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Lightning eflashes

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

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CALIFORNIA DISTRICT CHAMPIONSHIP

Scott Finkboner

Mission Bay Yacht Club, San Diego, June 21-22, 2003

This year proved to a set of most exciting races over 2 days of racing in the Pacific Ocean with the final outcome not decided until the last one fourth of the last weather leg in the last race. All the competitors collected their top crews with myself inviting new crews Andy Schmickle (former US Naval Academy grad and sailing coach now stationed at NAS North Island in nearby Coronado, Ca) and my 2002 Capri 14.2 national champion crew 12 yr old Jennifer Lyons sailing the Lightning for only the 2nd time, and 1st time in the ocean. Andy had never sailed in a Lightning so we practiced for just 3 hours on the previous Thursday. May it be noted that crewing for Mike Brewer was his father Dick Brewer who just turned 80 this March and unbelievably still loves Lightnings and doing foredeck!

On Saturday there were 3 races scheduled. The weather was barely cooperating with light, fluky SW

continued on page 20

AN INVITATION TO JOIN US AT MYSTIC SEAPORT MUSEUM

August 13, 2003 at 7pm*

I wish to thank all of you in supporting the gifting of Lightning One to Mystic Seaport Museum.

I hope that most of you will attend the reception and perhaps can borrow a boat and sail in the Masters as Crew or Skipper - or just join us Thursday evening at the regatta in Niantic after the races to tell stories.

In the past year I have received many requests for information about individual boats, and about Number One. In replying to questions I have been asking for tales of their experiences in any phase of their life with a Lightning. As we accumulate the information, we hope to have it all in order on the Web. Some of the material I have received is there now under Number One. The information will be available for someone to do an overview in the future - perhaps at our 100th year . . . only 35 years more to get there! I will have to leave this to the younger folk.

We are short of our goal but will reach it as more donations that have been pledged are received. The Class has completed my obligation to Jack Ryan so that everything is in order for the Reception.

We hope that we all can get together next month but if you cannot attend, please send me some of those special stories. Sandy, our kids, Karin and Jack, and grandchildren are all still sailing in one boat or another, as Skipper or Crew. This sure makes a dinner lively.

I am crewing with Jim Carson in the Masters: if we can do it you can too.

Love you all for helping us reach our goal and have our past become our future.

Sincerely I thank you,

Mary

*The Museum will let you tour the Seaport at no cost after noon. The reception will be appetizers and a cash bar.

Please RSVP to me at mhuntsman@comcast.net or maryinvt@madriver.com or 130 Bodman Place -#12, Red Bank, NJ 07701 or call 732-842-5292

Directions to Mystic Seaport Museum: www.mysticseaport.org

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

President's Column

Paco Solá

Yearbook is old news. We did it, you liked it, we are all happy. Well, yes but not quite!

Actually, we were left wanting for more. We want more articles, new perspectives, more stories of Lightning people told by pictures. We want to make the yearbook better each year. And we want it out sooner too!

We have started work on the 2004 issue, and we plan to mail it end of March, as it used to be. This can be accomplished only with your help. Yep. The key learning in this year's experience was that what takes the most time is gathering reports, editing them, matching pictures and captions with said reports, all at once because most fleets send them ON the deadline, no sooner.

So please, start thinking on what you are going to submit and plan for it. If you have pictures, scan them, name the files with a recognizable name and send captions for each picture. The length of the report is not important, write as long as you want, we'll run it!

And do send your comments, criticism and suggestions for articles.

Happy sailing,

Paco

President@lightningclass.org ●

From the Historian

Mary Huntsman

We have enclosed an invitation to our gifting ceremony at Mystic Seaport. Creating the logo took a lot of time to be right. Thank you to our daughter Karin with input and encouragement from Bill Faude and Paco. It is based on publications, photos and certificates that we have collected thanks to some wonderful people who are not able to throw things away. I can't thank you enough. We will have some double old fashion glasses with the logo on them for sale after the ceremony in Mystic.

Sandy and I visited Skaneateles a couple of weeks ago and found a lot of interesting material. Saw the jig (platform for making a Lightning hull) - if the jig for making Number One is in fact the real one. It has been incased in clay for many years.

We brought home a lot of pictures, letters and publications that will help put the accurate story of our boats in order. It will take time but we will be having this available on the Web through the winter.

Please do not throw out old stuff – send it to me to scan and catalogue. Bring anything to the NAs – Jim and Chris Davis have mentioned they have some "stuff".

Thanks, and see you at Mystic....or Niantic, the NAs?

Mary

historian@lightningclass.org ●

OFFICIAL NOTICES

Executive Committee Ruling which may affect competitors at the North American Championships:
"Pending a review of the By-Laws, the sentence in Article VIII, Section 4 stating that the mainsail and spinnaker must carry the number of the sailboat will not be enforced. However, all other rules and specifications with respect to sails will apply."
Reason: This By-Law has not been rigorously enforced for many years and places a burden on those chartering boats or borrowing sails.

NOTICE OF MEETINGS

The Governing Board Meeting will be Saturday morning, August 16, at 8:00am at Paul & Giselle Myerson's home, very near Cedar Point Yacht Club, Westport CT.

All Vice Presidents and District Commodores are expected to attend this meeting, or to assign a delegate to represent them or their district. All Past Presidents are invited to attend.

The Annual General Meeting will be Monday, August 18, "after racing" (we may adjust the time in case of postponement of the races) at Cedar Point Yacht Club, Westport CT.

All Fleet Captains are expected to attend, or to assign a delegate to represent their fleet. ALL ILCA MEMBERS ARE WELCOME AND ENCOURAGED TO ATTEND THIS MEETING.

It is at the Annual General Meeting that the new officers for 2003-2004 will be elected. The proposed slate from the nominating committee:

President	Paco Sola
Secretary	Jim Carson
Treasurer	Steve Davis
Chief Measurer	Carter Utzig
Assistant Measurers	Joe Buczkowski
	Terry Burke
	Bill Clausen
	Jamie Calderone
	Jack Huntsman
Vice Presidents	
Internet	Jim Allen
Youth World	John Atkins
Marketing	Ric Bernstein/Bill Faude
Education	Jamie Brickell
Rules and Regs	Dean Cady
NA Liaison	Theresa Colantuono
California Circuit	Jeff Coppens
West Coast	John DeBenedetti
Miami Regatta	Carol Ewing
Southern Circuit	Brian Hayes
Historian	Mary Huntsman
Worlds Liaison	Bill Mauk
ISAF/Pan Ams	David Sprague
Vice Presidents/Europe	
Finland	Antero Punttila
Greece	George Andreadis
Italy	Francisco DeRegis
Switzerland	Gilbert Despland
Vice Presidents/South America	
Argentina	Hector Longarela
Brazil	James Sumner
Chile	Alberto "Tito" Gonzalez M
Colombia	Mauricio Valenzuela
Ecuador	Carlos Lecaro
Peru	Bruno Levaggi
Nominating Committee:	Bill Faude, Mary Huntsman, Colin Park

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Above & Beyond is owned by Lightning skipper and crew, Rick Bernstein. Rick has donated much of his time and effort and video expertise to producing this project. Rick is a former North American Champion, Runner-Up World Champion, Canadian Champion and multiple District Champion.
Profits from the video go directly to the ILCA.

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Adventures in Wooden Boating

Joel Thurtell

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Really, the guy should have asked more questions.

He was calling from Chicago, where he was trying to figure out how to restore an old wooden Lightning.

Bad deck.

He was asking me what kind of material he should use.

Cedar planks?

Marine plywood?

What kind of fasteners?

How do you take off the old wood?

And so on.

He forgot to ask the most vital question: What did I know that he didn't?

