

# Lightning eflashes

**Newsletter from the International Lightning Class Association**  
**P.O. Box 10747, Murfreesboro, TN 37129 USA**  
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**(that's 615-893-5274)**

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

## 2ND ANNUAL WOODY REGATTA (ORGANIC BOATS ONLY)

Lake Onondaga at Syracuse, NY,

July 24-25 2004

Onondaga Yacht Club, Fleet 10 hosted the second annual Wooden Lightning Regatta. The event put 8 boats on the water for two days of sailing. But unlike the other 300 lightning regattas each year, the "Woody" is about more than a competition of speed and sailing skill. We get together once a year to celebrate the classic beauty and heritage of the Lightning.

The ages/hull numbers at this year's event ranged from Craig Thayer's Skaneateles # 736 from Syracuse to Byrne O'Brien's Cayuga #10113 from Ithaca. Saturday was a perfect sailing day with a 10 knot breeze, and we sailed three races. Sunday was more typical of upstate New York in late July and we had fun gliding along in our classic beauties.

Bob Astrove, (Fleet 50 - Potomac River), with son Billy and Matt Klise in their Nickels & Holman # 7603 won the first race. Byrne O'Brien along with wife Karen and Joe Kimak took the second race. In the third race Bob just nosed out Byrne in a photo finish, while sporting a freshly installed "speed vent" in the top of his spinnaker. Bob, with finishes of 1,3,1, thereby took top racing honors on the tie-breaker vs. Byrne with finishes of 2,1,2. Last years champion, Craig Thayer, drove the oldest boat to fast finishes of 3,2,3 taking third overall. Martin and Andrea Osterode, from Boston, along with crew David Thompson, in their second trip to the "Woody", were clearly the most improved earning a solid fourth place finish. Other craftsmen & contenders, in hull number order, included Jim Herz from Binghamton in # 754, Bob Prezzano from Lake Canandaigua # 1262, Dale Johnson from Charlotte NC in # 6889, and Gary Bernhak from Riverton with # 7660.

While the racing was casual and fun the event is also about the boats themselves. Saturday morning is spent on land slowly rigging and exploring the other boats. There is much discussion of what we have done to maintain and restore the boats as well as some grandiose talk of our next big projects. As you know, these boats don't come with an owner's manual, and it is interesting to see the effort and creativity. Dale Johnson, for example, demonstrated his mast stepping device, which allows him to rig the boat safely by himself. And there was much talk of varnish, paints, tools, and sanding...

Martin and Andrea Osterode again take the uncontested price for most spectacular Lightning. Their boat is believed to have been built in Italy by an unknown builder. They found it decaying in a Swiss barn, and completely rebuilt it. With its 16 coats of clear finish on hull and deck, Philippine mahogany,



rounded back end of the cockpit, and removable seats, the boat looks almost too good to put in the water.

Saturday evening David Thompson, who along with his wife and neighbor Joe Kimak are currently restoring # 32 (Fleet 50, Washington DC) put out some display photos of their progress. Next thing you know someone spots an old photo on the Onondaga club house wall of #32 at a regatta perhaps 60 years ago. David intends to have #32 sailing at next year's event.

Speaking for all the participants I'd like to extend thanks to Craig Thayer who organized the event and special thanks to the members of the Onondaga Yacht Club who are the best hosts, continuing to over extend themselves with fabulous breakfasts, lunches, and dinners.

If you have a Woody or know of one on the back lot of your sailing club, pull it out, clean it up, and come to Syracuse next July. A lightning regatta unlike any you've been to in a long time.

And if you don't yet have a wooden lightning, go get one. I've owned several glass Lightnings over the past 25 years. Three years ago I moved up to a wooden boat for \$100. A little time and a few more dollars and today we are actively racing in our local fleet and elsewhere. Yes, it takes a little more maintenance, but not as much as you think, and that is as much fun as sailing the boat. So if you think you have an interest, just do it, you won't regret the move. ●

*more photos by Steve Little on bonus pages 26-28*

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

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 Send for advertising rate schedule and send all advertising  
 copy to Murfreesboro office.

## President's Column

Carter Utzig

A number of people have written and said: "What a great accomplishment that Jody won the Rolex Sailor of the Year!" I agree. Jody has accomplished a lot for the sport. But she has accomplished a lot more. I had one of my daughters at the NAs and watching Jody win was a real motivator for her and how she approaches the sport as well as life. Thanks Jody and congratulations!

**International Growth**  
 We have finally gotten some great input (rather than the emotional yes or no) on why we should or should not be an Olympic class. The cons are out weighed by the pros. While some classes have been able to leverage the Olympics to grow, they have been far and few between. The basic problem centers around two issues: the money that Olympic sailors spend on competing and the culture are the opposite of what we love about the Lightning class – openness and inclusiveness in the Lightning family.

We intend to use the developmental slots for the World championships to try to grow the class particularly

internationally by targeting specific individuals and classes that we might convert.

## Video

I hope everyone is enjoying the video and is promoting it to their friends who are not Lightning sailors. Look for it to show up in retail soon.

## St. Pete

Please read the proposed changes and get with your governing board members to

vote the way you want them to. We are also going to discuss the class office at this meeting so please arm the governing board with you thoughts.

Sorry for the short article but I am in the process of starting a new business and I have forgotten how all encompassing that can be. I can guarantee that you will see me sailing if only to escape.

Carter

president@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)

## LOOK TO THE LIGHTNING CLASS WEB SITE

[www.lightningclass.org](http://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!

## Chief Measurer's Column

Bill Clausen

My last report was written when the turkey was frozen on the back porch. Tonight the temperature here in the Pennsylvania is -9.6 F. We are expected to get 3 feet of snow in the next 24 hours.

So: Many thanks to the many sailors who have sent emails to me and the Lightning L list. You all have been great. Please remember that the ruling on using a BAR between the existing chainplates has not been passed yet. The change in specs. will not take place until the meeting at St. Petersburg.

If you want the change be sure to tell your representative to vote for the change.

I have had so many great emails about the BAR it has been overwhelming. I am surprised that I have not had one email about the fact that you cannot now if the ruling passes just add a number to your sail and sail in a sanctioned regatta.

I hope the ruling on use of the BAR



passes and it brings out some new (older) boats out to race, because I think if tuned correctly 25 year old Lightnings can still be very competitive.

