

International

# Lightning



# flashes

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Newsletter from the  
International Lightning Class Association  
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## CAMPEONATO DISTRITO ECUADOR 2002

Jaime Calderón,  
Comodoro del Distrito

### Salinas, Mayo 24-26 del 2002

Hacia algunos meses que no contábamos con 21 barcos en la línea de partida en un campeonato en Salinas y eso que se nos quedaron unos 5 en tierra por puesta de mano. Este campeonato de Distrito tuvo algunas cosas interesantes que lo hicieron de alguna manera especial, como por ejemplo la presencia de 4 tripulaciones juveniles, 5 barcos que vinieron desde el lago San Pablo, 2 capitanes que se estrenaron, barcos nuevos de la serie 15000, barco antiguos con serie 9000, 10000 y 11000, todos compitiendo en igualdad de condiciones, también creamos una flota verde ecuatoriana, para agrupar capitanes con un menor nivel competitivo pero con un gran ánimo y ganas de divertirse, lo que generó duelos muy interesante entre estas embarcaciones.

Se corrieron 6 regatas en total, 2 en cada día, al final del primer día se veía que sería un campeonato sumamente disputado, debido a que las posiciones en cada regata fueron completamente variadas, lo que hizo que el puntaje estuviera sumamente apretado. Para el segundo día, el viento nos bajó un poco y no superamos los 5 nudos, estábamos listos para la foto. Nunca en mi vida me había cansado tanto, creo que es la primera vez que navegue hacia atrás. La flota 447 del lago San Pablo nos propuso premiar al ganador del día con 3 botellas de vino como premio a la amistad, por supuesto Juan Santos no desperdició la ocasión y nos dejó con las ganas de probarlo, ya que ganó las dos regatas del día.

Las posiciones comenzaron a definirse un poco, mostrándose claramente 3 grupos, los que se disputaban el campeonato, los que estaban agrupados en la mitad de la flota y los que veíamos las regatas desde atrás. Obviamente, Juan ya estaba pensando en que puesto tenía que quedar en la 5ta. Regata y así no tener que correr la última, para poder disfrutar de las botellas de vino.

En el tercer día todo fue diversión, básicamente porque subió el viento a 12 -15 nudos, excelente para terminar el campeonato, Juan nos volvió a dar una lección de cómo se navega con viento llegando 1ro y 2do en las 2 ultimas regatas, para así llevarse el campeonato con sobra de merecimientos.

Quiero agradecer a todas las tripulaciones que asistieron, al Salinas Yacht Club por la excelente atención y servicio y a "Perico" Velez nuestro Juez de regatas.



Ecuador District Champions  
Juan Santos, Gisella Villena & Enrique Granja

It's been a while since we last had 21 boats in a starting line in Salinas and that was just because five other boats stayed on shore at the last minute!

Our 2002 Districts had lots of things that made it a special regatta: four youth teams that are fighting for two slots at the Youth Worlds, five teams who made it from sister fleet Club Nautico San Pablo, two new skippers, brand new 15000+ boats competing side-by-side older boats series 11000, 10000 and even 9000! Heck, we even held a "Green" fleet regatta comprising of our less experienced skippers who nonetheless were having tons of fun and held a few duels of their own out there.

We sailed six races, two each day. At the end of day 1 it seemed evident that the permanent trophy would not go away easy because the positions in each race threw out a very tight score. On the second day the wind failed us and had the fleet sailing in 5 knots of wind and less. No one moved, it was a "Kodak moment"! I don't remember ever being so tired, especially considering that it was the first time that we actually sailed backwards! (and I HAVE sailed in Savannah). Fleet 447 of Lago San Pablo instituted a "Friendship Trophy" that would be presented to whomever won the second day of racing at the Districts. This year the award were three bottles of wine that went to Juan Santos and crew Gisella Villena and Enrique Granja, who had won the day's two races and wouldn't even let us have a sip of his wine.

Positions had already started to shape the regatta and we had three clearly defined groups: those who were fighting for second, those in the middle of the fleet and those like us who were enjoying the races from behind! Juan was out of our league and was already calculating what score they needed in the fifth race in order not to race the last.

Turns out he won the fifth race and stayed to sail the last one, only to finish second to win the regatta and the right to engrave their team's names in the permanent trophy. This last day the wind picked-up nicely to about 12 knots, a nice way to finish the series. We saw a lot more action and we were also very tired, but at least we were tired of doing something!

We'd like to thank all the teams that sailed the Districts, the Salinas Yacht Club for playing host and Pedro "Perico" Velez for his excellent job as Race Committee Chairman. And of course, congratulations to the all the winners.

See Results Page 26 ●



## President's Column

Colin Park



When I look at our class I see a lot of strengths. We have a strong class organization but we also have a class that has a lot of good characteristics on the water. Compared to other classes I have sailed in the last couple of years, we have a class that pretty much follows the racing rules on the water. While this should be a given, it isn't in some other classes, and it is frustrating when racing resembles bumper cars and nobody does circles. We are also fortunate in not having many people push the kinetics rules too far. Kinetics do work in most small boats, including Lightnings, and has gotten out of hand in some classes. We also have a great group of "professionals" sailing with us. I won't name them, but if you look, for example, at the sailmakers in our class, they are helpful to the newbies, don't generally get in protests, and are a strong positive asset.

In these respects and others we are similar to the Snipe class. The bottom line is that it is fun sailing a Lightning and we have a lot of good things going for us. Let's just make sure we don't lose these positive traits.

Colin President@LightningClass.org ●

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## Chief Measurer's Column

Carter Utzig

Is fairing fair? I think so, provided it does not change the dimensions of the boat. Why?

Making old things new again: It is a great way to offset the cost of buying a new(er) boat. Fairing makes many old boats more competitive, extending the life of a class member's investment.

Fairing makes the boat faster?: For older boats, yes! For new boats, it is debatable. Yes theory says that it will make the boat faster. It really depends on what you start with. If you look at the bottom of a new boat the bottom surface is in great shape, so we must conclude that it does not give an edge that really matters. Look at all the race results, you can't prove it one way or the other. However, think back to the America's Cup in Australia. The US used a bottom coat that added ridges. Many top sailors will tell you that you that some roughness creates a better flow across the bottom and is faster (provided you keep doing it before each regatta).

Lemmings in motion: Because a top sailor did it, it must be needed to win. How many boats over the last ten years were faired and never won? People gravitate to the quick answer. Don't be a lemming. Mmmmm - sounds like a good name for a boat

Does it change the shape: After having talked with a couple of people who fair boats for a living and thinking through the process, I don't think so, unless you really screw up.

Also, did you know that your spinnaker pole is illegal? Yep it is. So the executive committee has made a ruling to put everything back in order, until we can vote on something next year.



Problem:

The current spinnaker pole specification makes the majority of our spinnaker poles illegal. This problem was created by edits made (in the 70s and 80s) to the specifications which dropped important information. I will be happy to explain any details.

Solution:

The class needs to vote on a new spinnaker pole specification. This will not occur until St. Pete next year. During the interim period, the Executive Committee has ruled on the spinnaker specifications. This is based on the detailed specification from the 70s that appear to have been dropped in later rewrites. The Executive Committee ruling and proposed specification are:

### ARTICLE III - RUDDER, CENTERBOARD, SPINNAKER POLE

#### 66. The spinnaker pole:

1. may be made of wood, fiberglass, foam, aluminum (alloy), or any combination (of wood, foam, fiberglass or aluminum (alloy)).
2. may be tapered or a uniform section throughout its length. The maximum diameter pole shall not exceed 2-1/2" (63.5 mm). The minimum diameter of the pole is 1-1/2" (38.1 mm) at its center and 1" at its end prior to the end fitting.
3. when installed perpendicular to the front face of the mast in line with the centerline of the hull, and pushed lightly against the mast fitting will not exceed 2083 mm (6'10") as measured to its extreme outer edge.

Carter

Measurer@LightningClass.org ●

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## PROPOSED AMENDMENTS TO RULES GOVERNING AREA CHAMPIONSHIPS & RULES GOVERNING WORLD CHAMPIONSHIPS

### PROPOSED CHANGE TO RULES GOVERNING WORLD CHAMPIONSHIPS:

Delete Current Ruling on age limitations and add section:

### RULES WHICH APPLY SPECIFICALLY TO THE INTERNATIONAL MASTERS CHAMPIONSHIP

#### ARTICLE XIV - ELIGIBILITY

6. The skipper of the boat for the International Masters' Championship shall be a Life, Active or Associate Member of ILCA in good standing and, at a minimum, reach the age of 55 in the year the Championship is held. The skipper for the Legends Masters Championship shall, at a minimum, reach the age of 65 in the year the Championship is held. The skipper for the Family Masters Division shall, at a minimum, reach the age of 55 in the year the Championship is held, and be related to all crewmembers by blood or marriage. All crewmembers must be Life, Active, Associate or Crew Members of ILCA in good standing. On a majority vote of the Executive Committee, the eligibility for the skipper's age can be changed to 50 (minimum) for International and Family Championships and 60 (minimum) for Legends.