A hard-nosed interlocutor might have started the conversation like this:

"You the guy that writes that wooden boat column in the Flashes?"

Knowing where this was going, I would have cringed as I boldly replied, "Yep, that's me."

"So how come you get to do that? What are your credentials? You got a resume? What boatbuilding school did you graduate from?"

The best defense, as they say, is a good bluff, so I'd be ready.

My stock reply: "I did my undergraduate work at Newell Manufacturing Company in Lowell, Michigan. I graduated sin laude, which got me into the graduate program at Watervliet Foundry in Kalamazoo, Michigan where I graduated summa sin laude and did my post-dock work at Landscape Forms on the way to Climax, Michigan. I don't think it was quite in Climax, but it should have been, because it was the culmination of all my boatbuilding skills. I graduated magnum sin -"

"Cut it out! All this sin laude nonsense and talk of climaxes is a big diversion -"

"You accusing me of tossing a red heron into the garblement?"

"Red herring, knucklehead. Talk English. None of what you said has anything to do with boats."

"If you're going to write about wooden boats," he went on archly, "You ought at least to be schooled in the subject."

Well, he did have a point. We didn't build boats at Newell Mfg. Co. I worked there the summer after I graduated from college. I was a history major, by the way - nothing to do with boats.

Anyone who grew up in the 1950s knows of Newell. They made those wonderful compressed air ping-pong guns that were the rage for a time. When I worked there in 1967, the craze for ping-pong guns was over. Newell was back to making automatic door-closers, but they put me to work on something even less exciting. The foreman led me to a back room where there was a big stationary belt sander. I stood in front of that fast-running abrasive belt for eight hours a shift grinding burrs off zinc car door handles.

There is an art to belt sanding. First, you learn not to tear the flesh and bone from your hands. A delicate touch, please. And you learn to smooth just the burrs without grinding away the essential shape of the door handle.

The foundry job was more of same, albeit the aluminum castings were bigger, the noise unbelievable and the noxious fumes a gag a second. I ground thousands of automobile generator housings, transmission casings and so on.

My medium became wood at Landscape Forms, a quieter place where they made outdoor furniture for parks and malls. This time I ran a portable belt sander. I learned to sculpt shapes from oak, redwood, purple heart and other kinds of wood.

And I was good. They liked my work so much they bequeathed me an old Stanley 4x24-inch belt sander when they laid me off.

I didn't know then that my belt sander and what I'd learned about shaping materials with it would be important when I started fixing old wooden boats.

While these little skills are peculiar to me, I'm sure anyone who has ever dreamed of building or fixing a woodie has somewhere picked up knowledge that will help.

Like sewing. Anyone who can convert images on a two-dimensional pattern into a piece of three-dimensional clothing would be way ahead when it comes to reading a boat plan or envisioning how a repair might proceed.

Anyone who has replaced carpet or laid down linoleum flooring would have no trouble re-canvassing a wooden boat deck.

Back to my caller from Chicago: I told him I'd use plywood to replace that old Lightning deck.

Why?

Because that's what I did on two Snipes I re-decked back in the 1980s. Why plywood? Because that was what the builders put on the boats.

In both cases, incidentally, they builders used nails to secure the plywood to the frames. That seemed chintzy to me, so I used silicon bronze screws.

Meanwhile, my caller said that in all Chicago, he could not find a lumber yard that stocked marine plywood.

No problem: Use exterior grade plywood, I said.

Why not marine plywood? It's better, of course. The main difference is that there are no voids, or open spaces, in the space between laminates of wood. The spaces are filled with glue.

Still, if you can't find it, the advantage of marine grade over regular exterior grade plywood is worthless.

I faced that situation when I was living in the boondocks of southwestern Michigan and replacing the deck of my first Snipe. I used standard exterior grade plywood with one good side and one not so good. I put the good side up, naturally, and covered the deck with a layer of glass cloth and polyester resin to protect it from moisture.

I wrapped the cloth over the edge of the plywood to keep water from seeping between the plies.

That kind of covering should last for years with little care.

I did not cover the deck of my second Snipe with glass, probably because I thought the marine plywood I'd paid extra for would be insurance against rot.

Wrong.

I suspect that one of the panels of "marine" plywood was not. It began to delaminate almost as soon as I put it on the boat. And other than varnish, I'd neglected to protect the edges. That's where the trouble, that is, the rot, began.

Here's where my old Stanley belt sander and my grinding experience were useful: Instead of measuring and cutting the gunwale edges of the deck precisely, I left a half inch of extra plywood. This extra edge protruded beyond the hull once I'd screwed the deck pieces in place.

I simply took the belt sander and ground down those edges until they were perfectly flush with the hull. Very smooth job, much better than if I'd tried to do it with my saber saw.

Now, let's see, what should I put down on that resume?

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

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NOTES FROM A COACH

Mark Bryant

EDITOR'S NOTE: Mark jotted down some thoughts important to keep in mind before and during the race. He wrote his comments for a particular skipper in a particular race, but many of his comments can be easily generalized to any sailor in any race.

Make sure you and crew understand all communications:

Protect a side: this means to stay to that side of your competition. This can be a few boat length to 50 yards. Compass use is a must here. Lifts and headers are used to protect. Reread compass 201.

Work a side: this is similar to protect a side, except you always lead your competition to that side. Being aggressive and using safe leeward and tight covering is essential.

Go to a side means just that - go to a side. This will only occur when we are 100 percent sure that side is very favored. This happens rarely.

Starting Approach

Head to wind compass: this needs to be done at least once a minute and every time you tack. This repetition will allow you to understand the wind and make a final approach to the favored end and course side.

Develop a line sight: this is accomplished by sailing over an end of the starting line and attempting to sight an object on the shore. The end result is you can gauge your distance easier and more correctly.

Use more options such as a late port tack approach under the bulge or group. Sail under or over the group on port and tack or jibe to weather. Remember that there are a whole lot faster or slower than boats around you.

Reread the starting article.

Weather Leg

First quarter of weather leg: you want clear air at the start so you have the ability to go where you want and go there.

Middle half of weather leg: use your speed very to maintain position.

Last quarter and final approach: you must have a couple plans ready to implement as a reaction to others. Too often you lose can distance because of no clear plan.

Here are some rule of thumb thoughts.

Layline: stay well off both laylines. Many times you get on or too close to the layline and forfeit any opportunity to gain.

Setting up for approach: as you approach the end of the middle half begin to think what wind phase and water flow you are in. This is the first step for final approach.

Maintain separation: too often it appears there is a magnetic force that pulls boats together and this is very slow. I know the boats are converging on the mark, however, everyone gets too close. Try to avoid this.

Port layline: contrary to popular opinion the port layline does not have a deadly virus. Used correctly it will produce some great gains, but good boat handling is a must.

Weather Mark Exit and Pole Set

Compass: knowing and understanding whether you are lifted or headed during your rounding dictates whether you jibe or not.

Defend or separate: if you need to defend because of pressure or water flow always remember the shortest fastest distance is best. Don't be emotional.

Pole setting: too often I've seen the boat sail too high. With good pressure you are forced to sail a much lower course to effectively set the pole. A lower course will allow a much more efficient set, less resistance from the pressure and reduced angle.

Position to Jibe

Opposite compass: having known your compass through the weather leg course is a must. This information actually dictates your initial and general tack and angle of attack.

Pressure and water flow: these two may overrule the compass. An example is where the one side is favored greatly by the reverse water flow but the absence of any pressure. That's how a fourth place boat can move to first. A generalized pressure or constant water flow may produce an immediate benefit.