I want to thank Mark Schneider who runs a machine shop here in Phila. for making up two 1/2" bars for checking the centerboard slot easily.

I have been in contact with the folks that are doing the measurement at the Worlds. They are setting up to do

an efficient job of measurement of a great variety of boats.

I am hoping someone will allow me to put the templates and the scale etc in a boat at the NA,S To go to Chile.

I hope to start measurement at the Worlds before the Masters as soon as the materials arrive. Please if you are willing to take the measurement equipment please let me know.

Last but not least. I will have most of the measurement equipment at Miami and St. Pete, so if you would like something measured before your Districts, find me and I will do any measurement corrections you might need. Be sure you bring your measurement certificate!

I'm looking forward to warm sun and breeze and seeing you all on the circuit.

I hope your new year is going well.

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

## OFFICIAL NOTICES

The Governing Board Meeting will be held Thursday, March 17, at 10:00 am, in the St. Petersburg Yacht Club, Quarterdeck Room. All Vice Presidents and District Commodores (or their duly named delegate) are expected to attend this meeting. Brunch will be available at your own expense.

The General Meeting will be held Thursday, March 17, at 6:00pm in the SPYC Regatta Room (immediately following the Competitors' Meeting). **ALL ILCA MEMBERS ARE WELCOME AND ENCOURAGED TO ATTEND!**

### PROPOSED AMENDMENTS

The following proposed amendments to the Specifications will be voted on at the Midwinter Governing Board Meeting in St. Petersburg. The proposed By-Laws amendment will be voted on at the Midwinter General Meeting of the Membership in St. Petersburg.

This change proposes allowing a bar above deck to permit shroud attachment to be moved forward on older boats without major structural alterations. *Reason: Some people perceive moving the point of shroud attachment forward on some older boats will improve performance.*

### SPECIFICATIONS ARTICLE I, HULL

Amend Paragraph 46 as follows (new wording underlined):

46. The upper shrouds shall be attached to the chain plates at a point no further forward than 584.2 mm (23") from the leading edge of the centerboard pin. The lower shrouds shall be attached to the chainplates at a point 304.80 mm (12") to 355.60 mm (14") aft of the upper shroud chainplate. There shall be no more than one upper and

lower shroud chainplate on each side of the boat.

On boats built prior to January 1st, 1985, a bar may be permanently attached to the existing chainplates to extend the point of shroud attachment within the limits and restrictions specified. Such alteration shall receive Measurement Committee approval and be noted on the Measurement Certificate.

The current By-Laws and Specifications require sail numbers to match the number of the hull with which they are used. These proposed changes allow the sail number and hull number to be different with some limitations. *Reason: To require sail numbers match hull numbers places a burden on those chartering boats, borrowing sails or acquiring second-hand sails.*

### BY-LAWS ARTICLE VIII, RACING RESTRICTIONS

Amend Paragraph 4 as follows (new wording underlined):

4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of the sailboat. A different number may be used if properly

obtained by the user, applied as required by the Specifications, and subject to requirements detailed in Notices of Race and Rules Governing Sanctioned Regattas.

note correction to typo from last issue

### SPECIFICATIONS ARTICLE V, SAILS

Amend Paragraph 75. as follows (new wording underlined):

Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per Plans, and racing numbers with an optional class emblem will be on the spinnaker. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. International events shall be identified by nationality as defined by the ISAF. The sail number that is assigned to the boat at the time of construction is the hull number. This specification is modified by the by-laws racing restriction. The use of numbers is subject to the By-Laws Racing Restriction and may not be arbitrary. All sail numbers are to be of a solid color contrasting with the sail material.



## IN MEMORIAM

Andrew H. Brennan

Andrew H. Brennan, 2001 Junior North American Champion, died in an automobile accident, January 12th. Andrew, 20, was in his Junior year at Rutgers University.

## Andrew's Poem

To Our Dear Friends,

Perhaps you signed the memory book  
then quietly touched our hands,  
Perhaps you made a donation to the Club  
or made some other plans.

Perhaps you kept us fed or made us smile,  
a visit to our home for just a while.

Perhaps you said a prayer for us,  
or prayed with us at Mass.

Perhaps you spoke the kindest words  
that any friend could say.

Perhaps you were not there at all,  
just thought of us that day.

We're sure that Andrew's memory  
within our hearts will stay.

So, whatever you did, whatever your part,  
we thank you so much from deep within our hearts.

Thank you,

Don, Lisa and Kalene Brennan

## THANK YOU

Dear Friends,

As most of you know on September 18th I was devastated by the loss of my husband Jack Elfman. While he was attempting to save our boat from the remains of Hurricane Ivan he apparently fell, hit his head and drowned in the bay he loved so dearly.

I have tried many times since to write this letter and express my deepest thanks for all the love, support and prayers I have received from the people we hold most dear - our Lightning class family - but finding the words and facing the reality has been difficult.

I want to thank all the sailors and friends who were there that night who tried so desperately to save him.

To those who knew and loved him I need not say more but to those of you who didn't truly know him, you missed a hell of a ride. He was larger than life and never afraid to stand up for what he believed in and held most dear: sailing, this class and his beloved friends.

Sincerely,

Cindy Elfman

## New Lightning Set-Up &amp; Tuning Video



## TUNING FOR SPEED



## Available in VHS or DVD format

This video features Greg Fisher of North Sails and Bill Fastiggi of Shore Sails detailing initial boat set up techniques and tuning advice.

Send \$29.95 for VHS or \$34.95 for DVD

plus \$4.95 shipping/handling to

International Lightning Class Association

P.O. Box 10747

Murfreesboro TN 37129-0015 USA

Please include a check or money order made out to ILCA

You may order this video through the secure on-line Store from the Class website:

[www.lightningclass.org](http://www.lightningclass.org)

Or by calling the Class office 615/89 FLASH



Tito Gonzales, 2003 World Champion.  
Powered by North.

