPIONSHIPS

Delete Article V in its entirety and substitute the following:

ARTICLE V – ENTRIES

1. GENERAL

1.1 Each major geographical area shall be entitled to seventeen (17) boats, except North America twenty (20), selected in accordance with Paragraph 2 of this Article.

1.2 In addition, the following are eligible to enter and shall not count towards their Area's quota:

The Defending Champion

The current World Youth Champion

The International Masters Champion at the time entries are due for the World Championship.

The current Vice President, Worlds.

The current ILCA President.

The host country shall be entitled to two (2) entries over and above the Area's quota.

Three (3) additional entries that may be selected by the Executive Committee from Countries not otherwise represented to foster or expand Lightning interest in those Countries.

1.3 Any Qualifying Championship must be free from discrimination and be open to every Active and Life member of his or her Area or Country. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular Area or Country holding the series.

1.4 Entries must be specifically named on an entry blank with information relative to eligibility at least twenty days prior to the first race or as directed by the Governing Authority for the World Championship. Alternate entries should be submitted prior to this date. Approved Measurement Certificate must be on file in the I.L.C.A. Office for each boat entered. No entry shall be accepted which does not meet all the eligibility requirements.

1.5 For purposes of qualifying for World Championships qualification is based on residency rather than citizenship when there is conflict between the two.

1.6 Method of selection within each Country rests with that Country. However, the method must be announced at least twelve months prior to the applicable World Championship.

2. INITIAL SELECTION

2.1 Within each Area (North America, South America, & Europe), qualifiers shall be determined as follows:

2.2 Whenever practical entries to World Championships should be decided by an Area Championship conducted in accordance with Rules Governing All Area Lightning Class Championships. The competitor having the

best score among those eligible, willing, and able to represent the Area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the Area is entitled. Should the quota to which an Area is entitled not be filled in this manner, additional entries may be named in accordance with Paragraph 2.3 of this Article.

2.3 When any Country within an Area decides an Area Championship is impractical or the quota to which the Area is entitled is not filled in accordance with Paragraph 2.2 of this Article, each Country within that Area with organized Lightning activity (at least one Active Lightning Fleet) will be allocated entrants in proportion to the average number of Active and Life Members as of December 31st of each of the two years preceding the World Championship. Each such Country shall always be entitled to at least two entries.

3. SECONDARY SELECTION

3.1 Areas as determined in Paragraph 2.1 or Countries as determined in Section 2.2 shall advise the Class Office a confirmed list of Entrants and Alternates who would compete if other Area/Country quotas were not filled at least four months prior to the World Championship. The Executive Committee may implement such requirements as are necessary to assure listed Entrants and Alternates will enter.

3.2 At that time the Class Office will list Entrants and unfilled quotas and fill quotas from the list of Alternates beginning with the Country with the most Active and Life Members as defined in Section 2.3 and rotating sequentially one at a time until all open slots are filled.

3.3 The Class Office when filling slots shall not create a situation where one Country has more than 50% of the entered boats.

RULES WHICH APPLY SPECIFICALLY TO THE EUROPEAN, SOUTH AMERICAN, AND OTHER AREA CHAMPIONSHIPS

Change ARTICLE XVIII - QUALIFICATION FOR THE WORLD CHAMPIONSHIP to read:

1. Qualification for the World Championship shall be determined by the order of finish in the Championship selected by the governing authority of the Area as being reasonably far in advance of the World Championship to permit planning by the skippers and crews entitled to attend as provided in ARTICLE V, RULES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS.

2. If this method of qualification is not feasible for the Area, the governing authority may make whatever arrangements are necessary to fill their entry quota.

RULES WHICH APPLY SPECIFICALLY TO THE WORLD YOUTH CHAMPIONSHIP

Change ARTICLE XIII – QUALIFICATION to read:

1. Qualification for the World Youth Championship shall be determined preferably based on the order of finish in a Junior or Area Championship as follows: for U.S. entries, by the International Lightning Class Association; for Canadian entries, by the Canadian International Lightning Association; for entries from countries other than the U.S.

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or Canada, by the District or by the member National Authority of the International Sailing Federation.

2. For purposes of qualifying for the Youth World Championship: Qualification is based on residency rather than citizenship when there is conflict between the two. (incorporated into Rules April 2003)

RULES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN CHAMPIONSHIP (No change in the following existing Rule)

ARTICLE XIV - QUALIFICATION FOR THE WORLD CHAMPIONSHIP

1. Qualification for the World Championship shall be determined by the order of finish in the North American Championship selected by the Executive Committee as being reasonably far in advance of the World Championship to permit planning by the Skippers and crews entitled to attend. Such selection shall be announced no later than the announcement of the time and place of the selected North American Championship. North American Championship Skippers shall have preference, followed by Presidents' Cup Skippers, and then Governors' Cup Skippers. Should this procedure fail to produce the number of qualifiers to which the Area is entitled, the entry list shall be closed without further consideration.

WORLDS ENTRY REPORT (2007 & Beyond) for the Midwinter Meeting, 2005

Background: During the entry phase of the 2003 Worlds in Miami, there was considerable confusion and debate concerning qualifications and particularly the assignment of the "Secondary Allocation". Following the event the writer volunteered to review this process and recommend possible changes.

Conclusion: After consultation with a number of Officers, Committee Chairmen and Members and discussion at the meetings in Buffalo, the writer prepared a report to bring the Rules into compliance with current practice, maximize participation, clarify the entry procedure and encourage the payment of dues annually. After circulating the report in early September a number of important comments were received. On the basis of all the comments, the writer has prepared proposed amendments to the "Rules Governing" (see attached). These amendments are designed to:

- Recognize that Countries currently hold qualifying races or otherwise select entrants instead of using Area Championships.
- Retain the original concept of qualification by Area Championship if all countries in the Area agree.
- Increase the minimum number of participants entitled to enter from countries with fewer members and thus encourage class growth in these countries.
- Provide an Initial Allocation based on a fixed number of boats per Area (not based on % of registered boats) + ten courtesy entries retaining a possible 64 entrants.
- Allocate within each Area based on average number of Active & Life Members in each

Country at the conclusion of the past two calendar years thus encouraging consistent payment of dues each year.

- Provide that exact procedures for allocation be stated in advance rather than as situations arise.

The key to attaining maximum participation is to be sure each Area or Country provides the required list of Entrants and Alternates in advance so that on the deadline for declaration any open slots can be filled immediately.

After discussion in St. Pete, I propose to fine-tune the attached amendments so that they can be proposed for a vote in Sheboygan or Chile.

Respectfully submitted,
Jim Carson

Youth Worlds Report:

BID FOR LIGHTNING YOUTH WORLD CHAMPIONSHIP 2006 IN FINLAND

To ILCA Executive Committee

Finland's Lightning Class Association = Finland District apply to organize Lightning Youth World Championship 2006 together with Sailing club of Näsijärvi.

1. The Proposed days of Championship would be in late July or Early August 2006 right after European Championship.

2. The Location of Championship would be in Tampere. City with approx. 200 000 population is located in beautiful place between two lakes and is 180 km north of Helsinki. The sailing area is in lake Näsijärvi which open lake area is approx. 12km x 7km.

3. The boats are built in 80's and 90's mainly by Lightboats in Finland (Allen mould). We can arrange approx. 15 boats. The boats will be the same ones which have been taken part of European Championship on previous week and they are owned by Finnish Lightning sailors.