Wind shadows: don't jibe just because the boat in front or behind did. Constant observation of the aft boat is truly vital. I'm aware of the difficulty everyone has monitoring this. Maybe we need to install Formula One mirrors. I'm really not kidding. This is a huge problem. The ability to imitate the trailing boat is all so important, especially to recognize if they are lifted or headed. This may be one of your most important issue downwind. Maintaining your lane (clear air) is an absolute must.

Leeward Mark

Leeward mark approach: stay off laylines - very similar to the weather mark. Once there you are normally trapped and need a turbo charge to escape. Set up short, play the angles and understand the rules.

Separate for speed: this is exactly what it says - separate early and use your speed to anticipate your final approach.

Ability to round: don't be trapped outside. Slow down and reposition if necessary. Slowing can be used as an offensive move.

NO, NO FOUL. I've seen too many fouls here during a rounding. Understanding distance, time and keeping a clear head will produce a great evening and not a visit to the room.

Coach Mark ●

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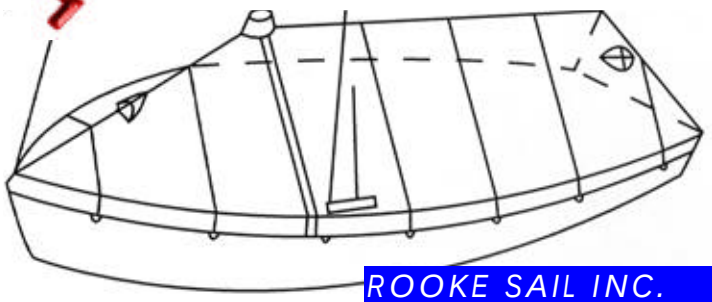

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UPCOMING REGATTA CALENDAR

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

2003 NORTH AMERICAN CHAMPIONSHIPS

August 12-15 — **Women's, Juniors', & Masters'**
Niantic Yacht Club, Niantic CT USA

August 16-22 — **North Americans**
Cedar Point Yacht Club, Westport CT USA

2003 SOUTH AMERICAN CHAMPIONSHIP

November 6-9 — **Salinas Yacht Club, Salinas Ecuador**

14th YOUTH WORLD CHAMPIONSHIP

February 28-March 7, 2004
Clube de Campo de Sao Paulo (Lightning Fleet 462)
Guarapiranga Lake, Sao Paulo Brazil

2004 SOUTHERN CIRCUIT

March 13-14 — **Deep South Regatta, Savannah Yacht Club, Savannah GA**
March 16-17 — **Miami Midwinter Regatta, Coral Reef and Biscayne Bay Yacht Clubs, Miami FL**
March 19-21 — **Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL**

August 2-3 — Higgins Lake Invitational, Higgins Lake Boat Club MI

August 9-10 — Sweet Corn, Susquehanna YC

August 9-10 — Down Bay Invitational, Little Egg Harbor Yacht Club

August 23 — Onondaga One Day Invitational, Onondaga Yacht Club NY

August 23-24 — 2nd Annual Northern Chesapeake Fleet 192 Regatta aka The Duck Challenge, Tidewater Marina

August 23-24 — Squam Lake Regatta, Holderness NH

September 6-7 — Leukemia/Presidents Cup, Potomac River Sailing Association

September 6-7 — 45th Annual White Cap Regatta, Pontiac Yacht Club MI

September 6-7 — 55th Annual Regatta, Surf City Yacht Club Surf City NJ

September 13-14 — 60th Annual Devils Lake Fall Regatta, Devils Lake MI

September 13-14 — Pennsylvania Governors Cup, Lake Wallenpaupack YC

September 13-14 — Bow Lake One-Day Lightning Flash, Bow Lake, Strafford NH

September 20-21 — SMSA Fall Invitational Regatta, SMSA / Fleet 508, Solomons MD

September 20-21 — Cotton Pickin, Delta Sailing Association, Hernando MS

September 20-21 — 25th Mannahawkin Bay Cup sponsored by "Canon Business Solutions', Surf City Yacht Club NJ

September 27-18 — 49th Annual Hoosier Regatta, Wawasee Yacht Club IN

September 27-28 — Lightning Fall Classic, Cedar Point Yacht Club, Westport CT

October 4-5 — Ice Breaker, Crescent Sail Club MI

October 11 — Fall Blowout, North Cape Yacht Club, LaSalle MI

October 11 — Wandering Moose Regatta, Sheboygan Yacht Club, Sheboygan WI

October 11 — Last Blast, Nyack Boat Club, Nyack NY

October 11-12 — Leaf Peeper, Malletts Bay Boat Club, Colchester VT

October 18-19 — Frigid Digit, SSA, Annapolis MD

October 18-19 — Hospitality Regatta, Jackson Yacht Club, Jackson MS

November 1-2 — Bluenose Regatta, Harbor Island Yacht Club Nashville TN

ILCA ADDRESSING SERVICE

ILCA Headquarters offers an addressing service to Fleets, Districts and 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.
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
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P.O. Box 10747
Murfreesboro TN 37129 USA
(615) 89-FLASH
FAX (615) 893-5205
email office@lightningclass.org

Allow enough time for printing the labels and mailing them to you. 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.

Pontiac Yacht Club

45th Annual Whitecap Regatta

September 6th & 7th

First Place

Your Name Here

Schedule - Saturday, Sept. 6th

Registration: 8:30AM - 11:30AM
Cont. breakfast: 8:30AM - 10:30AM
Lunch: 11:00AM
Skipper's meeting: 11:30AM
Harbor gun: Noon
Races 1-3: 1:00PM start
After race refreshments: 5:30PM
Dinner/Door Prizes: 6:30PM

Schedule - Sunday, Sept. 7th

Harbor gun: 9:00AM
Races 4-5: 10:00AM start
Lunch/Awards immediately after final race

No race will be started after 1:00PM

$35.00 Registration (includes 1 regatta t-shirt)
$5 - Lunches
$10 - Steak/Chicken Dinner

Trophies for top 10 places including crew

Additional information/directions contact:
Ruth Lyons 248.623.5950
Lyonsrm2@aol.com

Directions to Niantic Bay Yacht Club

8 Shore Road
Niantic, CT 06357
860-739-0558

1) If By Land:

From I-95:

Get off at Exit 74 (rte 161), make a Right off the exit ramp onto 161.

Follow 161 to the end (approximately 3 miles), which is right at the edge of Niantic Bay.

Make a Right onto rte 156 and drive about 3 blocks.

At the top of a short hill is Frosty Treat. Make a left at Frosty Treat onto Columbus Ave.

Follow Columbus Ave to the end, and make a Right onto Crescent Ave.

Make your first Left onto So Washington Avenue.

Follow So Washington Avenue to the end (About 1 block) and make a Left onto Beach Avenue.

NBYC will be on your left about 100m down the road.

From Old Lyme:

Take 156 East toward East Lyme. Approximately 3/4 mile from Rocky Neck State Park, and just over a hill is a light (Corey Ln).

Go Straight through the light and make your first Right onto Fairhaven Road.

Follow Fairhaven over the Creek and to the end.

Make a Left onto Black Point Road.

Approximately 1/2 mile on the Right is a railroad overpass.

Go under the railroad and bear left onto Crescent St.

Make your 4th Right onto So Washington Ave.

Follow So Washington Avenue to the end (About 1 block) and make a Left onto Beach Avenue.

NBYC will be on your left about 100m down the road.

From Waterford:

Take 156 into Niantic.

Go past the intersection with 161.

Approximately 1/2 mile down the road and at the top of a short hill is Frosty Treat. Make a left at Frosty Treat onto Columbus Ave.

Follow Columbus Ave to the end, and make a Right onto Crescent Ave.

Make your first Left onto So Washington Avenue.