#### 2004

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

#### 2003

WORLDS 1,2',3,4,5,6,7,8,9,10  
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10  
NORTH AMERICANS - Masters 1',2,4,5',6,7,8,9,10  
NORTH AMERICANS - Junior 1,2,4,5,6,7  
NORTH AMERICANS - Women 1,2,3,4  
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10  
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9  
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9  
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7',8,9,10  
SOUTHERN CIRCUIT - Savannah 1,2,3,4,5,6,7,8,10  
SUGAR BOWL REGATTA 1,2,3,4,5  
ORANGE BOWL REGATTA 1,2,3,4,5,6,7,8,9,10,11,12  
BLUE NOSE REGATTA 1,2,3,4,5,6,7,8,9,10,11  
GREAT LAKES REGATTA 1,2,4,5  
PYMATUNING SPRING CLASSIC 1,2,3,4,5

\*partial season

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## INSTALLING "THE BAR" ON THE OLDER LIGHTNING

*Peter Pundt & Steve Little*

With the proposed rule changes on the chainplate extension bar coming up for a vote in March, Bill Clausen asked that we write an article on its installation and use. The purpose of this article is to inform the non-inter-net members of the class about what "The Bar" is, how to install one, and what its limitations are. Please take this information and get your thoughts to your district commodore or governing board representative so they may know which way to vote at St. Pete.

First- what is "The Bar"?

No, it is not a Tiki hut at the St. Pete Yacht Club. It is an external and reversible means of shifting the upper chainplate forward on Lightnings older than about 1985. The proposed specifications do not get too specific on how to build a "Bar" as there are various ways to accomplish the task, but basically we are discussing a 15 inch long, 1 inch wide, 3/16 inch thick piece of stainless stock, (with rounded corners, etc.) that is bolted to the existing chainplates and a new hole drilled in it to extend the upper chainplate ahead by approximately 2 inches.

Why "The Bar"

Prior to 1985 (about hull #14000), the upper chainplates were typically 2-3 1/2 inches further aft than they are now and usually 12" ahead of the lowers. A change in the spec allowed the upper chainplates to move no more than 23" ahead of the leading edge of the centerboard pin. This was done primarily to get more jib stay sag. A side effect was it allowed the mast butt to move forward, changing the boat balance so that newer boats could be sailed with a little more heel. There has been lots of discussion on the impact of this on boat speed and the general answer is that chainplate position is not by itself an important factor, but it is an important factor in sail tuning and that can translate into speed. 15 years ago, sails were cut a bit differently and the differences due to chainplate positions were not as important. Further, lots of folks knew and understood the tuning differences. Today, older boats are slightly disadvantaged and the knowledge of how to tune them is disappearing.

"The Bar" is a simple, easy way to get an old boat to tune like a newer one and best use modern sails. This should in theory, lead to older boats becoming more competitive and that should lead to more competitors on the water. It is very doubtful that this will hurt the sales of new boats, and in fact might spur it as people understand the differences between old and new. It is also unlikely that someone will come along and win a major regatta in a 25-year-old boat, bar or no bar.

Fabricating "The Bar"

"The Bar" starts with a 15x1x3/16" piece of stainless. Round off the corners, file the edges and drill holes to match up with the existing chainplates. It may have to be bent or twisted a bit in a vise. One may also have to notch the piece to accommodate the lifting holes in the lower chainplate. The thickness is a function of how far forward you are shifting the shrouds. For less than a 1" shift, 1/8" is stiff enough, for up to about 2" of shift 3/16" is OK. For more than that, consider using 1/4" thick. The test bars were 3/16" and did not bend.

Attaching "The Bar"

"The Bar" is then attached to the existing shroud tangs by 3/16" high strength shoulder bolts (17-4PH precipitation hardened, available from

McMaster-Carr, cheap). Standard hardware store stainless is not strong enough, especially in the front. A shoulder bolt has a larger, unthreaded body, with threads on the end. The bolt length is determined by the thickness of the tang, the thickness of the bar, and the thickness of the nut (or locknut) and any washers.

On some boats, the lower shroud clevis and pin may be used to attach the bar, but in general, the bar should be bent to fit and bolted tightly to the tangs. New holes for the lowers and uppers are marked and the bar removed for drilling. Note that all holes drilled in stainless are best done on a drill press with oil.

Fill in the space between the bar and the deck with a piece of grooved plastic, silicone, or something to keep lines from getting trapped under it.

Positioning the new holes-

The upper shroud will be located so that it is not more than 23" ahead of the centerboard pin, measured square to a baseline string. This can be determined several ways. First, it is not hard to run baseline string with the boat upright if you think about it. Slide a square into the trunk to find the pin, square it to the string and measure 23". Mark the string, drop a plumb bob and there is the max forward dimension. If the cen-







terboard top is parallel to the baseline, then it can be used for square.

Another approach, from Bill Sloger is to use your measurement certificate.  $(W+X)$  is the distance from the CB pin to the prow. Pulling a string from the shroud pinholes, measuring to the prow and subtracting this from  $(W+X)$  gives us the distance the shrouds are ahead of the pin. This is easy, simple and field verifiable. Thank you Bill.

In general, the lower shroud will attach closely ahead of the tang. This must be measured so the hole clears the tang and is between 12" and 14" from the upper. Measure the uppers first, and then set the lowers. Be careful to set the height above the deck so the turnbuckles have enough travel.

#### Limitations of "The Bar"

There are some practical limitations to the bar. Just as with shroud tensions, it is possible to break something if one goes too far. The lever action raises the load on the upper chainplate tang. If it is not in good shape, it may weaken or pull out. It was suggested that a limit of 2 1/2" be placed on the extension, holding the load increase to 20%. Field-testing has not indicated a serious concern, but the potential for failure is there. There is no way to quantify to strength of the chainplates on an old boat, so practical limits have to be observed and owners should proceed at their own risk. This is a measurement change, not a design specification.

There is a practical limit for the shroud shift as well. Modern sails need about 85" of distance from the prow to the upper chainplate pin (measured diagonally). At distances less than this, the jib fouls on the shroud. Some older boats have a shorter foredeck, which means one cannot get both 23" ahead of the CB pin and keep 85" distance from the bow. Many older boats will be able accommodate a 2" shift and be close to the 23" dimension. On some boats (Lipps for instance), 3 inches or more of shift is indicated, but this will not work without badly fouling the jib.

Field-testing indicates that a 1 1/2" or 2" shift of the uppers is all that is needed.

#### Cost of "The Bar"

One will have to work to spend more than \$50. \$25 is more likely.

#### Thanks to Everybody

We wish to thank everybody who has helped with this discussion, including all those who participated on the e-mail list. The process has taken over two years, involving history lessons, technical issues and some politics. In particular we wish to thank our other team members: Terry Burke, Bill Sloger, Jason Werner, and Steve Wyers. Acknowledgements need to be given to Bill Clausen, Bill Fastiggi, Greg Fisher, and Carter Utzig for their help and guidance.