#### ARTICLE XV - AWARDS

There shall be three Award categories: International Masters Championship 55 years or older  
Legends Championship 65 years or older (eligible for Open)  
Family Championship 55 years or older (also eligible for Open and for Legends [if 65 or older])

### PROPOSED CHANGE TO RULES GOVERNING AREA CHAMPIONSHIPS:

Delete Current Ruling on age limitations and add section:

### RULES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN MASTERS CHAMPIONSHIP

#### ARTICLE XVIII - ELIGIBILITY

6. The skipper of the boat for the North American Masters' Championship shall be a Life, Active or Associate Member of ILCA in good standing and, at a minimum, reach the age of 55 in the year the Championship is held. The skipper for the N.A. Legends Masters Championship shall, at a minimum, reach the age of 65 in the year the Championship is held. The skipper for the N.A. Family Masters Division shall, at a minimum, reach the age of 55 in the year the Championship is held, and be related to all crewmembers by blood or marriage. All crewmembers must be Life, Active, Associate or Crew Members of ILCA in good standing.

#### ARTICLE XIV - AWARDS

There shall be three Award categories: North American Masters Championship 55 years or older  
N.A. Legends Championship 65 years or older (eligible for Open)  
N.A. Family Championship 55 years or older (also eligible for Open and for Legends [if 65 or older])

### DISCUSSION FROM BILL MAUK:

**CURRENT ELIGIBILITY RULES & AWARDS:** For all sanctioned Masters regattas including the International Masters Championship, the skipper must be 55 years old or older, and crew plus skipper's ages must total at least 130 years.

For each Championship there is only one set of awards.

**PURPOSE OF RULES & AWARDS:** Having a Masters Regatta provides an opportunity for Drivers to continue to compete against their peers. The total age requirement encourages people of more or less the same vintage to compete and eliminates young people sailing in these regattas including in many cases sons and daughters of eligible competitors. While it is a worthy objective to have people of similar generations sailing, I believe it takes away more than it gives. Let's open up the Masters and have even more fun!

Of course, having one set of awards promotes the concept that there is only one winner. For a Masters regatta we are not just doing it to crown a champion.

**SOME ISSUES:** To me the most important objectives of Master Championships are having fun, encouraging people to continue to race Lightnings throughout their lives, reliving past rivalries, and promoting Lightnings as both a social and competitive racing class.

I believe that the current rules and set of awards should be modified to better meet the spirit of and promote the objectives of the Lightning Class.

**PROPOSED CHANGES:** I believe there should be only a Driver age requirement of 55 years or older and the awards set up as follows: Open Division 55 years or older  
Legends Division 65 or older (eligible for Open)

Family Division 55 years or older (eligible for Open and Legends [65 or older])  
For the Family Division you would need three family members by blood or as in-laws.

I believe these changes would increase interest and participation and create a lot of fun. One of the things I have regretted is not being able to sail with my kids in Master Championships. I also think it would be great to have teams composed of a very experienced Lightning sailor and young, just getting interested, sailors. Wouldn't it be great to see one of our legends teaching the next

## OFFICIAL NOTICES

### MEETINGS

The Governing Board Meeting at North Cape Yacht Club during the 2002 North American Championship will be a dinner meeting at the Dolce Vita Restaurant in Monroe MI on Monday August 12. The Annual General Meeting will be at North Cape Yacht Club on Tuesday, August 13, dependent on the weather.

Bill Mauk's Proposed Amendment to the Rules Governing, which will also be voted upon at the Governing Board Meeting at North Cape Yacht Club during the 2002 North American Championship, have been slightly altered and are printed in this issue.

### DUES RENEWALS - REMINDER

At the St. Petersburg general meeting it was passed that our dues should be paid on a calendar year; January to January. It was also passed that all new members joining on or after June 1 of any year, will have their first renewal due January of the second calendar year after joining. After consideration and discussion of how to phase this in and after posting the question in the President's column, we plan on phasing it in as follows:

All renewals paid before September 1, 2002 expire January 2003. Renewals coming due on or after September 1, 2002 expire January 2004. The rationale is that many of the few renewals coming up in the fall were probably recent new members and they should get the extra partial year. It is also felt that almost all of the big group of renewals in May and June and some at the NAs in August are members who were on the old January to January program, but let it slip, or they are skippers/crews who didn't join until they got to Districts or NAs.

generation? Also, wouldn't it be great to have mother or father contending for the Family Division trophy with their sons, daughters or in-laws? Let us bring back as much of the family Lightning tradition as possible.

One other small point I think need to be made. The Lightning Class is an international Class and we need to consider, particularly when running our World Championship, to take in the custom and approaches of more than North America. In general, Masters age limits around the world are lower than 55. I think it prudent that we give authority to the Executive Committee to change the age limit for the World Championship if they believe it to be in the best interests of the Class.

I hope you find these suggestions helpful.

Bill Mauk ●



## FROM THE NOMINATING COMMITTEE

In accordance with the ILCA Constitution, the Nominating Committee is proud to place the following Slate of candidates for ILCA Office for 2002-2003 in nomination. As is the tradition, Vice Presidents from outside the US are nominated by their home countries. Officer candidates from these countries will stand in nomination along with this slate of officers at the Annual General Meeting of the ILCA to be held at North Cape Yacht Club the evening of August 13th during the North American Championships.

**Background:** The ILCA Nominating Committee is comprised of the 3 most immediate Past Presidents of ILCA with the third most immediate serving as Chairman. In performing its function, the Nominating Committee reviews and contacts every current officer. We also make time at regattas and on the phone talking to others who suggest officer candidates. In fact we sometimes travel to regattas expressly to find new candidates. The nominating process of identifying, buttonholing and the occasional arm twisting takes approximately 3 months. This year President Park requested the committee submit the 2002-2003 Slate well in advance of the annual meeting to give members time to review the list and ask any questions of the committee they might have. Please feel free to make any comments or ask any questions either through the Class office or directly to this year's Nominating Committee Chairman at bfaude@aol.com.

**Slate Highlights:** For the first time in the history of the ILCA, a member living outside North America has been nominated for President. President Nominee Paco Sola is a Long time member, and current ILCA Secretary. Paco's outstanding record of service to the Class including leading the organizing committee for the 1999 World Championship makes him a fantastic candidate to lead our Class. His nomination is confirmation that the Lightning is truly an International Class and plans to continue to look for fleet/membership development outside North America.

Past President and long time ILCA Vice President Jim Carson has been nominated as Secretary. The Committee feels the experience he brings to this job will be invaluable to the fresh perspectives we hope

some of our new officer nominees will bring to the ILCA.

Dean Cady has been nominated VP/Racing Rules. Dean is a US Sailing Sr. Race Officer, Senior Judge and an ISAF International Judge. During the past several years, he has served on juries for several International and National regattas and championships, including several Lightning North American Championships, a Lightning World Championship and also served as chairman of the Jury for the 1998 Lightning Pam Am Trials. Mr. Cady is a member of the Jury for the 2002 Lightning Youth Worlds, and will be serving as chairman of the 2002 Lightning Pam Am Trials.

**Keep In Mind:** The ILCA members nominated have accepted responsibility to achieve the ILCA's objectives in their areas. This does not mean they are responsible for doing all the work. Our class works in committees. Please volunteer to help out.

Can we be clear about one more thing? The group of people working for the Class is NOT an exclusive club. It is an INCLUSIVE club. We're begging you, GET INCLUDED!!! If you're interested in helping out, call or email the class office or call or email the officer in the area of your interest.

The Nominating Committee would particularly like to thank President Park and Past President/Treasurer Harkrider on their many years of distinguished service to the ILCA and

## From the Historian

Mary Huntsman



Again thank you to all the contributors for all the things I have received - even some WRONG answers to the Trivia. As I can, I will get back to those who have sent information. I really cannot thank you enough!

What I would like is that anyone coming to the Masters or North Americans that has materials that we can use - old *Flashes*, old Yearbooks, old photos (names, dates, places, please!), please bring them and Sandy can bring them back to me. We are still missing a 1941 yearbook.