Follow So Washington Avenue to the end (About 1 block) and make a Left onto Beach Avenue.

NBYC will be on your left about 100m down the road.

2) If By Sea

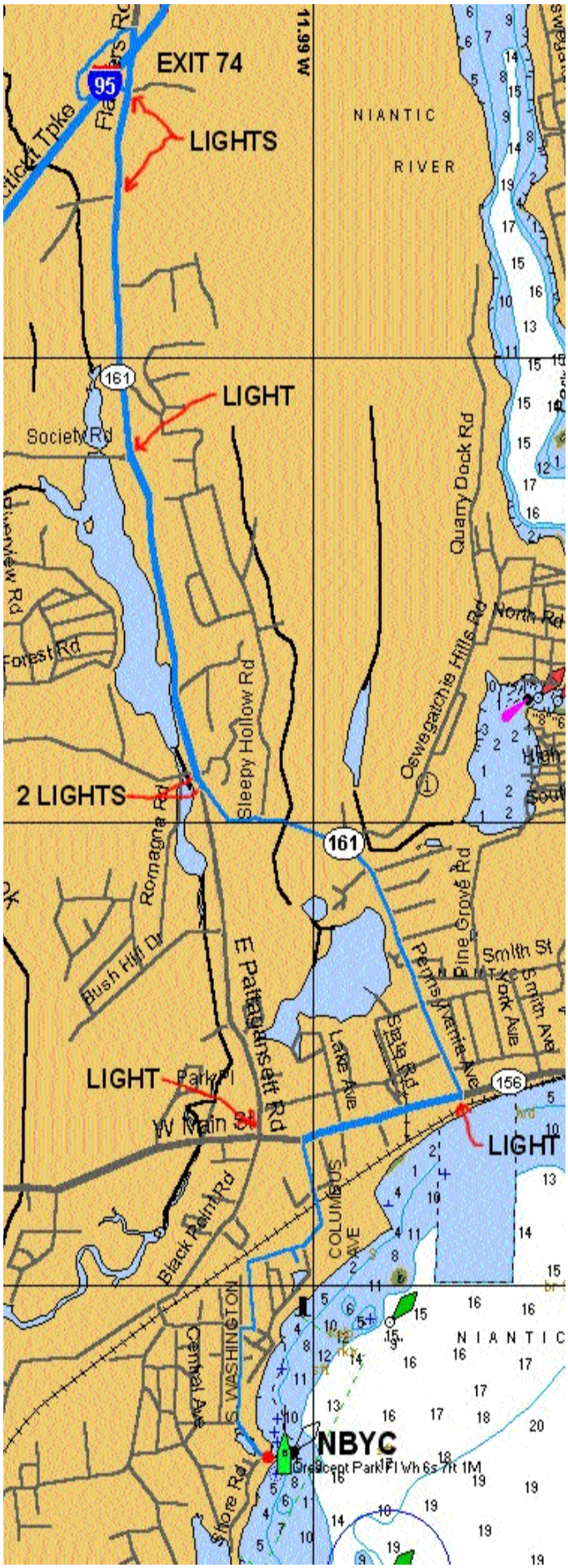
Accessed from Long Island Sound, the Club is in Niantic Bay on the Northwest shore of Niantic Bay.

Our coordinates are:

41deg18'44.5" N Latitude / 72deg12'1.5" W Longitude

There are a few rock outcroppings and hazards that are well marked by navigational aids

Niantic Bay averages about a 25' depth, and 8' pier side at the Club. The rise and fall of the tide maxes out at about 3 1/2 '



DIRECTIONS TO CPYC

From Interstate 95 North get off at Connecticut exit 16 in East Norwalk. Turn RIGHT off the exit ramp. At the third traffic light turn LEFT onto Winfield Avenue (immediately after passing under the railroad tracks). Go approximately 1.1 miles and turn RIGHT onto Duck Pond Road. Go 0.3 miles and turn LEFT onto Harbor Road. Follow Harbor Road 0.7 miles to the end which is a tiny (very tiny) one lane bridge onto an island. Go over the bridge to the stop sign, turn RIGHT on Sea Spray Road and then take the first LEFT turn onto Crossway. This will take you to the Club. The speed limit on the island is 15 MPH and should be strictly observed. Park in either the first parking lot nearest the docks or the last lot at the club house.

IMPORTANT! If you are driving an SUV, truck, van or are towing a trailer do not go over the one lane bridge! Instead turn RIGHT just before the bridge onto Canal Road. Go 0.25 miles to the end and turn LEFT onto Cockeone Drive. Take your first LEFT onto Spriteview Avenue and then the first RIGHT onto Crossway. This will take you to the Club.

From Interstate 95 South get off at exit 17 in Westport. Turn RIGHT off the exit ramp onto Saugatuck Avenue. Go approximately 1.1 miles and turn LEFT onto Duck Pond Road. Then follow directions above.

From the Merritt Parkway get off at exit 41 in Westport onto Route 33 South. Continue straight through the first traffic light (approximately 1.75 miles), where the name of the road will change to Riverside Avenue. Continue for another 2.6 miles to Duck Pond Road and follow directions above.

From New Jersey, go over the George Washington Bridge to the Cross Bronx Expressway (Interstate 95 North), then follow directions above.

From the Tappan Zee Bridge take 287 East to 95 North and follow directions above.

From northern Westchester and northern Fairfield County take 123 south. Turn left at Wendy's in Norwalk and follow signs to Interstate 95 North. Follow directions above.

From northern New England take Interstate 91 South to 95 South and follow directions above.

For train service on the New Haven Line of Metro-North Railroad from New York City and New Haven (and points in between). Call 1-(800) METRO-INFO

2003 NORTH AMERICAN CHAMPIONSHIP

SCHEDULE OF EVENTS

CEDAR POINT YACHT CLUB

WESTPORT CT

Friday, August 15	
8:00 a.m. - 6:00 p.m.	Measurement and Registration
Saturday, August 16	
8:00 a.m. -10:00 a.m.	Governing Board Meeting
8:00 a.m. - 1:00 p.m.	Measurement and Registration
11:00 a.m. - 5:00 p.m.	Welcome Grill
2:00 p.m.	Practice Race
5:00 p.m..	Beer Party
6:00 p.m.	Competitors Meeting & Opening Ceremonies
Sunday, August 17	
7:30 a.m. - 9:30 a.m.	Breakfast: Bagels, Coffee and Juice
10:00 a.m.	Warning for Qualification Races 1 & 2
5:00 p.m.	Beer Party
6:00 p.m.	Dinner at CPYC
7:00 p.m.	Dave Perry Seminar
Monday, August 18	
7:30 a.m. - 9:30 a.m.	Breakfast: Bagels, Coffee and Juice
10:00 a.m.	Warning for Qualification Races 3 & 4
5:00 p.m.	Beer Party
5:30 p.m.	Annual Meeting
Tuesday, August 19	
7:30 a.m. - 9:30 a.m.	Breakfast: Bagels, Coffee and Juice
10:00 a.m.	Warning for Championship Races 1-2
5:00 p.m.	Beer Party
6:00 p.m.	Dinner at CPYC
8:00 p.m.	House Band Performance
Wednesday, August 20	
7:30 a.m. - 9:30 a.m.	Breakfast: Bagels, Coffee and Juice
10:00 a.m.	Warning for Championship Races 3-4
5:00 p.m.	Beer Party
Thursday, August 21	
7:30 a.m. - 9:30 a.m.	Breakfast: Bagels, Coffee and Juice
10:00 a.m.	Warning for Championship Races 5-6
6:00 p.m.	Awards Banquet and Ceremony
Friday, August 22	
10:00 a.m.	Make-up Races - if necessary

NOTICE OF RACE
COPA DEL PACIFICO
SALINAS YACHT CLUB, SALINAS, ECUADOR
NOVEMBER 1-3, 2003

ORGANIZING AUTHORITY
The Salinas Yacht Club and Fleet 405 invite all junior Lightning sailors to the first Annual Pacific Cup Regatta.