#### Summary

Each ILCA member should consider the proposed rules change, weigh its pros and cons, decide if it will attract more folks to our events and advise their commodores accordingly. Whether it passes or fails is less important than getting a fair review based on facts and not perceptions. Both of us found the development of the bar to be a useful tool to improving our class involvement and attendance at regattas. In the end, we both bought new boats because of the increased interest in being better sailors.

Pete & Steve ●

*Photos of Pete Pundt's Temerity courtesy Pete Pundt*



# Layline has your Lightning Essentials!



## A. 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.



LTSP

Layline \$149.99

## B. 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 replacing the gaskets. Over the years, we have found that properly installing a whole new bailer solves the problem.

A564133 Super Max List \$122.06/Layline \$82.25

A564136 New Large List \$95.03/Layline \$63.50

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A574194 For a little piece of foam \$15.80

## C. Tacktick Race Master

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T040 List \$933.00/Layline \$699.99

## D. Machine Tapered Mainsheet

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## E. 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

List \$465.00/Layline \$349.99



**YaleLight** - This is the lightest covered line we sell. It is strong, does not stretch and will not absorb water. YaleLight is the ultimate in light air spinnaker sheets, or combine it with a HA4375 Twing Line Blocks for the lightest twings in the fleet. It also makes a great dinghy control line. Red and Green are **Layline Custom Colors**, made specifically for us by Yale. 1/4" is great for all wind conditions, or switch to 3/16" when you know the air is going to stay light. We use 44' per side. Colors: Green, Red, Light Blue, Purple

YLT316 Layline per foot \$0.46 (\$20.24 per side)

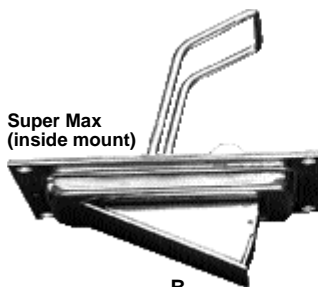
YLT14 Layline per foot \$0.64 (\$28.16 per side)

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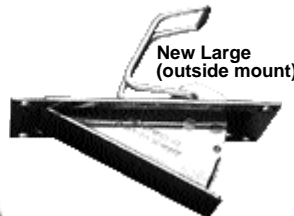


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B.

New Large (outside mount)



C.



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## SAILOR'S PAL      Adventures in Wooden Boating

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Let's see, a Lightning sailor's best friend might be, ...

The line that ties the boat to dock, shore, anchor?

The anchor itself?

Or maybe it would be the mainsheet halyard, since it keeps the means of propulsion aloft or lets it down.

Personally, I think the sailor's best pal is the thing he or she breaks out when the wind dies.

A paddle.

This column is about a little-known guy who came to loathe paddles. Really, it was oars that Cameron Waterman hated, having served as captain of Yale's rowing team so long he complained that rowing "stinks."

He was a sailor, Cameron Waterman, and from the family's summer home on Grosse Ile, Mich., he sailed in lakes Huron, Superior and through that other Great Lake, Georgian Bay.

But he came to hate rowing so much that he was inspired to invent a machine that would revolutionize boating.

Even sailboating.

For what is a mechanized version of an oar, or paddle?

A motor, right?

But what if you had a little boat, say a Lightning, whose hull is too small for an inboard motor. What do you do?

Waterman was a motorcyclist. He had a Royal motorcycle that wouldn't run very well in winter. In fall, 1903, he removed the motor and hung it from a chair in his room at Yale Law School. He cleaned it and then channeled gas from his dormi-

tory lamp into the motor and got it to start, right there in the hallowed chambers of the Ivy League.

The sight of that motor running from the back of a chair gave him his big idea.

Why not hang a motor from the stern of a boat? If you had a way of sending the power to a propeller, you'd have turned a rowboat into a motorboat.

It was a hundred years ago, in February 1905, that Cameron Waterman put that idea into action. By then, he'd gone home to Detroit and found a machinist who cobbled together his new Glenn Curtiss (famous later for his airplanes) 3-horsepower motor, a bicycle chain drive to a propeller. Oh, there was also a fuel tank and a steering bar and the darned thing even tilted up to clear its prop in shallow water.

Sometime in February 1905, Waterman brought his experimental motor to Grosse Ile. He was calling it a "detachable rowboat motor."

He clamped the motor to the transom of a steel rowboat and sped back and forth across the Trenton Channel, aka Detroit River.

Not without mishap.

It was that consarned bike chain. Chunks of ice kept catching between the chain and sprocket. Ice would knock the chain off the sprocket, and then Waterman had to do what he so hated – break out the real sailor's pal and paddle to shore.

Back on shore, one of his pals had another idea: Why not call it an "outboard motor?"

The name would stick, though Waterman called it a "PortoMotor" in his ads.

He had 25 PortoMotors built in 1906 and sold 24. The next year, he built 3,000 and sold them all.

By 1909, he had a rival. Ole Evinrude in Wisconsin began producing outboards and soon there were many companies making the same basic product. Waterman had a patent, but it wasn't strong enough to keep competitors out of the market.

I've written two stories about Waterman for my



*Waterman's First Outboard*

employer, the Detroit Free Press, where editors were amazed to hear that the outboard motor was invented and tested in what we call Metro Detroit. Detroit may be the hub of the automobile industry, but you can't say it's the birthplace of the gas-powered car, which was invented by Germans Daimler and Benz in the 1880s.

It's true that some people fiddled with steam-power plants mounted on the stern, and that was in the 1880s, before Waterman

But Waterman concocted the first successful outboard, and he was the first to mass produce them.

It's impossible to overestimate the outboard's importance. You can mount an outboard on a canoe, a rowboat, even, yes, a Lightning sailboat. In Michigan, we have roughly a million registered boats, and the Michigan Boating Industries Association estimates that easily half are run by outboards.

Not only did the outboard revolutionize boating, it made powerboating affordable to many more people. The outboard motor literally democratized boating.

I have seen Lightnings with outboards. In fact, I've owned woodies with outboard mounts, and my Wayfarer has a mount.

In fact, it was my 2-horsepower Evinrude that pushed our plastic Wayfarer five miles among nasty shoals to my wife's family island in Georgian Bay a couple summers ago.