4. The point of entry to the country are Tampere-Pirkkala airport (EFTP). Another possibility is arrive via Helsinki-Vantaa airport (EFHK) or Helsinki harbor which after by bus or train to Tampere.

5. We will arrange transportation from Tampere airport.

6. Housing and Meal arrangements for competitors are still open but we find out the possibility to use YWCA or some school for collective accommodation. There are also lot of different kind of hotels and camping areas in Tampere.

7. There are lot of Off Water Activities for the competitors in Tampere. For Example right in the shore line is the Amusement park with Delfinario and Planetario.

8. Weather conditions at that time of year in Tampere are mainly quite nice.

Finnish Lightning Class Association

Sakari Pesola, District Commodore of Finland
Antero Punttila, ILCA Vice President for International Affairs of Finland

Internet Report:

Jim Allen
Winter 2005

Things have been pretty stable on the Internet front as of recent. I did quite a bit of work on the database for the office last year. We plan to get started with that this spring after the Southern Circuit and before the busy season in the office. After that is completed there could be some web integration for non-sensitive data on the web in the fall.

I have configured and sent Karen at the office a PC with a firewall installed. We still have to incorporate firewall it in to the office. This will give the office some added security from the Internet and allow a small network of PC's to share the current Internet connection. Currently she is moving the connection to the PC and printer that she needs to use at the moment. This will hopefully make things easier and improve efficiency.

The software for integrating the ILCA Forum's and e-mail list has just released the first non-beta version. I will be installing this on a test platform and testing it before implementing it for the ILCA. This will make the current forum act as an e-mail list like the Lightning-L

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615-89FLASH or
office@lightningclass.org

and like the current forum. Hopefully when working this will log and combine the mailing list and forum into one communication tool so that you will be able to communicate either way with the same information.

Yearbook Report: Caroline Hoedemaker

The 2004 yearbook is in progress, creative assembly as we speak. We missed copy time-lines and such assembly is now underway late.

Next year, we will ask for reports from Fleets and Districts to be in prior to November 1, such that the Yearbook team might have the opportunity to assemble, and collect late information prior December 1. These dates are targeted such that we can hit Paco's optimum assembly time just following Christmas, and before the middle of January. With this, we might be able to get the yearbook in the mail prior the Mid Winters NEXT YEAR.

If all goes well, creative will be finished early March, and we will be in print and mail by the end of March.

We also are more aggressively pursuing advertising this year (thank you Brian Hayes for organizing this), and would like to have a representative at the NA registration table next year.

Please send me any comments/thoughts/criticism, etc.

Chilean District Report:

We are working hard as a group to organize a wonderful event for the next World Championship in Chile. The chairmen of this group is Pablo Barahona working with Cristian Herman (Member of Hiquerillas Club and Sail Instructor full time there), Tito Gonzalez, Gonzalo Tejero (Director of the Club) and myself. All of us part of the Lightning Class for more than 20 years.

You can find information on our website www.lightning.cl where you can find also our Emails to contact us for specific questions.

We have already a sponsor, San Pedro 35 Sur, that is one of the famous wine companies in the country. This is always a difficult obstacle to overcome and we have it!

We are in contact with members of the class in South America and USA. Need your help to promote the championship to the rest of the countries.

Tito and myself will attend the meeting in St. Petersburg during the Southern Circuit.

Best regards
Fernando Gallyas, Commodore

Dixie District Report: Jamie Brickell

The Dixie District had its winter meeting in January, and the schedule is set. The fleets are healthy with new boats and members joining us. Participation in the 2005 Southern Circuit looks healthy, but it will be tough to match last years total of 7 boats doing all 3 events and 10 doing 2 of 3. 10 boats represented the district in the 2004 North American Championship. It has been a while since that

many Dixies have been to the large events. Now all we need to do is get better!

We are looking forward to another great year and invite everyone down to the premier Dixie District event, the Frigid Digit at SSA on the weekend of October 15-16, 2005

Midwest District Report: Proxy - Jared Drake

"The Midwest District is pleased to be the host for the 2005 Lightning North American Championships. The Women's, Juniors and Masters will be held August 2-5 at Milwaukee Yacht Club and the North American Championship August 7-13 at Sheboygan Yacht Club."

The water off Sheboygan is cool and very deep making it an ideal location for mid-summer sailing as the cold water and warm land set up a 10-15 knot southerly thermal close to shore that usually displaces or enhances any gradient wind that is present.

The 2005 NAs Organizing Committee is please to announce that Mr. Peter Reggio will serve as PRO for the 2005 Lightning North Americans. Peter is a longtime friend of the Lightning Class and has managed to wedge a week in August into his demanding schedule. He serves as PRO for the American's Cup Class regattas in the U.S. and Europe, the very popular NOOD regattas across North America, and a litany of other grand prix events around the world.

Visit the NA's official website at www.2005lightningnas.org/ for all the details.

Please plan to join us in the Midwest for what is sure to be a memorable week of outstanding sailing.

William Gibson
Midwest District Commodore
Lightning 15167

Bid from Mission Bay:

(cover letter only reproduced here due to space considerations)

Lightning Fleet #194
Mission Bay Yacht Club
San Diego, CA
February 14, 2005

Theresa Colantuono
Vice-President, NA's
International Lightning Class Association
P.O. Box 10747
Murfreesboro, TN 37129 USA

RE: 2006 Lightning North American Championship and The 2006 Women, Junior's & Master's North American Championship

Dear Theresa:

Lightning Fleet 194 and Mission Bay Yacht Club, located in San Diego, are proud to present our Proposal to host the 2006 Lightning North American Championship Regatta and the 2006 Lightning Women's, Junior's and Master's North American Championship Regatta.

Mission Bay Yacht Club has hosted the North American Championships on three occasions, in 1961, 1980, and 1988. MBYC is recog-

nized as one of the premier one design yachts clubs on the West Coast and has extensive

experience hosting both world and NA level dinghy one design championships. In 1997, the club was recognized with the prestigious "one design yacht club of the year" award.

Currently, fleet 194 has an active fleet of twelve boats. Over the past two years, the fleet activity has increased tremendously. Beyond offering a fantastic venue to host the championships, we feel strongly that a California venue will create much needed awareness for the Lightning Class on the West Coast essential for growing Lightning sailing in our geographic region.

Our fleet has gained club approval and full support from our board of directors to host the NAs from August 12th to August 18th, 2006. Due to a scheduling conflict with the 2006 Sabot North Americans, we may be unable to host the Women's, Junior's, and Master's at Mission Bay Yacht Club. We are currently working with our Board on scheduling and hoping a schedule change will allow all events to be held at MBYC. We are also actively seeking other alternative venues for the WJM regatta in the San Diego or Los Angeles area and we are currently in discussions with several yacht clubs in the area.

Thank you for considering Mission Bay Yacht Club for the 2006 NA championships. Please feel free to contact us should you have questions or need additional information.

Sincerely,
Jeff Coppens

70th Anniversary Invitation:

February 3, 2005
Mr. Carter Utzig, President
The International Lightning Class Association
P. O. Box 10747
Murfreesboro, TN 37129

Dear Carter,

On behalf of the Skaneateles Country Club Inc. and Lightning Fleet 1, we would like to extend an invitation to host the 70th Lightning Anniversary Regatta at our Club over the July 4th weekend in 2008.