GOVERNING RULES
The current Racing Rules of Sailing (RRS), the Prescriptions of the Federación Ecuatoriana de Yachting, this Notice of Race, the Sailing Instructions and any amendments thereto, will govern the Championship.

The Jury shall be as defined by RRS 89(b) of the 2001-2004 Racing Rules of Sailing therefore the right of appeal is granted.

REGATTA SITE
Races will be sailed on the Salinas Bay, approximately three miles from the SYC.

ADVERTISING
The Regatta is designated Category C in accordance with RRS Appendices, Section II, Regulation 20.

ELIGIBILITY
The Pacific Cup is an invitational regatta open to all Junior Lightning sailors as defined by the ILCA (not having turned twenty years of age by December 31st 2003). Any sailor, member or non-member of the ILCA may participate.

The winning team of the Pacific Cup will be granted a slot for the South American Championship, to be sailed November 6-9, 2003 in Salinas. They will be provided with a competitive boat to sail.

ENTRY REQUIREMENTS
Entries are to be sent to the following address: psola@norlopjwt.com.ec or office@lightningclass.org before September 15th. There is no entry fee. Teams must provide their own sails and will be provided of measured, equally competitive boats. Registration will be held November 1st, 2003, 9:00 am to 11:00 am.

SAILING INSTRUCTIONS
Sailing Instructions will be available at registration.

SCHEDULE OF RACES

Saturday, November 1st, 2003, 2:00 PM	
	Warning Signal for First Race
	Second race back-to-back
Sunday, November 2nd	Third race
	Fourth race back-to-back
Monday, November 3rd	Fifth race
	Sixth race back-to-back

If six races are completed there will be a throw out. If five or less races are completed there will be no throw out.

COURSES
Windward/Leeward, 4 or 5 legs @ .75 to 1 mile depending on wind conditions.

SCORING
(a) Abbreviations for scoring shall be in accordance with RRS (2001-4) Appendix A 11.

(b) Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the greatest number of boats eligible to start in any race of the series. "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress.

(c) Each boat's total score will be the sum of her scores for all races, excluding her worst score if six races are completed. If less than six races are completed, each boat's score will be the sum of her scores for all races completed. The boat with the lowest total scores wins.

Ties will be broken as described in Article VIII of the Class Rules.

ALTERNATE PENALTY
The 720 degree turn penalty as provided in RRS 44.1 and 44.2 shall apply with the following modification: "If an infringing boat has its spinnaker drawing at the time of the infringement, she shall have the option of either (1) exonerating herself in accordance with RRS 44.2 or (2) sailing well clear of the other boats as soon after the incident as possible, promptly drop her spinnaker completely below the gooseneck, make one complete 360 degree turn, promptly reset her spinnaker and have it drawing immediately after the penalty.

PROPULSION
RRS 42.3 (b) shall be altered to read: "On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the yacht's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, 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".

SUPPORT BOATS/PERSONNEL
Coaches and other support personnel shall not go afloat in the racing area from 0900, Monday, December 3rd until the conclusion of the regatta except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during this period except as authorized by the Organizing Authority. The penalty for failure to comply with this requirement may be the disqualification of boats associated with the infringing support personnel.

SOCIAL ACTIVITIES
Informal dinners are planned Saturday and Sunday nights. Continental breakfast will be available throughout the regatta. Lunch bags will be provided.

FURTHER INFORMATION
The Pacific Cup is an invitational regatta open to all Junior Lightning sailors as defined by the ILCA (not having turned twenty years of age by December 31st 2003). Any sailor, member or non-member of the ILCA may participate. The organizers will provide local ground transportation, lodging and meals to all competitors. The organizers may refuse late entries if the participants exceed the number of boats provided.

For further information, please contact the following:

International Lightning Class Association
Email office@lightningclass.org
Or Regatta Chair, Paco Sola
Email psola@norlopjwt.com.ec

If it weren't for Lightnings...

...Layline would not be in business!

You've all been there, right out of college, trying to get your first used Lightning up to racing snuff. For me, it was 1985, and my boat was 9771. The following projects drove me to start Layline.

Floatation Bags: Remember how the older boats seemed to be going straight to the bottom after the gunnells "gently slipped" under and all that water rushed forward kicking the stern in the air? I had this problem and went in search of inflation bags. My local guy tried to sell me big chunks of Styrofoam. The hot catalog at the time was unhelpful and never sent me the catalog I requested.
Whiff One.

Cam Cleats and Ball Bearing Bullet Blocks: 9771 came with a fairly new Bryant Aluminum Spar Set; the board was not stainless but was in good shape. All of the controls were antiques and needed replacing.

Harken's "New" Cam Cleats and Bullet Blocks were the coolest thing since sliced bread. The local store tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside.
Aaarrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything (W.M.), and I told them what kind of boat I had and what I was looking for. All they could do was take a catalog request; 6 weeks later the catalog arrived.
Uuuggghhh. Whiff three.

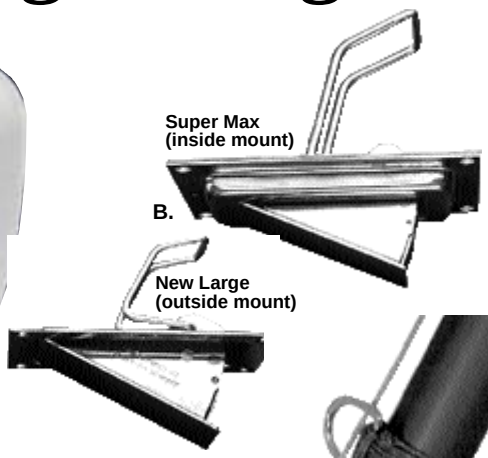
Validation that Walt has a weak mind accompanied by a low IQ.

The light bulb in my young, innocent and limited mind lit up and I thought, "Hey, here is a market opportunity." I took the big leap. Now, 17 seasons later, I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

If it weren't for Lightnings, I might have a real job, my own boat, and the time to race it.

Sampled here are a few products we sell to Lightning sailors along with some comments I thought you might be interested in.

Walt



A. Race Master

Besides the big easy to read numbers, the other reason to step up to a Race Master for your Lightning is that the start timer is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Has synch feature. Very functional.

T040 List $850.00/SALE $652.25

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 differentiation. In the spring, put a little "Vaseline" on the gaskets, to keep things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

A564133 Super Max List $113.00/*Layline* $108.00
A564136 New Large List $88.00/*Layline* $83.00
Internal New Large Gasket
A574194 For a little piece of foam $13.00

C. Small Harken Aluminum Cleat

Most of us have these all over our boats. 3 years ago Harken "killed" the aluminum version of this replacing it with the Carbo version. Now the aluminum ones are back giving us the durability and reliable holding we have come to expect. Fits same holes

H338 List $20.65/*Layline* $18.15

D. 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

Cordage! Cordage! Cordage! It's the backbone of Layline. We actually stock more high-tech lines in one place than any other direct selling business in the world. We don't just list them in our catalog; they are on our shelves. Our active cordage wall, with one spool for each style, color and size we stock, is 9 feet high and 114 feet in overall length. In addition to our physical inventory, we have loads of experience we are willing to share. We welcome yours as well. ***Call Layline for all your cordage needs!***

Conception SpinnakerSheets
Dyneema SK75 (a.k.a. spectra) and polypropylene blend. Lightweight, soft on your hands, and low water absorption (unlike that other fuzzy stuff!) 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 feet per side.
CON14 $1.33 per foot, $58.52 per side
CON316 $0.68 per foot, $29.92 per side

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BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in **bold type.**
New Owners who have recently become Active Members are indicated by *
"**A**" indicates amatuer builder building own boat.