*continued next page*



*Cameron Waterman and friend sailing*

The name Evinrude has been linked to the invention of the outboard far more successfully than Waterman's. But Waterman beat Evinrude by three years in terms of production. And he invented the outboard four years before Evinrude went into production in 1909.

Evinrude sold out just a few years after he started the business. Waterman sold in 1916 and joined the Army Signal Corps. He went to France, designed a mobile machine shop for the Army, then came back to Detroit and worked as a patent attorney.

The myth that Ole Evinrude invented the outboard out of disgust at having to row across a Wisconsin lake to buy ice cream for his girl friend held sway for decades, until the Mercury outboard public relation people in 1950, tired of hearing the Evinrude baloney, went looking for Cam Waterman and got him to endorse their motors.

Red Smith, the New York Herald Tribune sports columnist, wrote a

column in 1950 debunking the Evinrude story.

But it lives on – you can google it on the Internet.

The real inventor of a machine that has saved many a sailor in shoal waters, channels or complicated docks is Cameron Waterman.

How prescient he was can be seen by the kind of motor he ordered from Glenn Curtiss.

Waterman's production outboards used dirty 2-cycle engines, and this precedent held sway for many decades. But recently, we've seen outboard manufacturers introducing cleaner-burning 4-stroke engines.

Well, what do you know?

That first chain-driven motor of Waterman's, the Curtiss motorcycle engine, was an air-cooled 4-cycle engine.

Joel Thurtell can be reached at 734-453-8303, [thurtell@freepress.com](mailto:thurtell@freepress.com) or [joel\\_thurtell@hotmail.com](mailto:joel_thurtell@hotmail.com) ●



Waterman's Production Outboard

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### ILCA ADDRESSING SERVICE

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

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

Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class. We do not rent or sell our mailing list to outside interests.

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[finder@radiofinder.com](mailto:finder@radiofinder.com)

or 734/453-8303



## UPCOMING MAJOR REGATTA CALENDAR

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

<b>2005 Southern Circuit</b>	<b>Deep South, Savannah Yacht Club</b>	<b>March 12-13</b>
	<b>Miami Midwinter, Miami FL</b>	<b>March 15-16</b>
	<b>Winter Championship, St. Petersburg Yacht Club</b>	<b>March 18-20</b>
<b>2005 Women's, Juniors' &amp; Masters' North American Championships</b>	<b>Milwaukee Yacht Club, Milwaukee WI</b>	<b>August 2-5</b>
<b>2005 North American Championship, Sheboygan Yacht Club, Sheboygan WI</b>		<b>August 7-13</b>
<b>2005 International Masters Championship, Vina del Mar, Chile</b>		<b>November 15-19</b>
<b>2005 World Championship, Vina del Mar, Chile</b>		<b>November 19-26</b>

### NOTICE OF SERIES – SOUTHERN CIRCUIT 2005

**REGATTAS** The Lightning Southern Circuit consists of three regattas endorsed by the ILCA, the Deep South Regatta at the Savannah Yacht Club, Savannah, GA, March 12 & 13, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, FL, March 15 & 16 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, FL, March 18-20. See the Notice of Race for each regatta.

**SKIPPER & CREWS** Skippers and crews must be in good standing with the ILCA. Co-skippers are permitted from regatta to regatta provided each helmsman (co-skipper) is aboard the boat in each of the three regattas. Co-skippers must be recorded with the Southern Circuit Committee prior to the first race of the circuit.

**MEASUREMENT** All measurement rules will be enforced and Measurement Certificates must be available for inspection. All skippers will have the option of having their boats weighed Thursday prior to going into the water at St. Petersburg. A person designated by the ILCA Measurement Committee will be on hand to weigh and record boat weight. The first five finishers in the Midwinter Championship at St. Petersburg may be weighed immediately after the last race. Any boat not meeting weight requirements will be disqualified from the regatta and the Circuit. This procedure will be waived if the boat was weighed in accordance with the above option and met weight requirements at that time. All boats must have some type of floatation to help keep the boat afloat after capsized.

**SAILS** All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Unidentifiable boats will not be scored.  
If a damaged sail is replaced with a sail that does not have the same number as that used at registration, a 12" high "X" must be affixed adjacent the new number and the Race Committee advised in writing.

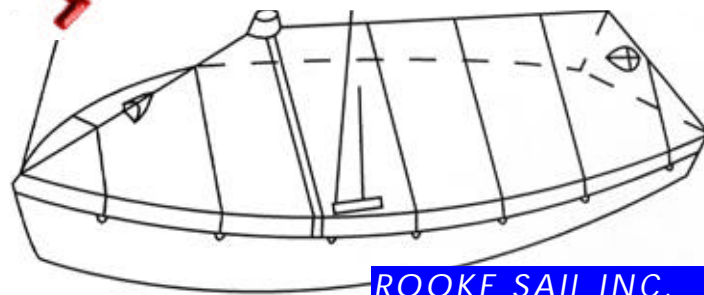
**SCORING** Overall Southern Circuit scoring will be based on the total score of 3 races in Savannah, 5 races in Miami, and 5 races in St. Petersburg, excluding each boat's worst race. In case one or more races are abandoned or not sailed each boat's worst race will still be excluded provided there are at least 6 races.

**ADVERTISING** All Regattas in the Circuit are ISAF Category A (in short, no advertising on hulls, spars, or sails).

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nap back rudder cover			58
sail # on cover			38

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email [rooke@rookesails.com](mailto:rooke@rookesails.com)

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## DEEP SOUTH REGATTA MARCH 12-13, 2005

1. Organizing Authority: The organizing authority is the Savannah Yacht Club (SYC)

2. Rules: This regatta will be governed by the rules as defined in the "Racing Rules of Sailing" (2005-2008). Sailing Instructions will be available at registration.

3. Eligibility: The skipper and crew must be members of the ILCA.

4. Fees: Registration fees: \$125 per boat (\$120 for USSAILING Members), \$10 of which goes to the ILCA.

5. Schedule

Registration Saturday, March 12, 2005, 0830-1030

Competitor's Meeting Saturday, March 12, 1045

Main Clubhouse

Race One Saturday, March 12, 1300 Warning Gun,

Racing Continues

Sunday, March 13, 1100 Warning Gun,  
Racing Continues

No Warning Signal will be made after 1530 on  
Sunday, March 13, 2005

6. Courses: Courses will be windard/leeward, triangle, or a combination.

7. Scoring: The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races.

8. More Information:

Contact Savannah Yacht Club

phone (912) 897-1314

fax (912) 897-0876

Yacht Club secretary: savhyc@aol.com

Olin McIntosh, SYC Sailing Director sailtosh@comcast.net

Send Entry to Savannah Yacht Club  
End of Bradley Point Road  
P.O. Box 30888  
Savannah, GA 31410  
phone (912) 897-1314  
fax (912) 897-0876

Enter Lightning # \_\_\_\_\_ named \_\_\_\_\_ which I certify is of legal weight, has a legal Measurement Certificate, and has legal sails. My crew and I are members of ILCA for 2005.