As you may remember, we hosted the 30th, 40th, 50th, and the 60th Anniversary Regattas. We believe our facilities are even better now with the addition of our floating dock and wave attenuator system. We still have the organizational structure in place from the 60th Regatta, we have hosted the Central New York Yacht Racing Association's Annual Regatta (The Centrals) twice since then, and we believe we can do an outstanding job.

It is our sincere hope that The International Lightning Class Association will choose Skaneateles as the site of the 70th Anniversary Regatta. We look forward to hearing from you regarding your decision.

Yours truly,
Skaneateles Country Club, Inc.
Sandy Gelston, President
Robert Honcharski, Commodore

ILCA Volunteer Proposal:

Background: ILCA has a need for revenue growth to maintain the historical level of service and publications. A general membership dues increase is not being considered.

The ILCA established the Gold Circle Program as a voluntary contribution in 2001. Gold Circle contributions were deposited in the ILCA Fund.

The voluntary premium membership is a reflection of your love for Lightning sailing and desire to pass on the positive experience to other families.

The Snipe Class has used this type of membership approach for the past few years. Approximately 20% of its membership have signed up for the "premium" memberships.

Proposal: To establish 3 levels of voluntary annual "premium" memberships. The funds generated will be deposited into the Operating Account for current year activities.

Each Premium Member will be recognized in the Flashes and Yearbook. A colored backing to your annual sticker will be provided.

Gold	200
Silver	150
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Skipper Membership will remain at \$45 per year. The additional amount contributed is tax deductible.

Attachments available from the Class office and/or posted on the Class website ●

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Vice President - 3 Stars
District Commodore - 2 Stars
Fleet Captain - 1 Star
Secretary (ILCA, District and Fleet) - Quill
Measurer (Chief, Assistant, Certified) - Square
Treasurer (ILCA, District and Fleet) - Acorn

ILCA, Fleet, District and International Officers, past & present, are entitled to wear stars designating the highest rank they have held.

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C. Bailers

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

A564133 Super Max

A564136 New Large

Internal New Large Gasket

A574194 For a little piece of foam

D. Tacktick Micro Compass

Looking to spend less than you would on the Race Master without sacrificing the benefits of a new digital compass? Check out the Micro! It's simple, accurate, portable, and solar-powered. Large, readable digital twin display.

T061

E. Lightning Tapered Spinnaker Pole

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

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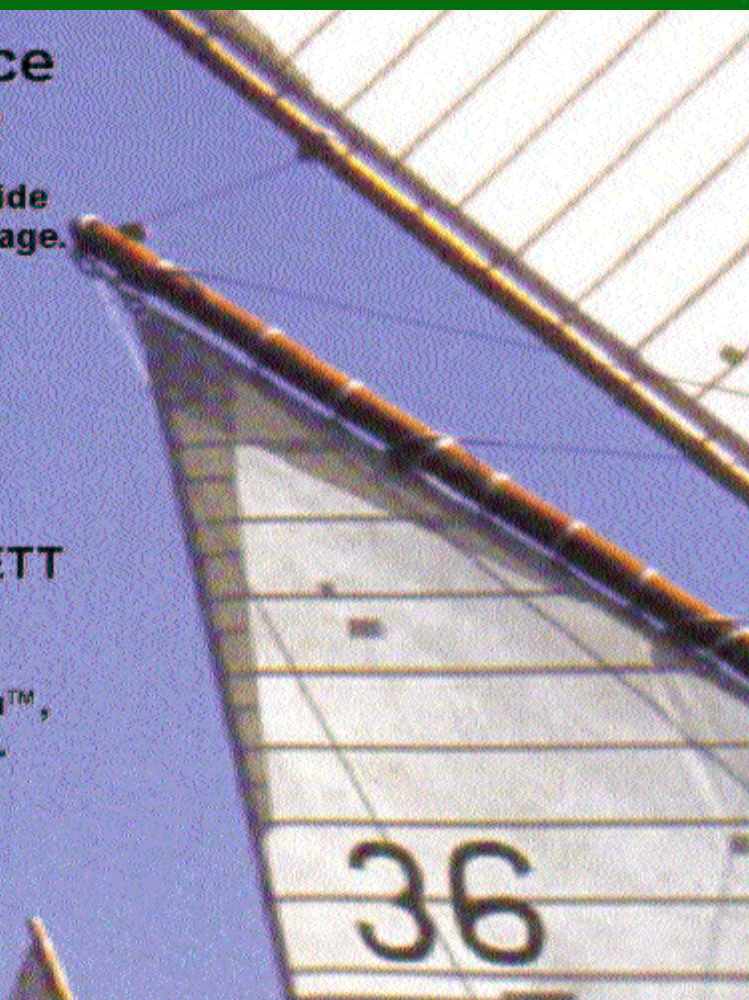
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General Meeting Minutes

Thursday, March 17, 2005

Regatta Room, St. Petersburg Yacht Club

President Carter Utzig called the meeting to order at 6:00.

He thanked all the volunteers who have worked on the Lightning videos: notably Rick Bernstein, Greg Fisher, Bill Fastiggi, and Connie Harris. He also thanked Bill Mauk for his work on the Worlds.

Membership is up, especially in the US, but he urges us not to stop working on more. We still need to work on international memberships.

The Class officers have decided not to pursue becoming an Olympic Class at this point in order to preserve our openness. Returning to the Pan Am Games, however, is critical, especially for the South American countries. The reports we are getting right now from Brazil are looking hopeful and we thank them for that.

On the Class office, Kip Hamblet talked to a number of other Classes on what works and what doesn't.

The Executive Committee has not made a lot of progress on setting up an outside Advisory Board.

Chief Measurer Bill Clausen will be working this summer on a re-write of our Class documents.

Treasurer Davis reports that we currently have approximately \$20K cash on hand. In our three Funds we show an increase over 2004 of about \$15K: the ILCA Fund stands at approximately \$148K; the Limbaugh at roughly \$20K; and the History Fund at about \$5K. The preliminary financial report from the CPA shows a positive for the first time in 3 years. Our budget this year shows a break even, which is a good trend for a not-for-profit.

Chief Measurer Clausen has 2 issues to address: the bar and the sail number matching (or not) the hull number. To a question about two boats with the same sail number, CM Clausen stated that to avoid confusion we can't allow 2 boats with the same sail number. The boat whose hull number matches the sail number has precedence. Most Sailing Instructions will have the caveat that duplicate sail numbers are not allowed. Motion made to vote on Proposed By-Law amendment as written and was seconded. Vote was

nearly unanimous (only one dissenting vote), so passes.

Secretary Hayes noted that membership is good. The one request for fleet deactivation Cleveland Fleet 71 was withdrawn.

VP Worlds Bill Mauk announced that Tito Gonzalez and Fernando Gallyas were here racing and folks with specific questions about the 2005 Worlds venues could ask them. The Executive Committee approved Greece's bid for the 2007 Worlds. We will be published a request for bids from North American fleets for the 2009 Worlds in upcoming Flashes. Interested clubs should submit a bid before the end of this year.