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

CENTRAL ATLANTIC	**15055**	**Hugh Hutchison, 610 South Waterloo Road, Devon PA 19333**	**228**
CENTRAL NEW YORK	***2033**	**Susan Davis, 237 Marion Street, Rochester NY 14610**	**77**
	13655	**John Orton, 652 Bruno Road, Clifton Park NY 12065**	**338**
DIXIE	***12613**	**Mike McCuster, 357 B Green Street, Havre de Grace MD 21078-2939**	**192**
	***12710**	**Christopher Dunne, 205 Hilldale Road, Villanova PA 19085**	**314**
	***14222**	**Steve Gregg, 3123 North 9th Road, Arlington VA 22201**	**50**
	15024	**Jason Werner, 1110 Sturbridge Road, Fallston MD 21047**	**192**
ECUADOR	***14674**	**Alfredo Ochoa, Kennedy Norte Mz 907 Villa #2, Guayaquil**	**405**
LAKE ERIE	***10702**	**Walter Blackwell, 72 Farnham Avenue, Toronto ON M4V 1H4**	**146**
METROPOLITAN	***13381**	**Mark Marussich, 129 West Shore Trail, Sparta NJ 07871**	**25**
MICHIGAN	***5802**	**Trent Hyer, 2604 South Burdick Street, Kalamazoo MI 49001**	**U**
NEW ENGLAND	***14119**	**Chad Miller, 537 Shaw Mansion Road, Waterbury Center VT 05677**	**301**
	***14146**	**Jon Aswad, 19 Westminster Drive, Burlington VT 05401**	**301**
	***14229**	**Tony Wagner, 223 Lakeview Avenue, Cambricge MA 02138**	**332**
OHIO	***14785**	**Bryan Riddiford, 9421 Moss Bank Court, Dayton OH 45458**	**303**
PACIFIC NORTHWEST	8961	Fred Fisher, 2340 SW 188th Court, Aloha OR 97006	U
SOUTHERN	**15126**	**Larry Frost, Sr., 3934 Pine Park Drive, Baton Rouge LA 70809**	**62**

FLORIDA DISTRICT CHAMPIONSHIPS

Amy Smith Linton

Edison Sailing Center, Ft. Myers, FL, May 30-June 1, 2003

While the Florida District is made up of two active fleets -- Fleet 502 up here in Tampa, and Fleet 226 in Miami, it didn't take much persuasion to get the Districts Championships to a new venue: Ft. Myers. After all, in Tampa, we scheduled the demolition of our clubhouse, and as many Lightning sailors know, there was a big regatta (Congratulations to Claus, Jay, and Tito!) in Miami a couple of weeks earlier.

And what a treat it was to race someplace new! The Edison Sailing Center sits smack dab in the middle of old Ft. Myers, with a ramp leading into the Caloosahatchee river and some of the best homecooked hospitality you can imagine. In one of those surprise weekends that sometimes reward year-rounders in Florida, we had terrific breeze Saturday and Sunday. Sadly, the Masters -- or, to speak truly, the one master, Bill Mauk -- were blanked out on Friday.

Attendance was unusually low, due in part to a generalized fleet exhaustion after the Worlds, but also because of a very bad couple of Thursday night races in Tampa. Our casual beercan racing series draws upwards of sixty boats from windsurfers to 50-footers -- as well as a half dozen or so Lightnings. Two weeks or so before the Districts, one J-24 on port took out two Lightnings in two separate starboard events. Skippers Bill Meyer and Dave Bell were both forced to stay home and repair boats or at least talk to their insurance providers. Additionally, Vaughn McIntire's blue Lightning was dismasted one Thursday night, and had a gudgeon fail on another.

As a District, our focus for 2003-2004 season is to rebuild our fleets, and we are hopeful of having closer to 20 or more boats racing at next year's regatta. We were glad to welcome new skipper Bill Johns, who dubbed his boat *The New Guy*. By the way, this strategy only works for one regatta - next time, we expect to see *The Old New Guy*.

Under the expert and speedy management of Mike Alexander and family at the Edison Sailing Center, we had five races on Saturday and three on Sunday. We raced windward-leeward courses -- 4 1/2 legs with a closed start-finish line -- on a wide part of the river, and while the breeze piped up to 15 or more, no chop ever developed. Heightening the sensation of lake racing, sailors were all surprised at the wind variance: the wind oscillated easily 25 degrees, and with very little warning. Most everyone had an surprise autotack or two. Downwind, the shifts were less dramatic, but Bill Mauk did find himself wrong-side up during one race. He got the boat righted in a jiffy and was ready to go for the next start.

Eamonn deLisser, back from racing Etchells on the other side of the world, led after the first day of racing, bringing out crack crew of wife Heidi and first-time-Lightning racer daughter Ariel. Our crew, a Linton sandwich with Mark Taylor in the middle, put our years of sailing together to good use. We were able to sail consistently even while approaching the windward mark from port and doing a mad scramble downwind to catch the puffs. Our goal for the weekend was to avoid the big numbers.

The Edison Sailing Center fed us grilled steak, humongus shrimp and chicken and all the fixin's Saturday right after racing. As it was still early, a sizable contingent of racers headed for the pool and tiki hut at the Holiday Inn. We had a companionable wallow - this time of year, a pool should be required for after-regatta socializing. A few particularly strong competitors found live music in Ft. Myers and reportedly had a swingin good time until the wee hours.

On Sunday, Colin Park and the Jeffers put their program together and charged, nearly nipping into second place. Team deLisser had a less terrific day Sunday on the water, although Ariel celebrated her eleventh birthday, and was gracious enough to share her cake with the assembled crowd - if anyone had room after yet another feast at Edison Sailing Center.

District business included electing a new Commodore, Frank Atkinson (sailing with Tammi-Fay and praying all weekend at the Church of the Lifted Tack) with Carol Ewing shouldering the rights and responsibilities of District Secretary. Mark Bryant, recovering from back surgery and unable to sail, was elected to the new office of Vice-Commodore of Youth Development. Hurrah new officers!

●

Editor's Note: Results are available on the Class website: www.lightningclass.org Recent regattas will be featured on the "Front Page" of the website, but all results are available through the "Results" section.

1st

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IF YOU DON'T LIKE THE WEATHER, WAIT 5 MINUTES ....

BAY CITY REGATTA

Matt Princing

Bay City Yacht Club, Saginaw Bay, MI, June 14-15, 2003

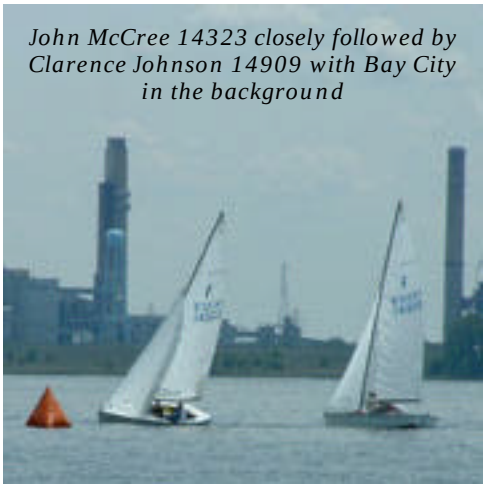
Bay City Yacht Club, home of Saginaw Bay Fleet 216, once again put together a lightning regatta for 2003. Looking to offer some competitive racing prior to Michigan Districts it was decided to be held in June instead of July like years past.