Thanks!

Mary [historian@lightningclass.org](mailto:historian@lightningclass.org) ●

welcome Dr. Park to the Committee for next year.

Respectfully Submitted:  
Bill Faude, Cal Schmiede &  
Mary Huntsman ●

### Proposed Slate of Officers for 2002-2003

President  
Secretary  
Treasurer  
Chief Measurer  
Assistant Measurers

Paco Solá  
Jim Carson  
Steve Davis  
Carter Utzig  
Joe Buczkowski  
Terry Burke  
Bill Clausen  
Jamie Calderone  
Jack Huntsman

Vice Presidents/North America  
Internet  
Marketing  
Education  
Youth World Championship  
West Coast  
Midwinter Regatta  
Southern Circuit  
NA Liaison  
Historian  
California Circuit  
World Championship Liaison  
Yearbook Editor  
ISAF/Pan Am Games  
Rules and Regulations

Jim Allen  
Rick Bernstein/Bill Faude  
Jamie Brickell  
John Atkins  
John DeBenedetti  
Carol Ewing  
Fisk Hayden  
Brian Hayes  
Mary Huntsman  
Edna Johnson  
Bill Mauk  
Karen Park  
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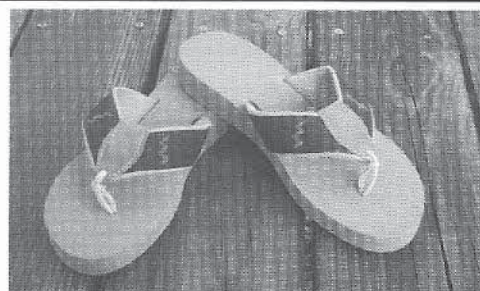
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## FLEET DUES PAID

It's getting better! Just about 3/4 of our "active" fleets have paid Fleet Dues for 2002. We WILL be checking your fleet's status at the North American Championship, so follow-up with your Fleet Officers if your Fleet isn't on this list. The following fleets have paid Fleet Dues for 2002. If your fleet is **NOT** on this list, please remind your Fleet Secretary/Treasurer to pay NOW! Fleet Dues are payable in January and are \$25 (USD) per year. Delinquent Fleets face deactivation.

1 Skaneateles Country Club; 5 Chicago Corinthian Yacht Club; 6 Housatonic Boat Club; 11 North Shrewsbury River; 12 Buffalo Canoe Club; 16 Paupack; 19 Chautauqua Lake Yacht Club; 23 Indian Lake Yacht Club; 25 Lake Mohawk Yacht Club; 26 Little Egg Harbor; 27 Leatherlips Yacht Club; 31 Devils Lake Yacht Club; 33 Turkeyfoot Lake; 34 Metedeconk River; 35 Dallas Corinthian Yacht Club; 36 Pymatuning Yacht Club; 42 Western Lake Erie; 43 Buckeye Lake Yacht Club; 47 Silver Lake Yacht Club; 50 Washington DC; 51 Crescent Sail Yacht Club; 53 Lake Fenton Sailing Club; 54 Pontiac Yacht Club; 62 Southern Yacht Club; 64 Maple Bay; 69 Milwaukee Yacht Club; 70 Red Bank of the Shrewsbury; 73 Club Nautico Del Muna; 74 Decatur; 75 Nyack; 77 Newport Yacht Club; 85 Niantic Bay Yacht Club; 90 Kitsilano Yacht Club; 104 Lavallette Yacht Club; 108 Great Sodus Bay; 110 Higgins Lake; 112 Green Bay Sailing Club; 115 Cuba Lake Yacht Club; 118 Flying Beaver; 126 Cedar Point Yacht Club; 127 Savannah; 129 Madison Beach Club; 135 Mobile Bay; 137 Gull Lake Yacht Club; 145 Spofford Lake; 146 Toronto Bay; 147 Sao Paulo; 150 Mansfield Sailing Club; 151 Annisquam

Yacht Club; 154 Wawasee Yacht Club; 164 Willow Bank Yacht Club; 166 Helsinki; 167 Lake Davenport; 173 Brant Beach Yacht Club; 178 Great South Bay; 180 Conneaut Lake Yacht Club; 187 Sheboygan; 189 Marblehead; 192 Lower Susquehanna (nee North East River); 194 Mission Bay; 196 Surf City; 215 Royal St. Lawrence Yacht Club; 216 Saginaw Bay; 225 Henderson Harbor Yacht Club; 226 Biscayne Bay; 227 Bomoseen Yacht Club; 228 Riverton; 229 Chinook; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 252 Keuka Lake; 253 Susquehanna Yacht Club; 254 Burt Lake; 257 Clark's Hill; 262 Harbor Island Yacht Club; 266 Carlyle Sailing Association; 270 Silver Fox Squadron/Indianapolis Sailing Club; 274 Delta Sailing Association; 277 Clearwater Bay; 279 Temple Reef Sailing Club; 283 Columbia; 301 Champlain; 303 Cowan Lake Sailing Association; 314 Sassafras River; 325 Rehoboth Bay Sailing Association; 326 Grand Traverse Yacht Club; 328 Jyvaskyla; 329 Severn River; 332 Squam Lake; 335 Barnegat Light Yacht Club; 338 Galway Lake; 348 Lake Lanier; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 365 Catawba Yacht Club; 368 Okanagan; 372 San Francisco Bay Area; 374 Douglas Lake; 387 Lansing Sailing Club; 405 Salinas Yacht Club; 415 Lake Norman; 429 Greater Charleston; 430 Ocean City Yacht Club; 442 Fond du Lac/Winnebago; 447 San Pablo; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 463 Lake Waccamaw; 481 Wake; 484 Ithaca; 486 Valley Sailing; 488 Rocky Mountain; 491 Lake Nockamixon; 493 Bow Lake; 496 Swift Creek; 498 Selkirk; 499 Pointe Claire Yacht Club; 501 Club Nautico el Portillo; 502 Suncoast; 506 Orient Yacht Club; 507 The Prairie; 508 Solomons; 509 Fishing Bay; 510 Lagos Yacht Club; 511 Cape Fear ●

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## BASIC STARTING RULE OF THUMB

Mark Bryant

All too often you think you're set up for a good start and wham, you're shot out the back door. Here are some procedures that may help.

The real objective of the start is to have the ability to go where you want, when you need to. I set a location on the weather leg about a quarter up the beat, which is desirable. This location is center, left or right of rhumbline (this would be a game plan). At the start three things are needed: clear air, room to leeward, and SPEED. Speed will often correct previous errors and allow for fleet separation. Clear air allows you to develop fleet position. Room to leeward allow for a continuation on the starting tack even with a header. Continuation (not being forced to tack), fleet position, and speed allow you to control where you want to go.

So far you have the desired result of a start. Now let's back up to when you leave the dock. On our way to the starting area we are constantly checking the following conditions: wind direction, pressure and direction of new pressure - if new pressure is always a lift consider that for direction change; wave action, this is fast tack vs. slow tack - often you will find that one tack is faster or easier to steer. This is your fast tack and desired tack to be on quickly at or soon after the start (allow for separation). Wind direction and pressure indicate what side of the course we



want and our desired location. Water flow can be very important also: if the tide is in or out, direction of current on a river. I use the visual approach, watching the flags vs. the hull of the RC. The option of dropping an object in the water results too much with wind influence or surface direction. You want the true water flow direction, which happens about a foot below the surface.

The last ingredient of our game plan is which end of the line is favored and did the RC walk the course. I usually check the line at one end by going head to wind and sighting down the line. Then going to the center of the line and sighting both directions. Both times checking the compass for a head to wind reading. We will check the RC compass c

course. If the RC's course is, say, 10 degrees different from yours, the RC may have walked the course.

Walking the course is when a correction is made to achieve near equal tack or course side time. This is done with adverse water flow direction. The sailing instructions will indicate this also by saying compass course to weather mark or head to wind. If the SI's say head to wind, the RC should not walk the course.

Secondarily, this may help to decide whether to jibe set or bare away for DDW (different article).

There is a lot to starting before you start - here are briefs on techniques.

The DIP: Only available when there isn't the one minute rule in effect.

The Dip can be used in extremely light or heavy air and when an adverse water flow is present.

Dipping is beginning your starting sequence above the line and timing your boat to the proper side or leeward of the line just prior to the start. The disadvantage is that you advertise to the fleet your intention.