For 2005, we need to maximize participation. The NOR and SIs have been submitted to the Executive Committee for approval. The host's web site is up and running. The Executive Committee has the right to award three "development" slots and we should use them all. If anyone has any ideas, please let Mr. Mauk and the Executive Committee know. The primary purpose of these is to promote growth and development.

Our best estimate for North American shipping is about \$2000 including entry, leaving about 2 months prior to the event. Mr. Gonzalez urged everyone interested to visit the host web site. He also assured everyone that the host club will provide transportation of the boats from the entry port to the yacht club. There will be tours and other entertainment for the non-sailors as well as spectator boats.

President Utzig summarized the proposed changes to allocation system, including upping the minimum slots from 1 to 2. This will be voted on at the Worlds.

Youth Worlds VP John Atkins reports that the Executive Committee accepted a bid from Finland for the 2006 Youth World Championship. They will host this right after the European Championship in late July or early August. The juniors should be getting ready - the 2005 Milwaukee Junior NAs is the US qualifier. Each country is allowed 2 slots in the Youth Worlds. The age restriction is

that you cannot turn 20 in the same calendar year as the event.

The 2008 Championship will be in NA. Fleets should get bids in as soon as possible. This is not a huge event, with a 20 boat maximum.

North American Championships: Jared Drake reports that everything looks good for Milwaukee and Sheboygan this year. Secretary Hayes, reporting for VP Theresa Colantuono, says the Executive Committee was very enthusiastic about the great bid from Mission Bay Yacht Club for the 2006 event. This will be the qualifier for the 2007 Worlds.

Neal Fowler gave a tentative bid for the 2007 NAs in Hyannis or New Bedford.

NEW BUSINESS

Marketing the video: It was suggested that we earmark the income from the new videos to fund more marketing.

Skaneateles Country Club will host a 70th Anniversary event in 2008. The vote of confidence was enthusiastic.

President Utzig gave a special thanks to Sterling Bush and George Andreadis for their generous donations at earlier events this week.

He briefly went over the premium membership idea as proposed by Treasurer Davis at the Governing Board. He hopes to push special projects to push fleet development and growth.

He went over several of the issues addressed in the Governing Board Meeting:

- * simplifying the election of the 5th member of the Executive Committee

- * the Technical Committee's duties in reality do not match what is defined in the Constitution.

- * the control fleets have over non-sanctioned regattas. Right now many fleets operate races in direct conflict with our rules. Most of this is done to promote sailing and participation, which is a good thing. The Executive Committee wants to give them that flexibility legally, while still protecting the fundamental idea of a one-design. The Executive Committee wants to give them the flexibility

while still ensuring that there are no changes to the fundamental design and that none of these adaptations provide a performance gain. We need to change the rule so that someone can give them this flexibility.

David Sprague points out that our documents really do need to reflect what is happening. President Utzig would like to leave it as proposed and write in a process to allow exceptions in certain locales. We need to keep it simple. He encourages everyone to take it back to the fleets and get comments, since this really impacts the local fleets.

* currently there are 71 Life Members. Secretary Hayes points out that there is nothing written on how this is awarded. Bill Faude will have a report in Sheboygan on how we will select these members in the future.

Bill Clausen tells us that Cindy Elfman will donate a trophy in memory of Jack Elfman. This Memorial Trophy will be awarded to the highest finishing master, sailing as a legal masters team, at the NAs; she will also donate 5 years of keeper trophies for skipper and crew. We all thank her enthusiastically.

Kip Hamblet reported that in Buffalo he was asked to head on project to look to the future of the Executive Secretary position with regards to growth and marketing. Currently there are no funds earmarked specifically for marketing. His proposals are currently in the formulative stages. His general conclusion: our perceived problems are minimal compared to other Classes. Our officers and staff do a good job now. We need a marketing arm, not just administrative. Secretary Hayes

thanked Mr. Hamblet for his extensive leg work on this project.

Secretary Hayes noted the amazing job done by President Utzig and the Executive Committee. He noted his appreciation to everyone in attendance.

Adjournment at 6:55

Respectfully Submitted by:
Karen Johnson, Executive Secretary

Attachments:

Attendance/Proxies/votes

Other attachments as for the

Governing Board Minutes

Attendance/Proxies: Fleets represented: 5, 6, 11, 12, 34, 36, 42, 43, 47, 50, 54, 69, 85, 99, 121, 145, 154, 192, 196, 215, 226, 228, 253, 262, 266, 270, 301, 303, 329, 335, 488, 490.
Proxies held by others present: 28.
Votes (sail #) 57 for, 3 against. ●

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BLUE JAY Adventures in Wooden Boating

Copyright 2005 by Joel Thurtell

Wow! Look at the Blue Jay that landed in my yard!

Well, this bird didn't just light on the lawn. It had some help.

First, it had some help from the International Blue Class Association, which ran my ad:

WANTED: Wooden Blue Jay in good or restorable condition. I would like to introduce the Blue Jay to my Lightning-dominated sailing club in Michigan.

The ad paid off in February, when I found an email from a Louisville, KY police detective named Matthew Glass. I quickly cut a deal to buy his boat.

But hold up here! What is a Blue Jay? It's not a bird.

At 13 1/2 feet long, it's a 2/3 scale model of a Lightning sailboat.

It sails with a crew of two, rather than the Lightning's three. But it looks exactly like a Lightning, and it flies a spinnaker, like a Lightning.

Blue Jays are popular on the East Coast and in the Far West. The association's directory doesn't list any fleets in Michigan.

In fact, last fall when I mentioned the Blue Jay to people at Pontiac Yacht Club, where I sail my wooden Lightning, Plug Nickel, I mostly got blank looks.

Few of our members had heard of the class, let alone seen a Blue Jay.

I thought this was unfortunate, because Blue Jays are often used by East Coast Lightning clubs as training boats for kids and adults.

Unlike single-sail training boats like Lasers and Sunfish, the Blue Jay calls for two in the crew and demands team work, according to class president Bill Dunbar.

Dunbar thinks the Blue Jay is a perfect trainer for preparing people to sail Lightnings.

There's another advantage to training people in a Blue Jay, according to Dunbar: It whets students' appetites for graduating to the bigger Lightning.

A couple weeks ago, I had a Friday off. I got up very early and drove our Windstar to Louisville. I'd already paid for the Blue Jay, and spent only 45 minutes at Matthew's house as I prepared the boat for its ride to Michigan.

Yep, the trailer is good, tires fine. And the boat was prettier than his email images of it.

One thing I noted: The manilla hemp lines would need to be replaced immediately.

But the wooden mast and boom were in fine shape. The sails appear lightly used.

I wrote down the sail number: 4745.

On the hull there is no number.

Bill Dunbar looked the number up for me. Or tried to. 4745 is not on the association list. It is probably home-built or kit-built, Bill guesses.

Whatever.

The trip south took exactly six hours.

Going home, I got caught in rush hour traffic at Cincinnati and Dayton. Made it back in seven hours, though. It was 8:30 p.m.

A year ago, I trundled an ugly old wooden Lightning home from western Pennsylvania and parked in front of our house. It was dark. Karen Fonde, my wife, was out before I'd turned off the engine.

That time, her words proved prophetic: "Looks like another one for the dump."

It was still light when I parked Blue Jay 4745 on our front lawn two weeks ago.

This time, Karen pronounced it a beauty.

My son, Abe, got excited, because we plan to sail the Blue Jay in the club's Monday night under-19 foot races.