Please print full name: \_\_\_\_\_

Signed by skipper: \_\_\_\_\_

Fleet # \_\_\_\_\_ 2005 ILCA Card # \_\_\_\_\_ 2005 US Sailing Card # \_\_\_\_\_

Home address: \_\_\_\_\_

Phone: \_\_\_\_\_

Crew \_\_\_\_\_ 2005 ILCA Card # \_\_\_\_\_

Address \_\_\_\_\_

Crew \_\_\_\_\_ 2005 ILCA Card # \_\_\_\_\_

Address \_\_\_\_\_

Registration Saturday 8:30 am-10:30am. Warning Signal 1st Race Saturday 1:00pm.

Entry fee: \$120.00 (non US Sailing members add \$5.00) includes coffee and donuts each morning, lunches both days, 3 Saturday night dinners, regatta t-shirt, free keg of beer Saturday night, music and challenging racing!

Send Entry Form and Payment to address above. Guests may have a letter of introduction from their Home Club to charge. Only US Bank Checks accepted. Extra dinner tickets are available for \$15.00.

Camping facilities available on club grounds.

Check here ☐ if you would like to receive information on hotel/motel accommodations.

Fax number for information: \_\_\_\_\_

PLEASE PRE-REGISTER.



# What's hot in Miami?

## The sun, the sea...

and, of course, the sailing... and you can imagine the rest! (or, is that "no rest"?)

Coral Reef Yacht Club and Fleet 226 look forward to this year's 2005 Miami Midwinter Regatta. Come on down and GET HOT!!!



### 2005 MIAMI MIDWINTERS MARCH 14-16, 2005 NOTICE OF RACE



1. **Rules**

The regatta will be governed by the Racing Rules of Sailing, the International Lightning Class Rules, the Notice of Race (except as any of these are modified by the Sailing Instructions) and the Sailing Instructions.

2. **Jurisdiction**

The regatta will be held under the jurisdiction of the International Lightning Class Association (ILCA).

3. **Organizing Authority**

The organizing authority is the Coral Reef Yacht Club.

4. **Schedule of Events**

Monday	March 14
Tuesday	March 15

Registration 4:00 p.m. - 8:00 p.m.  
Registration 7:30 a.m. - 9:00 a.m.  
Complimentary Breakfast 7:30 - 9:00 a.m.  
3 races 11:30 a.m. 1st warning signal  
2 Races 10:30 a.m. 1st warning signal

Wednesday	March 16
-----------	----------

5. **Eligibility**

Skipper (helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the ILCA Constitution. Crew must be Active, Life, Crew, or Associate Members of the ILCA and shall be designated distinctly as Crew.

6. **Entry**

Yachts declared eligible by ILCA may be entered by completing registration with the CRYC office. CRYC reserves the right to reject any entry. Only those yachts that complete registration by 0900 hours on Tuesday, March 15, 2005 will be entitled to compete in this event.

7. **Disclaimer**

Coral Reef Yacht Club will require each participant to sign the Regatta Waiver for loss, damage or injury to persons or property occurring in conjunction with this event. Coral Reef Yacht Club, its members, employees and/or agents will not be responsible for any loss, damage or injury that may occur to persons or property whether ashore or at sea as a consequence of the participation of any competing yacht in any way in the series. Competitors are reminded that the owners or their representatives are personally responsible for all accidents to their crew and yachts. Competitors attention is drawn to RRS Fundamental Rule Part 1 .

8. **Sail and Bow Number**

- 8.1 All sails shall bear an Official Royalty Label as provided for in the ILCA Specifications, and Mainsail and Spinnaker numbers shall be the same.
- 8.2 The Race Committee will assign a bow number to each participant and make the numbers available at registration. These numbers must be affixed as defined in the Sailing Instruction.

9. **Scoring**

The Regatta will be scored in accordance with International Lightning Class Rules.

10. **Prizes**

Coral Reef Yacht Club will award trophies to skipper and crew placing 1st, 2nd, 3rd, 4th and 5th.

11. **Additional Information**

For further information, please contact the following:

Carol Ewing, ILCA VP  
Coral Reef Yacht Club  
2484 South Bayshore Drive  
Miami, Florida 33133  
Phone: (305) 858-1733  
Fax: (305) 854-5911  
[www.coralreefyachtclub.org/racing/midwinters](http://www.coralreefyachtclub.org/racing/midwinters)  
E-mail: [lightning@cofs.com](mailto:lightning@cofs.com)

MIAMI MIDWINTER REGATTA  
MARCH 15th and 16th, 2005

Coral Reef Yacht Club  
2484 South Bayshore Drive  
Miami FL 33133

Lightning # \_\_\_\_\_

Boat Name \_\_\_\_\_

which I certify of legal weight, has a legal Measurement Certificate,  
and has legal sails. My crew and I are members of ILCA for 2005.

Full Name: \_\_\_\_\_

Signature by skipper: \_\_\_\_\_

Fleet # \_\_\_\_\_ 2005 ILCA Card \_\_\_\_\_ 2005 US Sailing Card # \_\_\_\_\_

E-mail address \_\_\_\_\_

Crew \_\_\_\_\_ 2005 ILCA Card # \_\_\_\_\_

E-mail address \_\_\_\_\_

Crew \_\_\_\_\_ 2005 ILCA Card # \_\_\_\_\_

E-mail address \_\_\_\_\_

We are staying \_\_\_\_\_ for this regatta

Entry fee of \$135.00 will be payable to Coral Reef Yacht Club.

US Sailing members may deduct \$5.00

David Diekenburg's  
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Speed & Smarts is published bi-monthly, six times per year.