The old saying in Michigan is "if you don't like the weather, wait 5 minutes" or in our case wait a day. The spring (or lack of) in mid-Michigan had been quite cold and lacking in the sunshine department. Saturday greeted the Lightning sailors with both warm temperatures and sun; it appeared to be the start of a good weekend. The only thing missing was wind, and with the cold water and warm land it seem to setting up for a strong afternoon thermal that is typical of Saginaw Bay.

Well the thermal never developed but the sailing did. Drifter conditions between 3 and 6 knots greeted the 12 boats as the racing began. The wind was quite shifty and patchy with most gains being made upwind left in the beginning. Jim Allen and crew Jane Allen and Ernie Dieball showed light air prowess and convincingly won the first raced followed by light air wizard John McCree and crew followed by third place Clarence Johnson and crew if Sarah and Bob.

Race two started much the way as race one, drifting off the line looking for pressure. This race saw a changing of the guard as John McCree and the Crew of Sleeper managed to win a shortened race followed by Scars & Scrapes sailed by Matt Princing and crew of Jennifer Princing and Mary Hurst and third place Tom Klaban on Studs.

Jim Allen and Crew showing winning form in the light stuff



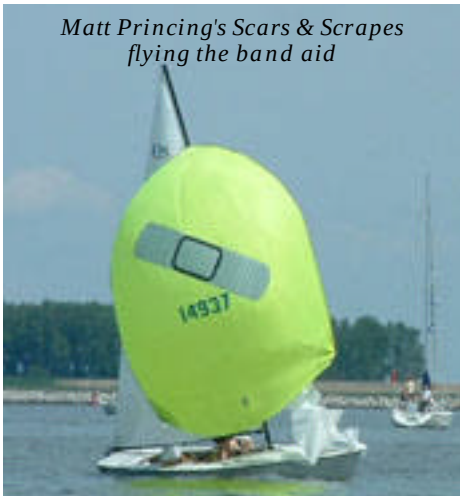
John McCree 14323 closely followed by Clarence Johnson 14909 with Bay City in the background

After a reset of the course, race three also drifted off the line. Scars & Scrapes went left in search of a line of wind, found one and was launched up the first beat followed around the weather mark my Gus Dey in Motion Sensitive. Light air dueling (drifting) continued around the courses additional four legs with Scars & Scrapes getting out to a 200 yard lead towards the bottom of the last run. That's when Jim Allen found his own line of wind and started reeling in the leader. Scars & Scrapes rounded just in front on the Allen boat and the two split tacks, Jimmy going right and Matt going left for pressure. Close racing up the beat with Jimmy find more at the right times and finishing ahead by a good margin. Tom Klaban was third with John McCree in fourth.

The Day was over and the fun began. Bay City Yacht Club was the host with the most for dinner and drinks following racing. Lots of families and friends surrounded our group and all had fun. The infamous Bay City Lightning Fleet raffle was held on the back deck overlooking the Saginaw River and Bay. Many terrific prizes were handed out and some bartering and trading took place, thanks Ernie, I have your shirt. A few brave souls made a late night Whaler run up to Hooters on the River and back. Rumors have that you can fit 10 drunks into an 18-foot Boston Whaler, and a sober driver.

Sunday, what a difference a day makes. It was blowing like stink out of the Northeast. A chase boat and the committee boat went out to report conditions. Toot 2, a Catalina 36, our race committee, reported winds up to 26 kts, steady around 20. Wave state was 2 to 4 foot and building. The reported taking waves over their bow. Water temperature was in the low 60's. The fleet and race committee made the decision based on the information not to race on Sunday.

The boats packed up and had awards under the trees. Final results found Jim Allen in first, John McCree in Second, Matt Princing in third, Tom Klaban in fourth and Clarence Johnson in fifth. ●



Matt Princing's Scars & Scrapes flying the band aid

CA Districts from page 1

winds in the 2-6 kts range. The R/C made a last minute decision to go out to the ocean course and that proved wise as the winds filled in to between 4-7 kts. The seas included chop on top of a SW 4-10 foot swell making steering very difficult. The last problem was the kelp had wandered from the Pt. Loma kelp beds onto our course in staggering amounts requiring a continuous watch for that nasty leafy string thing and requiring numerous board clearings.

In the 1st race the pin was favored and the Brewers got a great jump and were never headed. They sailed out to the left a ways, then tacked over, crossed everyone, led at all the marks on a twice around W/L course to win easily. I tacked too many times to clear air and could not catch up. Kirk Johnson is always fast in the ocean in these conditions and finished 2nd. John Northrop also sailed fast and steady to end up 3rd.

I decided to get the pin in the 2nd race and quickly scooted far out to the left as the rest of the fleet was killed by a dead spot on the line behind me. Northrop again sailed consistent to finish 2nd, again on a W/L twice around course. In the 3rd race Brewers lee bowed me at the pin to get a great start. Kirk Johnson started mid line and got the best start and won easily. We picked up Brewer on the weather leg and the positions held to finish in that order, with the Brewers third.

On Sunday we were greeted with strong stormy looking 10-15 kt Southerly breezes with the familiar chop on top of a medium swell and the same large kelp patches. The Brewers quickly got a good jump on everyone and led big. We were a little late to the start due to erroneous R/C instructions regarding a delay after the handicap boat start earlier but eventually rounded the weather mark in 2nd. However, on the 2nd weather leg there were big changes coming. While I was closing in on the Brewers going toward the left side near the Mission Beach surf line the Northrop's saw a big 30 degree right shift coming from the west and came from 4th to first to lead at the weather mark and win the downwind finish. Brewers were 2nd followed by Johnson in 3rd. Our 4th put us in a tie with the Brewers overall with Johnson just 2 points behind not counting the throwout if 6 races were completed.

The sky began to clear to blue skies for the final 2 races with the now SW winds steady at 10 kts. The R/C did not reset the line leaving the R/C boat end heavily favored. We started there with clear air and were never headed winning by a comfortable margin. Brewers were 2nd and Johnson 3rd. With the throwout if we figured it correctly, whoever won the last race between Brewer, Johnson and ourselves would win the districts.

Again we started in clear air at the committee boat, headed left covering Brewer, and tacked for the weather mark. Brewer and Johnson crossed us on port near the weather mark, but we crossed them both on the port lay line at the mark to lead. On the downwind leg Brewer took us up so high allowing Johnson to sail dead downwind to pass us both. We all three jibed to port and headed to the far left, requiring another jibe to reach back toward the leeward mark. I was able to get inside room at the mark on Johnson and luckily break an inside overlap by Brewer about 6 boat lengths from the mark to round the leeward mark in first. The real battle was a nail biting tacking duel and guessing which way any new frontal shift may occur on the final weather leg to the finish. Andy kept telling me to stay on course and was instrumental in calling the tactics. Approaching the finish we finally tacked and crossed Brewer by only 4 boat lengths and tacked again to cover him to win the race and the championship by 2 points. Jeff Coppens came on very strong with a smart and fast last weather leg to nip Brewer at the finish. Andy and Jennifer were superb and exhibited a great positive work ethic heavily contributing to our success the entire weekend. Many thanks to all the race committee for doing a superb job is setting great courses for us for the weekend. ●

California District photos courtesy Larry and Sally Lyons

INDIANA DISTRICT CHAMPIONSHIP

Ken McGinity

Wawasee Yacht Club, June 21-22

The year 2003 may go down in the record books as the "weather year". After such a cold & snowy winter and very wet spring, most hoosiers looked forward to a more normal summer. Ten Lightnings greeted summer on Lake Wawasee on Saturday June 21st, hoping for nice summer breezes. Alas! it was not to be. The day was sunny and hot with nary a whisper of a breeze. All races were canceled for the day at 3 p.m. and the group reconvened at the nearby Sleepy Owl restaurant at 7 p.m. for a delicious dinner and comraderie.