The Port tack approach. PTA is generally used by approaching the fleet from the leeward end and tacking to starboard under or in front of a group. This approach can be used late at the weather end, however, it's a little risky. It is a very common approach when the leeward end is favored. Observing trailing boats on port is a key as is picking the proper hole to attack. A trailing boat can stuff you and steal your opportunity, picking the wrong opportunity and you get rolled.

The DRAG. This start can be used anywhere, usually at the weather end. Your speed differences are greatly exaggerated: going very, very slow or as fast as possible. There are many different names - stop and go, timed, weather approach and position. The names are too long. Best used when the weather end favored and the fleet is early or has thinned out.

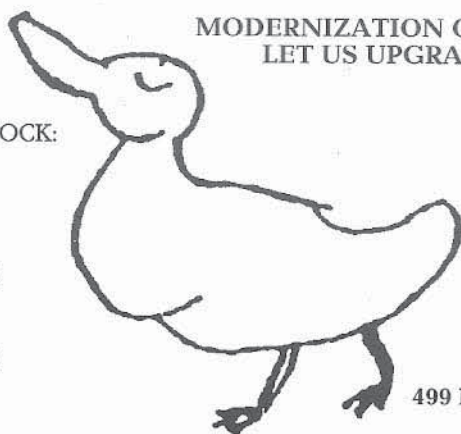
Create and Defend. Regardless of your approach you've created a position on the line that is desired. Now you need to defend that position. BOATHANDLING is absolutely key here - without it an experienced sailor will attack and steal. If attacked from leeward, spin and point directly at your attacker. Noise and volume

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*continued on next page*



Starting 101 continued from previous page

will help. If attacked from weather, slow down and let them pass. When possible during an allowed pass, work the boat to weather. This will create room to leeward to accelerate.

You are now within 5 minutes of the start. Begin your OBSERVATION stage. Observe the frequency that the fleet passes through your ideal area. Continue to observe the head to wind direction during each tack you make. Observe the FORMATION tendencies. Is the fleet setting above, below your area??? Is the fleet stacking or thinning, with your area always in mind. Notice the word area vs. spot - an area is a whole lot more general than a specific spot. A specific spot is way too difficult to defend; examples are obviously the pin or boat at a start. As the formation becomes apparent, your decision is also apparent. Your decision should be to CREATE or SEPARATE from the fleet. Creating a start always entails very good boat handling and is an aggressive move. If you attempt to create a specific area do it next to a good sailor. A good sailor is less likely to be involved with fouling or attempting to ruin some else's start. A limited ability sailor will more than likely react without confidence, which is not a good situation. Separation from a group of boats is a real good thing and needs an incredible amount of patience. Your final result (remember up the weather leg) will usually be better than a bad start. Having the ability to go

where you want is the most important. Separation allows you to sail where, why and when you want to.

What are your two planned escape routes? Escape is the key to a great starter. Recognizing you're in trouble is also. Knowing or having a plan to escape is the other. Recognizing that you're early or too close to the leeward boat is an indication you need to move on. If you're too close and early, back out, develop speed and look for an opportunity to steal. If you're high on the line and early, power over the lee boats and find a spot. The other alternative is to tack and dive through the fleet and reposition by separation. Always, have more than one plan to a start.

The largest ingredient for a successful start is being faster or slower than the boats around you. Faster makes all attempts to attack or block difficult, because the opponent must quickly increase their speed to attack or take from you. Usually by the time they recognize your speed, they respond too late. Speed is a very viable attack method. Slower can be as good as speed. The recognition that a boat is so slow, will alter a natural starting procedure. The norm is to just pass without incident. It does absolutely no good to talk to a slow boat, their time in acceleration will cause more difficulty than success.

In summary, have a game plan. stick to it, and position with a good forecast will result with you starting right next to me. ●

## COMPASS 101

Mark Bryant

During the learning curve of a new or young sailors there is generally no need for a compass. Raw boathandling skills need to be developed first. As the sailing or racing skills develop so does the need for information. That's were the compass arrives, along with a pocket load of grease pencils. Using a compass is a mathematical effort.

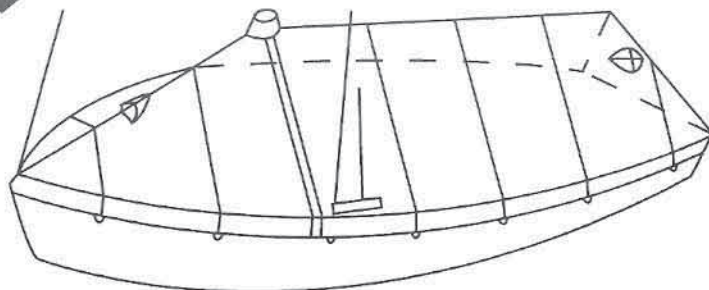
The compass has a rose or dial that consist of 360° degrees. The card usually has twelve increments of 30° degrees. Within these are two 10° degree markings and three shorter markings of 5° degrees. In addition there are stationary lines called lubber lines. The center lubber is placed to the centerline of the boat. This lubber is flanked by a 45° and 90° lubber on each side. These side lubbers are used to read the compass from different position, since you can't always read to the center. For example, if your head to wind on the center lubber is North or 0° degrees, you would read 315° degrees on the first port lubber and 270° degrees on the second port lubber. With these numbers in mind your starboard tack compass course would be 270° degrees on the first leeward lubber line. You got there by sailing 45° degrees off the head to wind and using a 45° degree lubber line, a total of 90° subtracted from 360° equals 270°. SECOND EXAMPLE PORT TACK: head to wind 0°. Starboard side lubbers read 45° and 90° respectively. Your port tack reading would be 90° degrees.

*continued on next page*

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*Compass 101 continued from previous page*

You again attained this by sailing 45° off head to wind and adding 45° for the first lubber line, your first leeward lubber reads 90°. Dead down wind is 180° degrees different than your head to wind. With 0° or 360°, you would subtract 180° which means you DDW course would be 180°.

Basic rules to remember sailing upwind. On STARboard tack HIGHer numbers are a lift. STAR is HIGH, a good key phrase. On PORT tack LOWer numbers are a lift. Key phrase is PORT IS LESS. Sailing dead down wind you want to sail on the headed gybe.

**PRERACE INFORMATION:** On your sail to the starting area continually check your head to wind. If I sail a mile, the head to wind will be checked roughly five time. This information will begin to indicate a shore line effect, or a persistent shift one way or the other. You may be able to detect a change in direction with pressure. In addition you may be able to begin to attain your port and starboard tack preliminary numbers.

**USES AT START:** The starting line is to be set 90° to head to wind. During your prestart maneuvering continually check head to wind during each tack. This will give you a mean head to wind with confidence. **EXAMPLE,** your confident head to wind is 290°. Remembering the line is 90° to this number, run the line. On starboard tack your number to the pin end is 200°. Being on the line and sailing 200° the pin should be on your bow. Above your bow the pin is favored. Below your bow the boat end is favored. Start at the end above your bow when sighting on the line.

**TACTICAL UPWIND HTW** is 290°. Ideally we attempt to sail the center of the course on the lifted tack. This is your shortest distance to the weather mark. However, the breeze rarely comes from the same direction. Considering this you end up sailing a course parallel to center one side or the other. **EXAMPLE,** on starboard tack our course is 245° on the leeward lubber. This is our average or mean. Depending on pressure we may select a headed number of 240° to tack on. In very light air we may go to 235° to reduce tacking. **EXAMPLE PORT TACK.** Our first leeward lubber reads 380°. **OOPS,** I mean 20° (380° minus 360° equals 20°). Our header to tack may be 25° or larger for very light air. **BASIC RULES:** sail towards the center of the course on a lifted tack; Bow out in front of weather boats and headed, tack and cross; Don't sail to a corner on a header.

**TACTICAL DOWNWIND HTW** is 290°. Our DDW is 110°. DDW you gybe on the lifts. You want to sail the headed gybes toward center. This will result in sailing the shortest distance. Readings DDW are taken from the center lubber line. Sailing at 130° on starboard your lifted gybe away is approximately around 140°. This again will depend on amount of pressure present. On port gybe your center line is 90°. Your port gybe away is approximately 80°. Remember your gybe away is a lift DDW.

In summary, sharpen up on your math. Always have a grease pencil and write down the numbers for HTW, DDW, port, starboard, tacks and gybes. See you on race day.