**2005 LIGHTNING WINTER CHAMPIONSHIPS****St. Petersburg Yacht Club****St. Petersburg, Florida****March 17-20, 2005****NOTICE OF RACE****1 RULES**

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 Racing rule 61.1 will be changed to require the competitor to inform the race committee finish boat of his intention to protest, including the sail number (s) of the protested boat (s), immediately after finishing.

1.3. Racing rule A2 will be changed so that each boat's score will be the total of her scores for all races with no score excluded. Ties will be broken according to A8.

1.4 Per Rules Governing all Area Lightning Class Championships:

a. Racing rule 44.2 will be apply, except that when a boat breaking a rule is using its spinnaker, she shall drop the head of her spinnaker below the gooseneck, and complete one 360 degree turn.

b. Racing rule 42.3 (c) will change to allow the crew, on a free leg of the course, when surfing or planning is possible, to pump the sheet but not the guy controlling any sail, but only once for each wave or gust of wind.

c. Racing rule 61.3 is changed to include protests questioning the legality of sailors or their equipment must also be filed within the protest time limit described in the sailing instructions.

d. Races will be shortened or abandoned after the start according to Racing rule 32.

e. These changes will appear in full in the sailing instructions.

**2 ADVERTISING**

Advertising will be restricted to Category A.

**3 ELIGIBILITY AND ENTRY**

3.1 The regatta is open to all boats of the ILCA.

3.2 The skipper and crew must be members of the ILCA.

3.3 An approved Measurement Certificate must be on file in the ILCA Office for each boat entered.

3.4 Eligible boats may enter by completing the attached form and sending it, together with the required fee, to Lightning Registration Chairman, St. Petersburg Yacht Club, 11 Central Avenue, St. Petersburg, FL 33701. Telephone: 727-895-4779, FAX: 727-895-4779, E-Mail: sailingsecretary@spyc.org. Entry forms may be obtained from the SPYC web site at: <http://www.spyc.org>.

3.5 Boats may compete in the Championship, Masters and Woodie classes.

**4 FEES**

Registration fees: \$180 per boat (\$170 for US SAILING Members), \$10 of which goes to the ILCA.

**5 SCHEDULE**

Thursday, March 17, 2005

09:00 A.M. -5:00 P.M.

Registration SPYC

Compass Room

5:30 P.M.

Competitors' Meeting

SPYC Ballroom

Friday, March 18, 2005

9:30 A.M.

Warning, first race of the day

Saturday, March 19, 2004

9:30 A.M.

Warning, first race of the day

Sunday, March 20, 2004

9:30 A.M.

Warning, first race of the day

No warning after 2:00 P.M.

ASAP

Trophy presentation

Sailing Center

**6 SAILING INSTRUCTIONS**

Sailing Instructions will be available at registration.

**7 VENUE**

7.1 Boats will be launched from the St. Petersburg Sailing Center, 250 2nd Av. SE.

7.2 The racing area will be ESE of the Municipal Pier.

**8 THE COURSES**

The courses will be triangles or windward-leewards.

**9 SCORING**

The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races.

**10 PRIZES**

Prizes will be awarded to the skippers and crews placing first through fifth in the Championship class, first through third in the Masters class and first in the Woodie class providing three Woodies participate.

**11 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See Racing rule 4, Decision to Race. The organizing authority 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.

**12 FURTHER INFORMATION**

For further information please contact Sailing Secretary, Phyllis Eades, 727-895-4779 or Paul Bardes, e-mail: [pbardes@tampabay.rr.com](mailto:pbardes@tampabay.rr.com)

ST. PETERSBURG LIGHTNING WINTER CHAMPIONSHIP  
MASTERS REGATTA AND WOODIE REGATTA  
March 18 - 21, 2005  
St. Petersburg Yacht Club

## ENTRY FORM

## CHECK ONE ONLY:

- ☐ Championship  
☐ Both Championship and Master  
☐ Master  
☐ Woodie

SAIL NUMBER \_\_\_\_\_

SKIPPER \_\_\_\_\_ ADDRESS \_\_\_\_\_

ILCA # \_\_\_\_\_ US SAILING # \_\_\_\_\_

CREW \_\_\_\_\_ ADDRESS \_\_\_\_\_

ILCA # \_\_\_\_\_

CREW \_\_\_\_\_ ADDRESS \_\_\_\_\_

ILCA # \_\_\_\_\_

This regatta is operated under ILCA Rules. Boats must hold an approved Measurement Certificate.

ENTRY FEE \$170 for US SAILING Members (\$180 for non-members), \$10 of which goes to the ILCA. The entry fee, which includes 7% Florida Sales Tax, covers trophies, three days of racing, three banquet tickets, and three participation gifts. Please make check out to SPYC and mail to Sailing Secretary, St. Petersburg Yacht Club, 11 Central Av, St. Petersburg, FL 33701. Telephone: 727-822-3873, Fax: 727-895-4779, email: sailingsecretary@spyc.org.

In consideration of your accepting my entry, I agree to be bound by the current Racing Rules Sailing (RRS), the ILCA rules, and all other rules governing this event. I hereby agree that the boat holds an approved measurement certificate. I do for myself, my executors and administrators, heirs and assigns, waive any and all claims as may accrue to me or them against the SPYC, its officers, directors, members, employees, and agents, and any one or more of them arising out of the participation of my boat in any race of the SPYC, or arising from any related activities.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2005 \_\_\_\_\_

Signature of owner or charterer

## ST. PETERSBURG WINTER CHAMPIONSHIP SOCIAL SCHEDULE

Thursday, March 17, 2005

09:00 A.M. – 5:00 P.M.

10:00 A.M. – 12:00 P.M.

5:30 P.M.

6:00 P.M.

SPYC Lounge and Dining Rooms Open

Registration

Governing Board Brunch

Competitors' Meeting

ILCA General Meeting

SPYC Compass Room

SPYC Quarterdeck Room

SPYC Regatta Room

SPYC Regatta Room

Friday, March 18, 2005

7:30 A.M.

9:30 A.M.

6:30 P.M.

7:30 P.M.

Complimentary Coffee and Danish

Warning, First Race of the Day

Cash Bar

Lightning Banquet

Sailing Center

SPYC Ballroom

SPYC Ballroom

Saturday, March 19, 2005

7:30 A.M.

9:30 A.M.

SPYC Lounge and Dining Rooms Open

Complimentary Coffee and Danish

Warning, First Race of the Day

Sailing Center

Sunday, March 20, 2005

7:30 A.M.