Sunday morning dawned with more of the same but our experienced Race Chairman Dick Tillman sent the contestants out on the Lake at 9:30 a.m. "to await the breeze".

All our prayers were answered at about 10 a.m. when a slight 4-5 knot wind came in from the northwest. The fleet sailed a 5 leg windward-leeward course won by Craig Cobbum. This was followed immediately by a second 3 leg race over the same course and was narrowly won by Brad Wagnon after a tight match race up the final beat with Craig.

In the final standings, four of the boats are listed as "DNF" in the second race although all did finish. This is because the sailing instructions specified that all boats must finish within 30 minutes of the winner. Only the first five were able to do this, with six through ten taking 10 to 20 minutes longer.

All racing sailors should be mindful to read the sailing instructions carefully and it would be helpful if the Race Chairman would dispatch a safety boat to hail the "tail-enders" and perhaps tow them back to the starting area if appropriate.

As we all know, weather conditions are beyond our control but I'm happy to report that Herb Snyder, Fleet #154 Captain & Regatta Chairman together with his committee did all they could to provide an enjoyable event. ●

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✯ *"There's two kinds of people who own wooden boats. Crazy people with a lot of money and crazy people without any money." - Doug Shumpert* ✯

✯ *"You haven't won the race if, in winning the race, you have lost the respect of your competitors." – Paul Elvstrom* ✯

✯ *A famous sailing philosopher once defined a yacht crew as a bunch of strong and intelligent, well motivated young men and women who stood by you and helped you solve all the problems you would not have had, had you not met them.* ✯

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MICHIGAN DISTRICT CHAMPIONSHIP

Matt Princing

Crescent Sail Yacht Club,

June 21-22

The 2003 Lightning Michigan Districts were sailed on lovely lake St Clair from Crescent Sail Yacht Club. The weather forecast for the weekend was dismal for sailing but beautiful for the beach. A large high-pressure system was parked just northwest of Detroit and not forecast to move for a couple of days. When I arrived Friday afternoon to register and measure I would have traded the sailing conditions at the moment for Saturday's in a second. It was perfect on the lake then. Registration and measurement went smoothly and everything was set for sailing on Saturday. For crew I had my sister Jane and Cory Schoenherr who we just found the previous week while sailing in Bay City.

Saturday morning when I arrived at the club the conditions were actually looking great. However, as the day progressed the wind was dying and then completely shut off just after the forth race of the day. The conditions were much better than I was prepared for. The sailing was interesting because as the wind was dying it was shifting right. This would make you think that right would be the way to go upwind. However, most of the day the left was heavily favored primarily because there seemed to be better breeze there. There could have been a little bit less current there as well. The same side was favored downwind as well which I figured out the hard way by getting burned their once.

The first race we had a good start and were able to hold the lead to win the race. The second race we had a fair start and battled to finish fourth behind Fidler, Humphrey and Vickers. This is the race where the one side of the racecourse really started to become favored. The last two raced we didn't have great starts and had to fight our way through the fleet. We actually cracked off and sailed to leeward of the pin end boats to get clear air and going the favored way. This didn't look good at the beginning but as the leg continued it really paid off. We managed to win the third race and fend off Fidler to finish second behind McCree in the fourth race.

With Saturday in the books and four of the six scheduled races completed things were still close considering the possibility of a drop race. We had 8pts, Fidler had 10pts, Sipel had 18, McCree had 19 but was counting a 10 and Humphrey had 24pts but was counting a 14 that could be drop if we sailed six races.

Sunday morning the wind was light and died as we sailed out to the racecourse. The race committee postponed while waiting for some breeze. Speaking of the race committee Colin and Karen Park came up from Florida to head up the race committee. Not a bad race committee if I say so myself. The powerboat wake was getting bad as the lake was turning into a washing machine. The wind filled in and we tried to start a race but the wind didn't hold and it was postponed again. I was beginning to think that we wouldn't get a race started. The wind did come in for long enough to run one race in light air. The wind did shift considerably during the race with McCree winning. We were second and Fidler was third. Fidler was winning the race and McCree and I were well back but managed to come back with the shifting winds. We almost caught McCree at the finish of the race. I was bummed because I thought we needed to win that race to seal the regatta. After we calculated the points we figured we had won. If Fidler won the sixth race he could tie us but would loose in the tiebreaker and if McCree won he would be one point behind.

We did start a sixth race after a couple of recalls in light air. The race was later abandoned because of the light winds and we were sent in. The regatta was over and we had successfully defended out title.

A big thanks to Crescent and everyone who helped run the regatta. Also, a hand to everyone who sailed in the regatta, I enjoyed sailing with you and that's what makes sailing a Lightning and being a part of the Lightning Class so much fun. ●

CONNECTICUT GOVERNOR'S CUP

A Small Regatta with BIG racing and a HUGE trophy!

Niantic Bay Yacht Club,
July 12-13

The Connecticut Governor's Cup was held at Niantic Bay Yacht Club July 12 - 13. This year the regatta date was changed and there was a very strong showing from the Niantic Bay fleet. The parking lot was lined with empty Lightning trailers.

Saturday we sailed in FOUR races on a beautiful day. The breeze was SSW and between 8-10 knots for the first three races. The prevailing SW finally settled in for the last race blowing 12-15 knots. Dave Peck sailing with his wife Nina and and brother Norm combined their family talent to win the first two races going away! If it hadn't been for the windward leeward courses the rest of the fleet wouldn't have had a chance to see them. Our current North American Champion Bill Healy sailing with Sue Daly and Maria Keogh won the third race. (At Niantic Bay we can provide babysitting so great lightning sailors who have become parents can continue perusing their first love). Niantic Bay lightning veteran Don Barrett sailing with his daughter Adrienne, age 11 (I think) and wife Donna, a young thing herself, took the fourth race in the breeze.

Three cheers for the regatta organizers. The sailing instructions had said the regatta was to have five races. Given we had sailed four great races Saturday and another fantastic day for sailing was expected on Sunday they added a race! We all go to regattas to sail and at Niantic we maximized our sailing time!

If we had thought Saturday was nice Sunday was outstanding. The SW breeze settled in early and we sailed two long races in 12-15 knots under clear sunny skies. Bill Healy and team showed us all why he is our NA Champion by winning both races while trying all kinds of tactics to push Dave Peck back. Dave did what he had to do though and won the regatta by one point. Bill was second and WJM regatta chairman Franz Edson sailed consistently to take third.

After a great weekend of competitive racing Dave and Nina get to dig out a space in their suburban that is loaded with gear for a family of five and lug that enormous beauty of a trophy to their house! Congratulations!

Top Five:
- Dave Peck
- Bill Healy
- Franz Edson
- Don Barrett
- Theresa Colantuono ●

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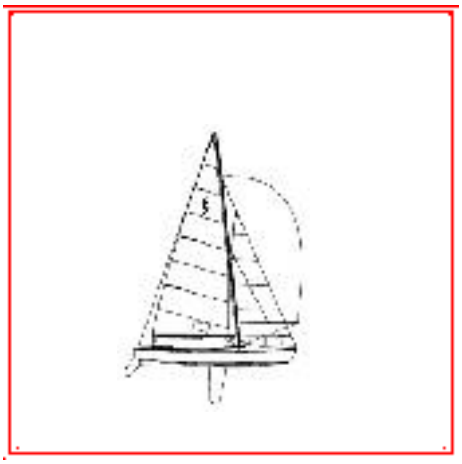

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