*Mark Bryant's Lightning résumé is extensive: 73 crew Southern Circuit Champ; 74 crew Southern Circuit Champ; 75 and 79 World Champ crew runner up; 75 NAs crew runner up; 76 JR. NAs champ; 78 NAs crew Champion; 80 Miami southern circuit; 80 North American champ; 81 mid winter and Southern Circuit Champ; 81 NAs 3rd; 82 South American Champ; 82 NAs 3rd; 83 NAs 6th; 84 North American champ; 85 2nd Southern Circuit; 85 NAs 9th; 86 2nd Southern Circuit; 86 NAs 4th; 87 NAs 7th; 88 NAs 5th; 89 NAs 7th; 90 NAs 9th. Mark points out, "There are two things that stick out: I did pay my dues crewing and won many events. I am also the only skipper to place in the top 9 for 11 years at the NAs. I know the history and that's a fact, jack!"* ●

## JUNE LIGHTNING LAB AT FLEET 253

### June 1-2, Susquehanna Fleet 253

Friday afternoon, Brian Hayes arrived on the beautiful banks of the Susquehanna River, just South of where the bridge was burnt down to prevent the Rebels marching on Philadelphia had they won at Gettysburg.

He was welcomed and introduced to some club folklore: Why, for instance, the travelling team had recently changed name from the "Amish Avengers" to the "Susquehanna Swimmers." He was then set to work examining some of our "prides and joys," he was stunned into speechlessness by some traveler arrangements clearly designed by Rube's manic brother. Brian Hayes speechless is a rare sight indeed.

Beer and Pizza appeared and Brian, with his trusty North Sails CDs launched into almost 4 hours of the most interesting and inspiring discussion I think anyone in the room has ever witnessed, at least on sailing.

Saturday started on land with wide ranging discussions focussed primarily on objectives of tuning and trimming, but including just about every aspect of racing a Lightning. On the water we had many practice starts and then several races with Brian (the Voice of Doom) coaching from behind. The weather was perfect, 10 - 15 with relatively slow directional oscillations. That evening Brian deserved some time off, so after the steak roast we had him partake of some of Pennsylvania's finest - which is very fine indeed.

Sunday morning caused some to reconsider the excesses of Saturday night: 25+ with wicked 50 degree shifts. We couldn't get the marks to stay in place so play was abandoned for the day. The extra dry land time was spent on spinnaker work, viewing photographs of the prior day's sailing, and individual boat tuning. We thank Garrett Pensell of the Havre de Grace fleet for those.

Even those amongst us who are experienced had many points clarified and were reminded of some of the "Truths of Sailing," for us novices it was a cornucopia of knowledge. We don't believe that anyone's brain actually exploded, however steam was seen on occasion.

I am not sure if Brian has a gift for teaching or it is just his enthusiasm and sense of humor showing through, but his effectiveness in both imparting knowledge and engendering enthusiasm is unmistakable. Thank you Brian.

*John Bates/First Sea Lord*

*If your Fleet or District would like to arrange a Lightning Lab, please contact  
Jamie Brickell, VP/Education  
at [jbrickell@therousecompany.com](mailto:jbrickell@therousecompany.com) or  
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# NORTH SAILS



## FOAMING AT THE MAST *Adventures in Wooden Boating*

Joel Thurtell

Do you subscribe to the Lightning internet reflector?

If so, you may be like me -- tired of all the prattle about why or why not to put foam in masts.

So far, nobody has backtracked through history to discover the solution to this problem, which is really quite simple.

Wooden boats.

But wait -- first, what is the problem?

The problem is one of buoyancy and lack of it.

For what they consider practical reasons, most modern Lightning sailors have outfitted themselves with boats that have fiberglass hulls and aluminum spars. But left to their own devices, both materials sink in water. True, a hull when properly shaped, will displace water. But let it fill with water, as happens with a serious leak or a capsize, and, well, it's that old sinking feeling.

So makers of glass boats have designed hulls that sandwich foam between inner and outer layers of glass. In case of a capsize, foam as well as hollow tanks of air can lead to glass boats floating better, that is, higher in the water, than their predecessor wooden hulls.

Wow! It would seem that technology has really done the old wooden boatbuilders one better. I've seen a capsized glass Lightning float with more than half its hull out of the water.

How can that be a problem?

Just wait. Let's consider the oval aluminum mast. A sinker if there ever was one. Unlike its predecessor wooden mast, or even the old rectangular metal masts, the oval spar would like nothing better than to scrape the bottom of the lake.

The old rectangular masts had lots of foam crammed between their four walls. That's because the halyards ran outside, just like the old wooden masts. Nowadays, though, we like to run all sorts of ropes through that hollow metal spar, and the ropes don't leave much space for a stationary slab of foam. The foam also makes it hard to replace halyards. While the modern oval mast contains foam, it's not enough to keep the spar afloat in a capsize.

I have lived through two Lightning capsizes. The first was in my first Lightning woodie, #5885, and the

second was in a fairly new glass boat.

When that glass boat went over, we had the spinnaker out and were rounding a mark. The mast hit the water and kept on going. The hull sat very high and seemed to be forcing the mast under. It didn't help that the spinnaker was wrapped around the mast. Anyway, that boat turtled quickly and spoiled the rest of the day very nicely.

It seemed to me that the superb buoyancy of the hull forced the masthead downward. And the mast, being made of metal, was willing to go under.

The natural position of that boat, once it tipped over, was upside-down.

The capsizes of 5885 was very different. This one happened on Douglas Lake in northern Michigan. It came about through a combination of stubbornness and ineptness. And very high winds.

We were visiting our friends and Lightning sailors, John and Anna Young. John's parents own a place on the east side of Douglas Lake, which is a big lake not far from Mackinaw City and subject to great winds coming from Lake Michigan. I had trailed 5885 north and was anxious to show off my woodie. But day after day, the winds blew 30 mph or more. It was great for wind surfing, and John's dad, Jack Young, was often out in his wetsuit sailing with his sons. Jack was then in his late 70s. But there was no Lightning action. Too much wind.

Finally, one day the wind slacked off. There is no public access on Douglas Lake, so we eagerly took 5885 to the west side of the lake and launched it from a ramp beside a bar. Jack, a longtime Lightning sailor, offered to come along and I was glad to have him. By the time we had the mast up and rigged, the wind had picked up again. I considered leaving the boat until the wind went down, but decided that I wanted to show the boat off and now was the time.

That's what I mean by stubbornness.

Jack took the tiller, I sat in the middle and Adam, my oldest son, then about 14, handled the jibsheets.

Once we cleared the lee of the tree-line, we had a powerful wind pushing us straight towards the eastern shore. We were really racing along. The Youngs have permanent anchors for their boats, and the nor-

mal approach is to jibe your vessel into the wind so that it coasts to the buoy. The crew lies on the deck, reaches down and grabs the buoy, clamping the anchor shackle onto the bow eye. We jibed once and headed up to the buoy. Adam was on the deck reaching for it, but the boat lost speed, stood still and began to drift backward.

Quickly, Adam was on his feet prepared to leap into the waist-high water and snag the buoy.

"Stay in the boat!" yelled Jack. "We'll go around and jibe again. Let's do it right!"

That's what I mean by stubbornness.

So we sailed away from land, came about and got ready for another jibe. When Jack yelled "jibe ho!" I let go of the main sheet, so I thought, but I was still hanging on when the boom swooped around.

That's what I mean by ineptness.

Jack's wife, Betty, was watching from shore.

"You looked like three grapes popping off one at a time," Betty told us later.

The boat lay on its side, hull precisely halfway out of the water, no more.

The mast was a rectangular aluminum spar made in the early days of metal masts and it was intended to resemble, in shape at least, a wooden mast. Since all the halyards ran outside, this mast was full of foam.

And there on Douglas Lake, despite that 30 mph wind, the boat lay flat, the mast floating.

Once we undid the main and jib halyards and brought the sails down, I stood on the centerboard and righted the boat. Straight downwind was a sandy, uninhabited beach, perfect for a half-sunk boat to land.

I have never capsized in a wooden boat with a wooden mast, but I suspect that it would behave the same. That is, a wooden mast would float, and if the hull were lying half-submerged, there would be minimal pressure forcing the masthead underwater.

Moral of the story?

If you don't want to turtle, sail a woodie.