I emailed photos to my other loyal crew member, Pat Beck.

"VERY NICE," Pat emailed back.

I was puffed up at first because I thought she was referring to my photo of the boat taken through the maze of crabapple branches. Very arty, I thought.

Such a compliment from Pat, a talented photographer and true artist at the Detroit Free Press where I'm a reporter, would be quite a kudo.

But she quickly corrected me. She didn't mean my photo. She meant the BOAT looks VERY NICE.

Even better.

Early this year, Pat raised another issue when I mentioned that I'd like her to skipper Plug Nickel this year.

Too complicated, she said.

Now, Pat has more sailing experience than I do, but mostly on Flying Scots that are fairly simple compared to our souped-up Lightnings.

No doubt about it, Plug Nickel is complex, albeit the boat is made of



wood. Such amenities as barber haulers, cunningham, backstay adjustment, cloth and wire, up-down and back and forth controls for boom, etc., are baffling even to veteran sailors.

According to Bill Dunbar, the Blue Jay Association has tried to limit innovations. By keeping the rig simple, they keep the class more inclusive – older boats have a fighting chance against new ones.

More importantly, the Blue Jay remains relatively simple for young and old wannabe sailors to learn the basics.

Now, as I go about replacing those rotten manilla lines, I have to fight the urge to modernize this boat's rig. Part of my brain is pushing me to make it a replica of Plug Nickel.

But this summer, I plan to introduce several friends from the Free Press to sailing. If I leave the Blue Jay simple, I'll have a great boat for teaching.

No barber haulers, no Cunningham, and no up-down stuff.

And now for a piece of breaking news.

According to Bill Dunbar, the class has found a new manufacturer of the Blue Jay. It's to be Allen Boat Co. in Buffalo, NY.

According to Tom Allen Jr., it's "90 percent certain" that his company will produce Blue Jays starting next winter. He's still ironing out a few details.

Dunbar and Allen are hoping to exploit a bit of circular reasoning:

Interest in Lightnings will promote interest in Blue Jays which will promote interest in Lightnings which will foster more sales of both classes.

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

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UPCOMING MAJOR REGATTA CALENDAR

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

2005 European Championship, Porto San Giorgio, Italy	July 13-17
2005 Women's, Juniors' & Masters' North American Championships Milwaukee Yacht Club, Milwaukee WI	August 2-5
2005 North American Championship, Sheboygan Yacht Club, Sheboygan WI	August 7-13
2005 International Masters Championship, Vina del Mar, Chile	November 15-19
2005 World Championship, Vina del Mar, Chile	November 19-26

UPCOMING REGATTAS

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

MAY 7-8

Spring Classic, Pymatuning Yacht Club (OH)
Lightning Labs, Tidewater Marina (DIXIE)

MAY 14-15

begin 13th 4th Annual Voodoo Regatta / Southeastern
District Championship, Lake Norman Yacht Club
EBY at BCC (LE)
Spring Regatta, Buccaneer Yacht Club (SO)
Hornblower, Cherry Creek YC (US@L)

MAY 21-22

21st only Sodus Bay One-Day (CNY)
21st only Lake Lansing 40th Annual One-Day Regatta
Early Bird Regatta, Cedar Point Yacht Club (CRI)
No Gas, Severn Sailing Association (SSA) (DIXIE)
Florida District Championship, Coral Reef
Hernando Desoto Regatta, Delta SA (MV)
Leukemia Cup Regatta, Cape Fear YC (SE)

MAY 28-29

California District Championship, Mission Bay YC
Commodore's Tune-Up Series, Surf City (CAD)
PRSA Spring Regatta, PRSA (DIXIE)
Juby Wynne Memorial & Southern District
Championship, Southern Yacht Club

JUNE 4-5

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

JUNE 11-12

11th only Annual Regatta, Brant Beach (CAD)
11th only BBYC Annual, BBYC (FL)

NORTH RACING CLINICS COMING UP!

Lightning Sailing is growing!
May 13

North Sails Clinic at Lake Norman

Yacht Club in Lightnings

May 14/15

District Championships / Voodoo

Regatta at LNYC


See you at
the Voodoo!

Call Pete for info. 704-562-6720



Central Atlantic District

2005 Regattas



5/29	Commodore's Tune Up / Surf City
6/11	Annual Regatta / Brant Beach
6/18	BNYC-MBYC Tune Up / Metedeconk
6/23-26	DISTRICT CHAMPIONSHIP / Brant Beach
6/25	DISTRICT ANNUAL MEETING / Brant Beach
7/16	MAYRA Regatta / Ocean City
8/6	LBIYRA Race Week / Surf City
8/13-14	Down Bay Regatta / Little Egg Harbor
9/10	New Jersey States / Toms River
9/24	Canon Manahawkin Bay Cup / Surf City
10/29	Pumpkin Bowl / Barnegat Light

For more information, please visit
the ILCA website at
www.lightningclass.org
or
email Stephanie Ruiter at
steph11894@aol.com

Dixie District Championship, Fleet 50
Magnus Pedersen Regatta, Nyack Boat Club (METRO)
Mississippi Valley Junior District Championship, Carlyle
Windshift, Leatherlips (OH)
Saint Lawrence Valley District Championship, RStLYC
Lake Murray Lightning Regatta (SE)

JUNE 18-19

18th only Bay Head-Metedeconk Tune-Up, Metedeconk
(CAD)

New Jersey Governor's Cup, Riverton YC (CAD)
Caz Flash Bash, Cazenovia (CNY)
NFIR Invitational, Buffalo Canoe Club (LE)
Cleveland Race Week, Edgewater YC (OH)
Governor's Cup, Kerr Lake (SE)
Lightning Invitational, Pass Christian YC (SO)

JUNE 25-26

begin 24th Central Atlantic District Championship, BBYC
begin 24th Midwest District Championship, Chicago
Connecticut/Rhode Island District Championship,
Niantic Bay YC

Indiana District Championship, Wawasee Yacht Club
Bay City Regatta, Bay City Yacht Club (MI)
Dave Fitch Regatta, Spofford Yacht Club (NE)
Ohio District Championship, Mansfield
The Lowcountry Regatta, Beaufort Y&SC (SE)
26th only Henderson Harbor One Day (CNY)

JULY 2

Firecracker, Union Reservoir (US@L)

JULY 3-4

Undependence Day Regatta, Pymatuning (OH)

JULY 9-10

8th only Lake Erie Junior District Championship BCC
begin 8th Centrals at Fairhaven (CNY)
begin 8th New England District Championship,
Massabesic YC
Lake Erie District Championship BCC

Michigan District Championship- Open Districts,
North Cape Yacht Club
P&T Regatta, Milwaukee Yacht Club (MW)
Edenton Sailing Social, Edenton NC (SE)

JULY 16-17

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

JULY 23-24

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

JULY 30-31

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

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

AUGUST 6-7

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

AUGUST 13-14

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

AUGUST 20-21

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

AUGUST 27-28

27th only Onondaga One Day Invitational, Onondaga
YC (CNY)

SEPTEMBER 10-11

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

SEPTEMBER 17-18

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

SEPTEMBER 24-25

24th only Canon Manahawkin Bay Cup Regatta, Surf City (CAD)

24th only One Day Cazenovia (CNY)

24th only Ed Hinds Memorial, Bow Lake (NE)