9:30 A.M.

Complimentary Coffee and Danish

Warning, First Race of the Day

No Warning after 1300

Trophy Presentation

Sailing Center

ASAP

Sailing Center

### *Learning to Crew on a Lightning*



\$42 plus \$4 shipping.

This older video is much more basic and is geared to the beginner sailor rather than the beginner racer, as the new video is.

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the secure on-line Store from the

Class website:

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*Reserve your berth for the 2005 Championships—  
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When it comes to this year's Championships in Sheboygan, Wisconsin, no resort hotel is better situated, or suited, for your crew's overnight accommodations. With the Sheboygan Yacht Club right across the channel, Blue Harbor Resort™ is just a bow line's throw from all the pre- and post-racing events—but that's just the beginning. The resort's four restaurants, Aveda® Concept Spa and massive indoor waterpark and game arcade make it the obvious choice for avid Lightning racers who love to bring their entire crew along for the ride. Make your reservation today. For more information on special rates for race participants, call **1.866.701.BLUE (2583)** or visit **blueharborresort.com**

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RESORT  
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# Lightning North Americans

# 2005

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**Active Class Members are published in blue type.**

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

"A" indicates amateur builder building own boat.

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CENTRAL ATLANTIC	10181 Jeff Godlewski, 721 Manor Drive, Brick NJ 08701	U
	15231 Allan Terhune, 10 Franklin Street, Swedesboro NJ 08085	99
	15235 John Faus, P.O. Box 657, Rocky Hill NJ 08553	335
BRAZIL	15229 John Bennett, Rua Fan 6, Jardim Lido, Sao Paulo	462
FLORIDA	*10700 James Mellor, 1800 SW 75 Avenue Road, Miami FL 33155	226
	*14428 Robby Brown, 1585 63rd Avenue South, St. Petersburg FL 33705	502
INDIANA	*1342 Michael Naughton, 13109 Thomas Morris Trace, Carmel IN 66033	270
MICHIGAN	*7959 Kevin Wilson, 130 Exmoore, Waterford MI 48328	54
	15225 Chris Jacobson, 4669 Richardson Drive, Bay City MI 48706	216
	15230 Bob Mathers, 14336 Ramblewood Street, Livonia MI 48154	54
	15233 Joe Dissette, 6121 Thornberry Court, Midland MI 48640	216
MIDWEST	15234 Todd Wake, 2330 North 7th Street, Sheboygan WI 53083	187
NEW ENGLAND	10649 Gordon Brebner, Amidon Road, Montgomery Center VT 05471	U
	11960 Rick Snyder, 75 Alcot Street, Mawhaw NJ	U
	12525 Bill Fastiggi, 150 West Canal Street, Winooski, VT 05404	301
	A15237 Mark Gardner, 72 Church Road, Colchester VT 05446	301
	15238 Bill Fastiggi, 150 West Canal Street, Winooski, VT 05404	301
ST. LAWRENCE VALLEY	9272 Andre Bibeau, 2705 Darling, Montreal QC H1W 2X6	U
SOUTHEASTERN	*8355 Robert Keith Bouknight Jr., 119 Beverly Place, Greensboro NC 27403	511
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## NOKIA SUGAR BOWL REGATTA

### Patsy Walet

Southern Yacht Club, New Orleans LA, December 18-19  
The Lightning Class was well represented at the Nokia Sugar Bowl Regatta hosted by Southern Yacht Club December 18 & 19. There were 11 boats representing Southern, Mississippi Valley and Texas Districts.

This was a five race series with a throwout. Two races were sailed Saturday on windward leeward courses with light and variable WNW winds. The first race was won by Gene Walet III of Pass Christian Fleet 179 in his new *SPIRIT* 14620 with John Marion of Buccaneer Fleet 135 sailing *BODACIOUS* 2nd and Guy Brierre of Pass Christian Fleet 179 sailing *REBEL YELL* in 3rd place. The second race was won by Guy Brierre with Scott Anderson of Corinthian Sailing Club Fleet 435 2nd and

William Baxter of Delta Sailing Association Fleet 274 was 3rd.

The third race sailed Sunday was a windward leeward with winds NW 18-23 kts and building, very choppy seas and the temperature was 45. Guy Brierre won that race with Julian Bingham of Mobile sailing Robert Bernhardt's *BOB SLED* 2nd and Larry Frost III sailing *ARMED ROBBY* was 3rd. The fourth race was sailed in the same conditions. Guy was consistent and won that race too. In 2nd place was Gene Walet III and William Baxter was 3rd. The fifth race was sailed in less than ideal conditions with winds gusting over 25. Six boats did not start that race. Larry Frost III won the fifth and final race with Guy Brierre 2nd and Julian Bingham 3rd.

We had one mishap in that last race when Gene Walet III turned over while setting the spinnaker. Gene and his crew spent about 30 minutes

in the water trying to right the boat but the seas were too big and finally one of the mark set boats came to their rescue. The boat was finally towed to the harbor by the Race Committee and with the able assistance of the Lightning skippers the boat was finally righted. All was well with the boat and the sails, just some bruised egos. All of this was witnessed by the Southern Yacht Club members enjoying Sunday brunch as well as the sailors who were already in from the race courses enjoying warm libation in the bar. As I write this article, I am very fortunate that Gene was able to fight the waves and stay afloat dressed in an old Air Force flight jacket (1956), fowl weather gear and boots. He had two young Navy captains crewing for him and even they were getting tired trying to stay afloat. I think they all learned a lesson that day. PFD's are to be worn and not merely carried on board. ●

### RESULTS NOKIA SUGAR BOWL REGATTA

1	14129	Guy Brierre #179	3	1	1	1	2	5
2	15201	Julian Bingham #135	4	4	2	5	3	13
3	15211	Larry Frost III #62	10	8	3	3	1	15
4	14620	Gene Walet III #179	1	9	4	2	12	16
5	14230	William Baxter #274	7	3	5	4	4	16
6	14136	John Marion #135	2	5	7	7	12	21
7	13953	Scott Anderson #435	8	2	6	6	12	22
8	15010	Dave Young #262	6	7	8	8	12	29
9	14666	Crit Currie, Jr. #274	5	6	12	12	12	35
10	9696	Bo Clarke #179	9	10	12	12	12	43
11	12335	Walter Becker #62	12	11	12	12	12	47

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lightningflashes

February 05

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