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at [finder@radiofinder.com](mailto:finder@radiofinder.com) ●



## UPCOMING REGATTA CALENDAR

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

### 2002 CHAMPIONSHIP REGATTAS

July 6-11	2002 World Youth Championship	Newport Yacht Club, Rochester NY USA
July 23-27	2002 European Championship	Kemi, Finland
August 6-9	2002 Women's, Juniors' & Masters' North American Championships	North Cape Yacht Club, LaSalle MI
August 10-16	2002 North American Championship	North Cape Yacht Club, LaSalle MI

July 6-7	Independence Day, Pymatuning	July 20-21	CONNECTICUT/RHODE ISLAND DISTRICT CHAMPIONSHIP, Cedar Point Yacht Club Bob Martin rhm@ntplx.net <a href="http://www.cedarpointyachtclub.org/lightning.htm">http://www.cedarpointyachtclub.org/lightning.htm</a>
July 6-7	Kitsilano Regatta, Vancouver BC	July 20-21	This One's for Fun, Bay City Yacht Club, Bay City MI
July 13	LONG ISLAND DISTRICT CHAMPIONSHIP, Orient Yacht Club, Long Island, NY John Holzapfel jholzapfel@juno.com	July 23-27	EM & SM 2002, Kemi, KPS/KTPS Finland
July 13-14	Centrals, Sodus (CNY)	July 27-28	Regata de la Armada, Bogota
July 13-14	Ranking 3/6, Espoo, ESF Finland	July 27-28	ATLANTIC COAST CHAMPIONSHIP Rehoboth Bay Sailing Association Rehoboth Beach DE Dave Racine lightsailor@juno.com
July 13-14	Cornball, Chautauqua Lake NY	July 27-28	Brotz Regatta, Sheboygan Yacht Club, Sheboygan WI Hans Graf hgraf@excel.net
July 13-14	Evans Regatta, Green Bay Lightning Fleet 112, Green Bay WI <a href="http://www.lightningfleet112.com">http://www.lightningfleet112.com</a>	July 27-28	Carolina Yacht Club (SC) (open), Charleston
July 13-14	NEW ENGLAND DISTRICT CHAMPIONSHIP, Malletts Bay Boat Club, Burlington VT	July 27-28	GYA Regatta, Pass Christian Yacht Club LA
July 13-14	Oriental Sailing Social (open), Oriental	August 1-2	Lake Erie Junior Districts, BCC
July 19-21	Päijänne Purjehdus XXX (klikkaa lisäinfoa) Finland	August 3-4	The Gorges Regatta, Ithaca NY
July 20	CNY Women's, Juniors', Masters'/Open Henderson Harbor		

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## Bay City Regatta

## 2002



- August 3-4 Sweetcorn, Susquehanna (DIXIE)  
Peter Pundt ppundt@pheaa.org
- August 3-4 Higgins Lake Invitational,  
Higgins Lake Sail Club, MI
- August 10-11 Downbay Regatta, Little Egg Harbor YC
- August 10-11 Wellfleet Regatta, Chequessett YC,  
Wellfleet, MA
- August 10-11 Al Morris Regatta, Yale Lake WA
- August 17-18 Bowen Memorial, Mission Bay,  
San Diego CA
- August 17-18 Ranking 5/6, Jyväskylä, JVS Finland
- August 17-18 Squam Lake Regatta, Squam Lake,  
Holderness, NH
- August 24 1 day (Sat.), Onondaga (CNY)
- August 24-25 Northern Chesapeake Fleet 192 Regatta,  
Havre de Grace MD  
fleet192@comcast.net
- August 24-25 Lohja Open Finland
- August 24-25 Harvest Regatta, Silver Lake
- August 24-25 Brian Hughes Regatta, American YC,  
Newburyport, MA
- August 24-25 Wilmington Regatta, Wrightsville Beach
- August 31-September 1 Copa Automovil Club de  
Colombia 2002, Bogota Fleet 73
- September 6-7 Harvest Moon, Atwood
- September 7-8 Surf City Yacht Club Annual Regatta  
(multiclass), Surf City Fleet 196 (CAD)
- September 7-8 Whitecap, Pontiac Yacht Club, MI
- September 7-8 Massabesic Fall Regatta, Massabesic YC,  
Manchester, NH
- September 7-8 Harvest Regatta, Eugene OR
- September 8 Fleet #1 - 1 day (Sun.), Skaneateles (CNY)
- September 14-15 BCC Fall Regatta, BCC
- September 14-15 PA Governor's Cup, Lake Wallenpaupack
- September 14-15 This One's for FUN! Devils Lake YC MI
- September 14-15 PACIFIC COAST CHAMPIONSHIP,  
Eugene OR
- September 14-15 Augusta, Strom Thurmond Lake, GA
- September 21 Canon Business Solutions Manahawkin  
Bay Championship for Frank Temme,  
Sr. Trophy, Surf City Yacht Club (CAD)
- September 21 Caz 1 day (Sat.), Cazenovia
- September 21 Bow Lake Regatta, Bow Lake, NH
- September 21-22 SMSA Fall Invitational, Solomons MD  
Fleet 508 (DIXIE)
- September 21-22 Ranking 6/6, Tuusulanjärvi Finland
- September 21-22 Red Flannels Regatta, Chicago Corinthian  
Yacht Club (MW)
- September 21-22 Bare Bones, Mansfield OH
- September 27-29 Copa Salinas - Tomine, Club Nautico  
Portillo
- September 28-29 Fall Classic, Cedar Point YC
- September 28-29 Hoosier, Lake Wawasee, IN
- September 28-29 Waccamaw, Lake Waccamaw SC
- October 5 Riverton Fall Regatta, Riverton YC (CAD)

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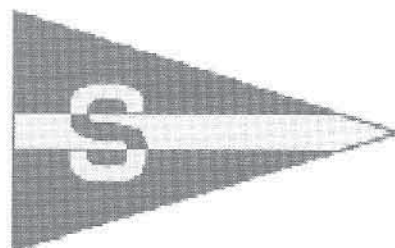
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- October 5-6 Ice Breaker, Crescent Sail Yacht Club MI
- October 5-6 Snowball, Buckeye Lake YC, OH
- October 5-6 Atlanta Cup, Lake Lanier, GA
- October 12 Last Blast, Nyack Boat Club NY
- October 12 Fall Blowout, North Cape Yacht Club MI
- October 12-14 CAMPEONATO NACIONAL 2002,  
Club Nautico Muña, Colombia
- October 12-14 Fall One-Design, Perry Yacht Club,  
Meridian KS
- October 12-13 Leaf Peeper Regatta, Malletts Bay BC,  
Burlington, VT
- October 12-13 Seattle Regatta, Seattle WA
- October 13 Frostbite (Sun.), Ithaca NY
- October 19-20 Frigid Digit Fall Championship,  
Seyvern Sailing Association (DIXIE)
- October 19-20 Chris Young Memorial Regatta,  
Coconut Grove Sailing Center,  
Miami FL
- October 19-20 Fall In, Cowan Lake Sailing Assn OH
- October 26 Pumpkin Bowl, Barnegat Light YC (CAD)
- October 26-27 Borderline Regatta, Kerr Lake NC
- October 27 PNW District Team Races, VLSC,  
Vancouver WA
- November 2-3 Bluenose, Harbor Island Yacht Club,  
Nashville TN
- November 16-17 Turkey Regatta, Mission Bay, San Diego
- November 23-24 Copa Livesa 2002, Club Nautico Muña
- November 30-December 1 Thanksgiving Regatta,  
Davis Island Yacht Club, Tampa FL
- December 7-8 Regata Obregon, Bogota Fleet 73
- December 26-29 Orange Bowl Regatta, Coconut Grove  
Sailing Center, Miami FL

## 44<sup>th</sup> Annual White Cap Regatta Pontiac Yacht Club Keego Harbor, MI

**September 7th & 8th**

Come join the  
World's largest  
Lightning fleet

Great competition

Famous steak  
dinner

FUN!!

**Schedule - Saturday, Sept. 7**  
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  
After Race Refreshments: ~5:30PM  
Dinner/Door Prizes: ~8:30PM

**Schedule - Sunday, Sept. 8**  
Harbor Gun: 9:00AM  
Races 4-5: 10:00AM  
Lunch/Awards: Immediately after  
the final race

No race will be started after 1PM

\$35 (\$5 discount U.S. Sailing members) - includes 1 regatta t-shirt  
\$5 pp - Lunches (Sloppy Joe's on Sunday)  
\$10 pp - Steak Dinner

Trophies for Top 10 skippers/crew & award for boat  
that travels the farthest!

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(h) (734) 844-0347; (w) (313) 594-0154 for more  
information, including housing and babysitting, or  
see our web site [www.pyc54.org](http://www.pyc54.org) which also has  
directions to the club



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"Youth World Championship Trophy  
(donated by Peru)...who will win it this time?"



**North Cape Yacht Club, Fleet 42, Michigan District, USA**

**August 7-9 (Women/Junior/Master NFAs)**

**August 10-16, 2002 (NFAs)**

# 2002 Lightning North American Championships

Visit the web site. You'll find all the details of the event, facility, housing and social schedule. Still have questions, e-mail one of us below.