SMSA Small Boat Invitational Regatta (DIXIE)

Red Flannels, Chicago (MW)

Bare Bones Regatta, Mansfield (OH)

Lake Waccamaw Regatta (SE)

Colorado Governor's Cup, Carter Lake (US@L)

OCTOBER 1-2

Fall Classic, Cedar Point YC (CRI)

51st Annual Hoosier Regatta, Wawasee YC (IN)

Atlanta Cup (SE)

Wadewitz Regatta, Fairhope YC (SO)

OCTOBER 8-9

8th only Last Blast! Nyack BC (METRO)

8th only Wandering Moose Sheboygan YC (MW)

Leaf Peeper, Malletts Bay BC (NE)

Snowball Regatta, Buckeye Lake (OH)

Hospitality Regatta, Jackson YC (SO)

Columbus Day Regatta, Chatfield Reservoir (US@L)

9th only Frostbite, Ithaca (CNY)

OCTOBER 15-16

Frigid Digit, Severn Sailing Association (DIXIE)

Clam Bake Regatta, Southampton YC (LI)

McDougall Open (MV)

OCTOBER 22-23

22nd only Pumpkin Bash Regatta, Cherry Creek (US@L)

Fall In Regatta, Cowan Lake (OH)

Borderline Regatta, Kerr Lake (SE)

OCTOBER 29-30

29th only Pumpkin Bowl, Barnegat Light (CAD)

NOVEMBER 5-6

Lightning Fling, Hampton YC (DIXIE)

Bluenose Regatta, Harbor Island YC (MV)

NOVEMBER 19-20

Turkey Regatta, MBYC bay (CA)

US SAILING One Design Sailing Symposium,

Annapolis MD

NOVEMBER 25-26

Thanksgiving Regatta, Davis Island (FL)

DECEMBER 11-12

Hot Rum Regatta, MBYC bay (CA)

DECEMBER 17-18

Sugar Bowl Regatta, New Orleans YC (SO)

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

Carolina Yacht Club Wrightsville Beach, NC

Invites you to the

Atlantic Coast Championship

July 30-31, 2005

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



The American Yacht Club

and the

Newburyport Lightning Fleet

invite you to

The Leukemia Cup Regatta

In memory of Brian Hughes

August 20 & 21, 2005

**Raise a Sail.
find a Cure.**

New England Lightning District
Bill Fastiggi - Commodore

National Chairman Gary Jobson

THE
LEUKEMIA
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REGATTA



The Leukemia &
Lymphoma Society

NOTICE OF RACE
INTERNATIONAL LIGHTNING CLASS ASSOCIATION
2005 North American Championships
www.2005lightningnas.org
Sheboygan Yacht Club, Sheboygan, Wisconsin
August 6 – 13, 2005

Regatta Chairman, Hans Graf
Principle Race Officer, Peter Reggio
Protest Committee Chairman, Dean S. Cady
Measurer, William G. Faude

1. ORGANIZING AUTHORITY: The 2005 North American Championship Regatta has been sanctioned in accordance with the bylaws of the ILCA, and is organized under the authority of the International Lightning Class Association, and Sail Sheboygan Ltd.

2. RULES: The regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing Association (USSA), and the Rules Governing All Area Lightning Class Championships (Class Rules).

3. CATEGORY: This Regatta is designated Category C in accordance with Appendix 1, regulation 20, restricted as follows: Advertising on hull only.

4. ELIGIBILITY: Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. US and Canadian entries shall qualify for participation in the Championship through their District Championship. Quota will be as follows:

4.1. 1:8

4.2. The Midwest District may have double quota.

4.3. One (1) boat for every three boats from a district that sailed in the Blue Fleet in the 2004 North Americans

4.4. In addition, members of the Executive Committee, the Vice President of North American Championships, the North American Champion and the World Champion do not have to qualify and shall not count toward a District's quota; the Executive Committee may permit skippers from outside North America to compete; one or more skippers not previously qualified through their District may qualify from the Women's Masters' and Juniors' North American Championships.

5. ENTRY REQUIREMENTS

5.1. A completed entry form accompanied with the entry fee must be postmarked on or before July 18, 2005 for the Championship. The entry fee is \$ 250. USD provided the entry form is postmarked on or before July 18. For entries postmarked after July 19, the fee is \$ 350. USD.

5.2. Entries must be mailed to:
Executive Secretary, ILCA
P.O. Box 10747
Murfreesboro, TN 37129 USA

Entry forms are available from each District Commodore and from the Executive Secretary.

6. REGISTRATION: Registration and measurement will be held from 1200 to 1800 on August 6, and from 0800 to 1400 on August 7. At registration each competitor will

be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of The Sheboygan Yacht Club, or from the actions of the ILCA, its officers, the protest committee, the race management team, Lightning Fleet 187, Sail Sheboygan LTD., and any sponsors of the Regatta and their members, officers, governors and agents from liability for any such damage or injury.

7. MEASUREMENT:

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

7.2. Boats that are measured at the Brotz Leukemia Cup Regatta (Sheboygan Yacht Club, July 29 and 30) and at the Lightning Woman's Masters' and Junior Championship (Milwaukee Yacht Club, August 2) may be exempt from measurement at the North American Championships.

8. BOAT STORAGE: All boats must be on the grounds of the regatta and remain there by August 7, 2005 @ 1600 hrs for the duration of the regatta except by written permission from the Principal Race Officer (PRO).

9. SCHEDULE OF EVENTS:

Saturday, Aug. 6	1200-1800	Registration & measurement
Sunday, Aug. 7	0800-1300	Registration & measurement
	1400	Warning Signal Practice Race
	1800	Skippers Meeting & Opening Ceremony
Monday, Aug. 8	1000	Warning Signal Qualifying Race 1 & 2
Tuesday, Aug. 9	1000	Warning Signal Qualifying Race 3 & 4
Wednesday, Aug. 10	1000	Warning Signal Championship Race 1 & 2
Thursday, Aug. 11	1000	Warning Signal Championship Race 3 & 4
Friday, Aug. 12	1000	Warning Signal Championship Race 5 & 6
	1730	North Americans Awards Banquet
Saturday, Aug. 13	1000	Warning Signal for make-up races if needed

The racing schedule will be subject to change by the Race Committee.

10. RACING AREA: Racing will be on Lake Michigan near Sheboygan Harbor

11. SAILING INSTRUCTIONS: The sailing instructions will be available during registration beginning on Saturday, August 6.

12. NUMBER OF RACES: There are 4 races scheduled for the Qualifying Series and 6 races scheduled for the Championship series. Both Series will be run in accordance with Class Rules.

13. ALTERATIONS OF RACING RULES:

13.1. Rule 44.2 will be amended to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full 360 degree turn instead of two .

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

13.3. RRS 60.1 (b), 63.1, 63.6, and 66 will be changed in the Sailing Instruction to permit Protest Arbitration.

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

15. SCORING: Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules. In the qualification series there will be one throw out only if 4 races are completed. In the Championship series there will be one throw out only if 6 races are completed.

16. SUPPORT BOATS: Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the finish of the last competitor in the last race except in boats provided

by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

17. TROPHIES: Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup. Perpetual Trophies will be given to the North American Champion and the Runner-Up. In addition, a special Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship flight, the Swanson Trophy to the highest scoring woman in the Championships, the Thomas McDermott Trophy is awarded to the skipper who improves most in position in the Qualifying Series, (2004 vs. 2005), and the Thermis Trophy is awarded to the highest placing skipper who is sailing in the Championship division for the first time.

18. DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 187, The Sheboygan Yacht Club, and/or Sail Sheboygan LTD will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

19. FURTHER INFORMATION:

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

REGATTA CHAIRMAN
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hansgraf@2005lightningnas.org

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Ric Larson
920-458-9351
ric@vikwood.com



BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in bold type.

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

"A" indicates amateur builder building own boat.

PLEASE LET THE CLASS OFFICE KNOW THE NAME AND ADDRESS OF THE NEW OWNER
WHEN YOU SELL YOUR BOAT!

CENTRAL NEW YORK	15255 David Hallagan, 28 Richdale Road, Needham NH 02494	77
CHILE	*14609 Andrés Gómez Errázuriz, Carmen Sylva 2345 Dep 301, Providencia Santiago	U
CONNECTICUT/RHODE ISLAND		
	4912 Jonathan Beach, 44 Poplar Street, Newport RI 02840	U
	*12950 Miguel Daddario, 830 Iron Mine Hill Road, North Smithfield RI 02896	U
DIXIE	7294 Buddy Wilkins, 239 Salem Church Road, Mt. Sidney VA 24467	U
	*14019 Peter Grimes, 8000 Elm Place, Dunn Loring VA 22027	50
METROPOLITAN	*13925 John Incantalupo, 47 Whippoorwill Lane, Sparta NJ 07871	25
	*14061 Paul Luisi, 106 Tatum Drive, Middletown NJ 07748	70
	*14445 Charles Taus, 19 Canopus Hollow Road, Putnam Valley NY 10579	75
MICHIGAN	13298 Harry Wing, 2901 Georgetown Drive, Midland MI 48642	216
	13470 Camille Juengling, 1416 Rowan Place, Saginaw MI 48603	U
	*13859 Edward Starback, 33041 ANnewood Street, Farmington MI 48336	54
OHIO	14178 Mike Mathis, 8380 Shawnee Run Road, Cincinnati OH 45243	U
	14390 Jim Stone, 1540 South Hametown Road, Akron OH 44321	150
PACIFIC NORTHWEST	8283 Christopher Pfohl, 4827 46th Avenue South, Seattle WA 98118	U
SOUTHEASTERN	13084 Robert Bouknight, 119 Beverly Place, Greensboro NC 27403	511
	13380 Robert Bouknight, 119 Beverly Place, Greensboro NC 27403	511
	*15146 David Puckett, 551 Mountain Laurel, Chapel Hill NC 27517	481
SOUTHERN	10812 Henry Laird, 521 East 2nd Street, Pass Christian MS 39571	179
TEXAS	*13311 Beth Richard, 7609 Capella Court, Plano TX 75025	35

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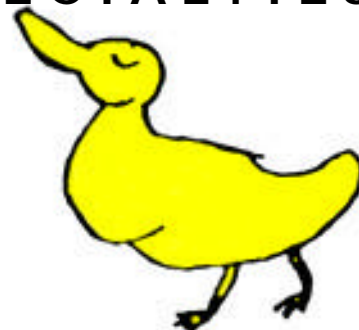
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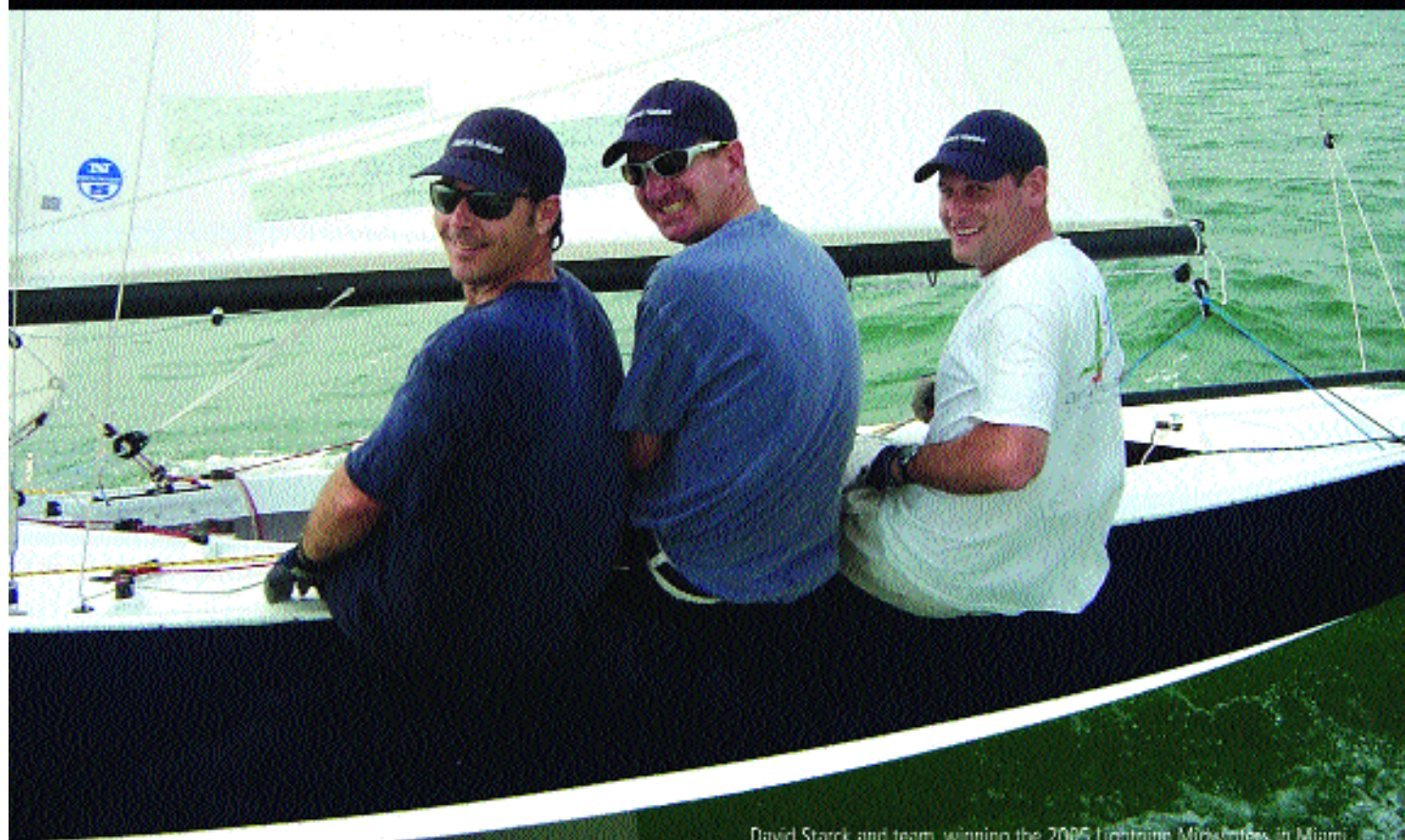
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David Starck and team, winning the 2005 Lightning Midwiners in Miami.