John Heagy - john@heagy.net

Jeff Hagman - jeffh@foxberry.net

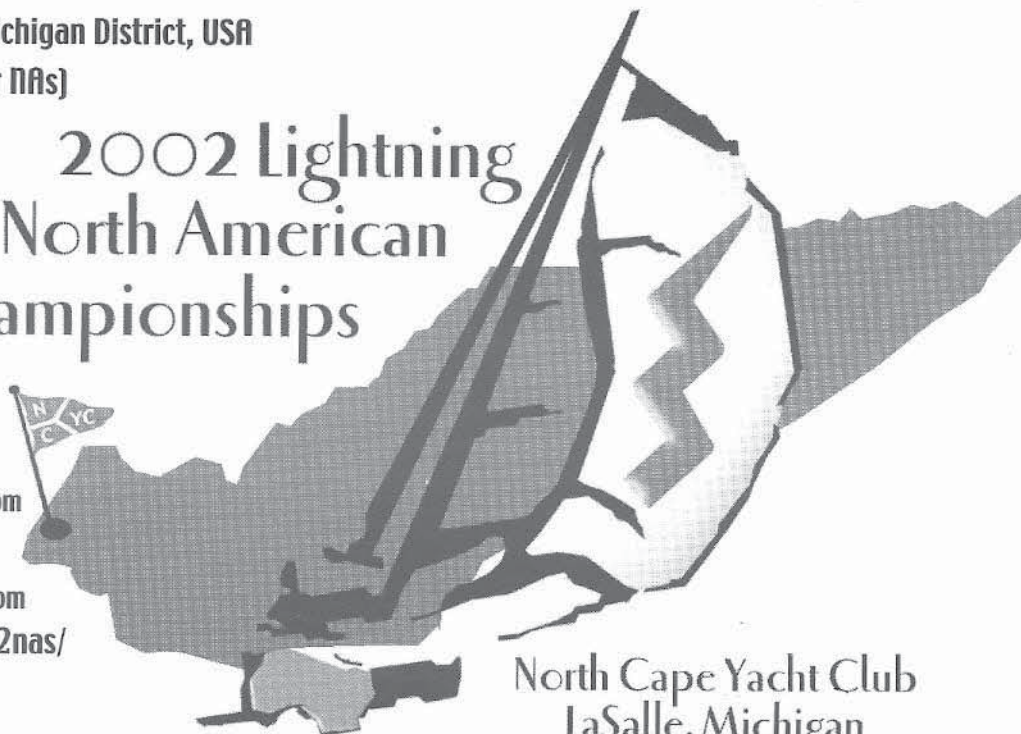
Jim Davis - jadavis@buckeye-express.com

George Sipel - gsipel@aol.com

Skip Dieball - skip@od.northsails.com

Ernie Dieball - ernied@sales.northsails.com

<http://www.lightningclass.org/2002nas/>



**North Cape Yacht Club  
LaSalle, Michigan**

\*\*\*\*\*

**Directions to North Cape:** North Cape Yacht Club is located at Exit 9 off Interstate 75, in LaSalle Michigan.

**From Detroit Michigan, (North):** Follow Interstate 75 south past Monroe Michigan to exit 9, South Otter Creek Road. Turn right on South Otter Creek Road (East) about 1/4 mile. Turn Right on the first road after the interstate and follow the signs.

**From Toledo, Ohio (South):** Follow Interstate 75 north past Luna Pier to exit 9, South Otter Creek Road. Turn right on South Otter Creek Road (East) about 1/4 mile. Turn Right on the first road and follow the signs.

\*\*\*\*\*

**Hotel Information: Special Deals and Ones We Like**

Exit 6 off of I-75 (about 5 min. South of NCYC)

**Super 8 Motel** Rate: \$59.00 per night\*

We have a block of 20 rooms reserved.

4163 Super 8 Drive, Luna Pier, MI 48157

Phone: 734-848-8880

\* Let them know you are sailing in the Lightning North Americans to get the \$59.00 group rate.

Exit 11 off of I-75 (about 5 min. North of NCYC)

**Comfort Inn** Rate: \$65.00 per night\*

We have a block of 15 rooms reserved.

6500 East Albain Road Monroe, MI 48161

Phone: 734-384-1500 [www.comfortinn.com](http://www.comfortinn.com)

\* Let them know you are with group #10347 to get the \$65.00 group rate.

**AmeriHost Inn & Suites** Rates \$45.00-70.00 per night\*

We have a block of 20 rooms reserved.

14774 Laplance Rd. Monroe, MI 48161

Phone: 734-384-1600 [www.amerihostinn.com](http://www.amerihostinn.com)

\* Let them know you are sailing in the Lightning North Americans to get the \$45.00 to 70.00 group rates.

Exit 15 off of I-75 (about 10 min. North of NCYC)

**Holiday Inn Express** Rate \$68.00\*

We have a block of 20 rooms reserved.

1225 N. Dixie Hwy. Monroe, MI 48162

Phone 734-242-6000 [www.hiexpress.com/monroemi](http://www.hiexpress.com/monroemi)

\* Let them know you are sailing in the Lightning North Americans to get the \$68.00 group rate.

**Camping Information**

There will be no camping on NCYC or Toledo Beach Marina grounds.

Campground - Located at exit 11 off of I-75 (about 5 min. from NCYC)

Harbortown RV/Camp Resort

14999 La Plaisance Road Monroe, MI 48161 Phone: 734-384-4700

**Other Places to Stay**

(The following Hotels are between 10-25 min. away from NCYC and rates vary from \$40-\$85 per night.)

**Hampton Inn** (Exit 15 off of I-75 about 10 min. from NCYC)

1565 N. Dixie Hwy. Monroe, MI 48162 Phone: 734-289-5700

**Cross Country Inn** (Exit 15 off of I-75 about 10 min. from NCYC)

1900 Welcome Way Monroe, MI 48162 Phone: 734-289-2330

**Hampton Inn** (Just off of I-75 at Alexis Rd. - 15 Min. from NCYC)

5865 Hagman Rd. Toledo, OH Phone: 419-727-8725

**Radisson Hotel** (Downtown Toledo - 20 Min. from NCYC)

101 N. Summit Street Toledo, OH Phone: 419-241-3000

**Ramada Inn** (Downtown Toledo - 20 Min. from NCYC)

141 N Summit St. Toledo, OH Phone: 419-242-8885

**Wyndham Hotel** (Downtown Toledo - 20 Min. from NCYC)

2 Seagate Toledo, OH Phone: 419-241-1411

**Comfort Inn** (West Toledo - 25 Min from NCYC)

3560 Secor Rd. Toledo, OH Phone: 419-531-2666

**Clarion Hotel** (West Toledo - 25 Min from NCYC)

3560 Secor Rd. Toledo, OH Phone: 419-535-7070



### 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 amateur builder building own boat.

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

<b>CANADA</b>	14017	Ross Wheatley, 38 Falcon Avenue Stratford, Prince Edward Island C1B-1L4	U
<b>CONNECTIUT/RHODE ISLAND</b>	8540	Hubert Bush, 41 Indian Trail, Vernon CT 06066	U
	<b>15130</b>	<b>Chris Vann, 208 Niantic River Road, Waterford CT 06385</b>	<b>85</b>
	<b>15154</b>	<b>Brad Thompson, 157 Mile Common, Easton CT 06612</b>	<b>70</b>
<b>DIXIE</b>	<b>13306</b>	<b>Laurie E. Duncan, 2300 41st Street NW #203, Washington DC 20007</b>	<b>50</b>
<b>ITALY</b>	A15153	Paolo Colangelo, Via Antonio Bertoloni 37, 00197 Roma	U
<b>LAKE ERIE</b>	10031	David Hettrick, 92 Thomas Jefferson, Buffalo NY 14226	U
	15156	Builder	U
<b>METROPOLITAN</b>	<b>14198</b>	<b>Donald Okner, 30 Hillside Road, Sparta NJ 07871</b>	<b>25</b>
<b>MICHIGAN</b>	<b>14023</b>	<b>Jeff Leland, 3435 Golden Avenue Apt #1103, Cincinnati OH 45226</b>	<b>254</b>
	<b>15155</b>	<b>Ryan Flack, 18764 Nola, Livonia MI 48152</b>	<b>54</b>
<b>MIDWEST</b>	*11589	<b>Brad Gruneberg, 3416 North 11th Street, Sheboygan WI 53083</b>	<b>187</b>
<b>MISSISSIPPI VALLEY</b>	9288	Randy Rathmann, 185 Light Gap Road, Arab AL 35016	U
<b>NEW ENGLAND</b>	10613	Alan F. Hurley, 24 Eastman Street, Nashua NH 03060	U
	13697	John Murphy 363 Morrill St. Gilford, NH 03249	U
	A15140	Martin Osterode, 12 Bridge Street, Beverly MA 01915	U
<b>OHIO</b>	12439	James Bogner, 1214 Gladys Avenue, Lakewood OH 44107	U
	<b>14523</b>	<b>Len Ciccone, 4020 New Castle Road, Pulaski PA 16143</b>	<b>36</b>
<b>PACIFIC NORTHWEST</b>	12290	Darrell Peck, 1727 SW 4th Street, Gresham OR 97080	283
<b>SOUTHEASTERN</b>	14941	Pierce Barden, 6308 Shinn Creek Lane, Wilmington NC 28409	511

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# If it wasn't for Lightnings...