2005

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

2004

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

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SOUTHERN CIRCUIT PHOTOS - MIAMI



David Starck,
Ernie Dieball and Jared Drake
1st in Miami



Frank Atkinson, Mike & Valerie Holly
3rd in Miami



SOUTHERN CIRCUIT PHOTOS - MIAMI

Jeff Linton,
Amy Linton, Mark Taylor
4th in Miami



Jody Swanson,
Tom Starck, Skip Dieball
5th in Miami



Greg Fisher,
Brian Hayes, Ashley Jerman
9th in Miami



Neal Fowler 15202,
Todd Johnson, Katie Offerman
7th in Miami



Robby Brown Jr 14428,
Dane DeCamp, Will Green
6th in Miami

Bill Fastiggi, Nick Farina, Suzy Coburn
8th in Miami
1st in Savannah



SOUTHERN CIRCUIT PHOTOS - St. Pete

1st Gonzalez



2nd Terhune



3rd Swanson



4th Linton



5th Starck



6th Allen



7th Hayes



8th Brown



9th Fowler



This photo by J H Peterson

Photos by Bill Clausen

SOUTHERN CIRCUIT PHOTOS - St. Pete

10 Rob Ruhlman



11 Fastiggi



12 Mergenthaler



13 Hall



14 Fidler



15 Atkinson



17 Park



19 M Allen

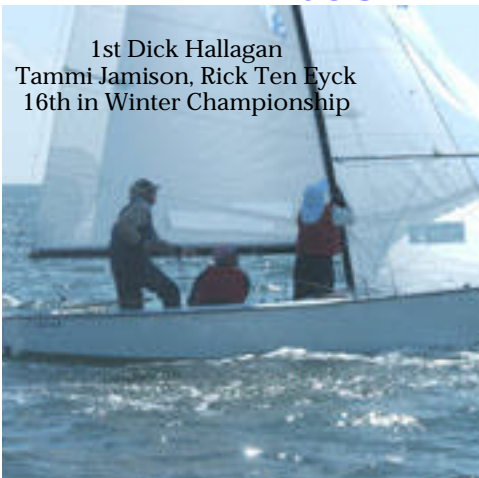


20 Grinder

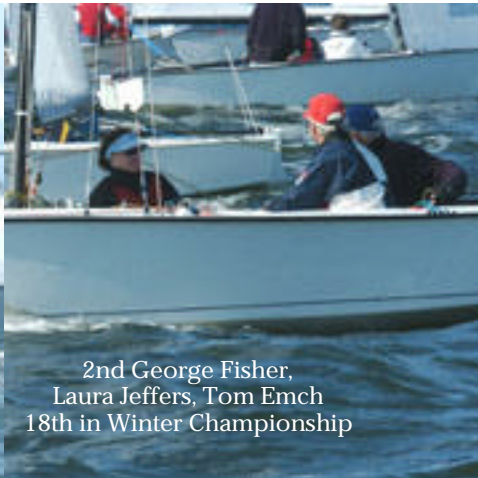


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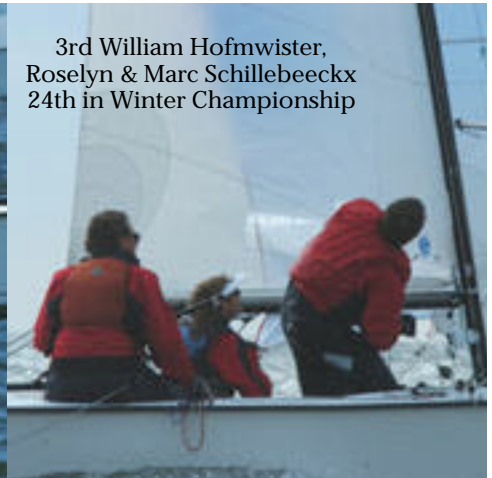
SOUTHERN CIRCUIT PHOTOS - MASTERS



1st Dick Hallagan
Tammi Jamison, Rick Ten Eyck
16th in Winter Championship



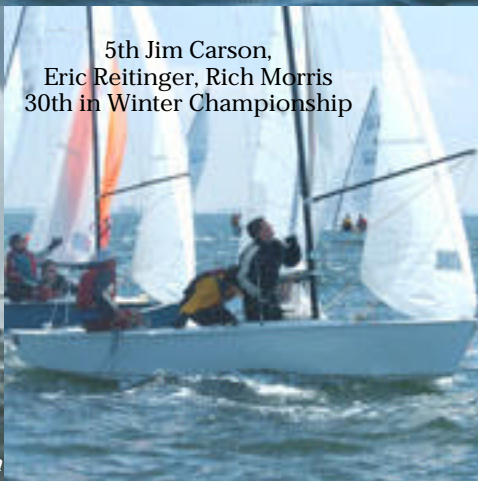
2nd George Fisher,
Laura Jeffers, Tom Emch
18th in Winter Championship



3rd William Hofmwister,
Roselyn & Marc Schillebeeckx
24th in Winter Championship



4th Jim Davis,
Les Lashaway, Christine Davis
28th in Winter Championship



5th Jim Carson,
Eric Reiting, Rich Morris
30th in Winter Championship



6th Hugh Hutshison,
Eric Hutchison, Marc Venables
32nd in Winter Championship

Photos by Bill Clausen

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8656 Wood Lippincott needs to sail again-basically sound hull needs good home excellent restoration project for amateur woodworker-trailer roadworthy but no prize. Make offer. Craig Thayer 315-458-3991 315-652-2154 fabricraft@a-znet.com (NY)

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continued on back page

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Classified ads begin on page 31

10222 Allen 1967 - White hull/deck. 695 lbs, stainless board, aluminum oval mast & boom, galvanized trailer, wide bunks. Completely refurbished in 2004 inside and out. Rigged modern style with dual side controls for traveler side to side, traveler height, backstay, vang, cunningham, and wire. Spectra vang and traveler. Block & tackle centerboard hoist. Modern style rudder & tiller. All wood replaced or refinished. Stored inside. Main, 2 jibs, and spinnaker. \$4500. Pictures at <http://home.centurytel.net/elmo> Michael Elmergreen (W): 920.906.7690 (H): 920.872.5079 elmo@centurytel.net (WI)

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

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

14176 Nickels- White with grey deck. Great record, Double ended controls, windward sheeting jib cars, SS board. Travel, mooring, mast, rudder and drysail covers. \$6750 Christopher Miller (W) 203-863-2697 (H) 203-849-8753 email cpmiller@optonline.net (CT)

14424 Carson Lightning, 1990. SS board, Bryant spars, well rigged and competitive. Usable, but older sails, solid low trailer, 14" wheels. More Complete details at www.stoneprocess.com/L14424.htm Asking \$5500 Jim Stone W) 330-668-3040 H) 330-666-0020 JimLStone@aol.com (OH)

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

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

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

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

15057 Allen. White on White. Excellent condition. Bottom professionally faired. Stored indoors w/2 sets of covers, sails and galvanized wide bunk trailer. Max thick centerboard. All go fasts included. Michael Schon 732-995-4855 MSDingman@aol.com (NJ)

15213 2004 Nickles. White hull/cockpit. White deck w/lt grey non-skid. All carbo blocks. Simple rigging. Absolutely flawless. Min wt rudder. Max thick board. Galv trailer. No covers. No sails. \$15,000. Jeff Schmahl W) 317-382-2451 H) 317-578-8807 jschmahl@iquest.net (IN)

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