## ...Layline would not be in business!

Everyone has 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 would "gently slip" under and all that water would rush 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. I had been sailing Lightnings with Rick Ferguson. Anybody remember Rick? He was "sick" and had all of the latest go fast toys.

I went to the local store and they tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrggghhh. Whiff two.

I called a new catalog business that seemed to have everything, (W.M.) 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, 16 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."

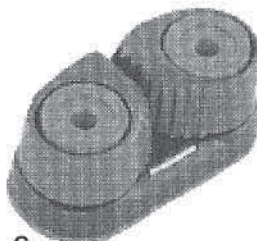
*If it was not for Lightnings,* I might have a real job and actually be able to afford my own boat and the time during the summer to race it.

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

*Wait*



A.



C.



D.

### 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 \$785.00/Layline **\$694.75**

### 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, keeps 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

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 **\$17.55**

Super Max  
(inside mount)

B.

New Large  
(outside mount)



E.

### D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H<sub>2</sub>O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

### E. Competitive J22 Boathandling

What is a J22 CD doing in the Flashes? We can always learn from others, right? The J22 is sailed with a 3 person crew and there are a lot of tips on this video that are general in nature and can be applied to the Lightning. Good instructional video to get your team on the same page.

H4938

Layline **\$45.00**

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## FLEET #387'S 37TH ANNUAL LAKE LANSING "TUNE UP" REGATTA

Larry Koster

### Lansing Sailing Club, Lansing MI, Saturday, May 4, 2002

"Big Water" Lightning skippers came from near and far to attend Lansing Sailing Club's 37th Annual - Lake Lansing "Tune Up" Regatta to sail on the 582 acre inland lake known as Lake Lansing. Justin 'Gus' Dey, with daughter Rachel and George Peet, came from the Saginaw Bay fleet. The Lake Michigan sailors, Bill Gibson, Steve Jenkins and Dave Gibson, arrived after the 4+ hour drive from Chicago. Jeff Hagman, Jennifer Wood and Al Newell represented the Western Lake Erie Fleet 42. The other long distant traveler was Jeff Bodkin of the Pymatuning YC, a resident of Shaker Heights, OH (near Cleveland) came with Eli Milonas and Julie Pierce of LSC was their 3rd.

We again used the one day regatta format: 1st start at 10:30 am with 2 short races back to back, come in for a delicious chili - cornbread lunch break, then plan on 4 more races, but no race to start after 4 pm.

David Nickels of the Lake Fenton Sailing Club, with Jennifer and Nancy Armbruster, took 1st place honors, after the tie breaker with Jeff Hagman of the North Cape Yacht Club, both were at 13 points after the 5 race one day regatta. David had 1st places finishes in race 1 and race 4. Jeff had a 1st place finish in race 2 and a 2nd place finish in race 5.

The Chicago crew, Bill Gibson, Steve Jenkins and Dave Gibson, with 20 points, placed 3rd. Their best results were 2nd place finishes in races 2 and 4. LSC skipper Pat Dolan with Doug Carlson and Gary Marx, earned 22 points to place 4th. Their best race was a 1st place finish in race 5. LSC's Fleet Captain, George Siegle with Ann Siegle and Gil Chesbro had a 2nd in race 1 and a 3rd in race 5 earning 29 points to place 5th in the regatta.

The top 5 skippers and crews received 22 oz etched glass beer mugs. It was reported that the mugs were initiated at the beer keg. LSC's Pat Dolan was awarded the "Ye Olde Silver Platter" for the third year in a

row. This honor goes to the highest placing Fleet #387 skipper as visitor boats usually drive away with the top regatta honors.

Every regatta has its own story. Again, the boat *Chaos* (14049) lived up to its name. Something about a new vehicle, a new receiver for the trailer hitch, wrong size hitch ball, etc. Yet, considering their late arrival to the starting line, after the gun, they placed 11th in race 1 of the 13 boat fleet. Yes, Diana and her crew placed 1st in race 3. Diana is a regular participant at Lansing's Annual "Tune Up" Regatta and is usually in the top 5.

*Results in June Flashes*

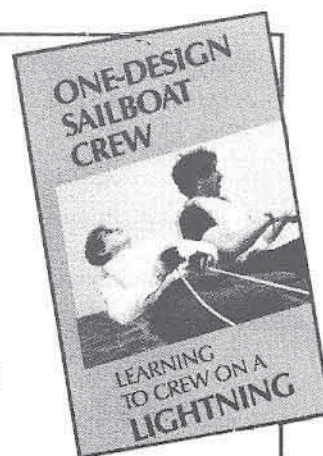
### Crew Training Video

In use for nine years, 40-minute professionally produced video provides good background for new crew. Assumes basic sailing knowledge, focuses on specifics of the Lightning and racing.

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## 40TH ANNUAL BURL HARMON MEMORIAL INDIANA OPEN REGATTA

Ken McGinity

### Indianapolis Sailing Club, Geist Reservoir IN, May 4-5, 2002

"The substance of the winds is too thin for human eyes, their written language is too difficult for human minds and their spoken language mostly too faint for the ears." - John Muir, A Thousand Mile Walk to the Gulf (1916)

All racing sailors dread those days when the wind just refuses to blow. This is especially true on regatta days. Well, this year's Indy Open was greeted with a high pressure area sitting on top of Indianapolis for the weekend and very little wind.

But Hans Haupt, our Race Committee Chairman, made the best of the conditions and found a way to run two races on Saturday afternoon and two more on Sunday morning. We had 15 boats this year, up three from last year and the final results were as close as they could be with only 1 point separating 1st from 2nd and 2nd from 3rd.

Debby Probst from Ft. Wayne and a new member of Fleet 154 at Wawasee with husband Adam and

Ashley Jermain as crew won the Regatta with consistent finishes of 2nd, 2nd, 3rd & 5th. The runner-up was Steve Thomas from North Cape Fleet 42. Steve was assisted by his Dad, Mike Thomas and Jessica Baires. Jeff Schmahl from Fleet 154 at Lake Wawasee took 3rd with help from his Dad Doug Schmahl and Stuart Walker. Defending Champion Bob Franke from Milwaukee's Fleet 79 with crew Jenn Bogadi and Marshall Reckard finished 6th this year.

All 4 races were short following triangular courses with finishing windward leeward legs. Everyone had their patience severely tried as the boats inched along searching for any and all light puffs.

Saturday's races were followed by a delicious steak cook-out on the patio of the Indianapolis Sailing Club hosted by Fleet 270.

We invite all Lightning sailors to join us next year on the weekend of May 3rd & 4th 2003 when we expect Spring rather than mid Summer breezes.

See Results Page 24 ●

## VOODOO REGATTA

Pete Marriott

### Lake Norman Yacht Club, Davidson NC, May 18-19

Well, it is all over. Friday night we had burgers for all in attendance. Saturday brought rain and wind, luckily the rain cleared off; but brought more wind (never thought I would say that). After two horizon jobs by "Big Daddy and team", Pelosi and team caught him for their victory. Race four was called off after the wind continued to build above 20 knots.

Saturday night we had your choice of Barbecue, ribs, chicken or pork with all of the fixings!

We awoke Sunday to a cool breeze (whoever thought it would be 45 degrees in North Carolina in May). While many boats debated going out / flying spins, Big Daddy Bob Harkrider confirmed it for most of us not to fly it as he checked the water temp (rumor had it warm) Sunday Pelosi and Marriott battled it out for two races for the regatta. John Slater the PRO and his team did a great job getting in 5 races!

I would like to thank my crew, Brad Russell and Heather Russell, (no relation that they admitted to) they both did a superb job!

See Results Page 25 ●

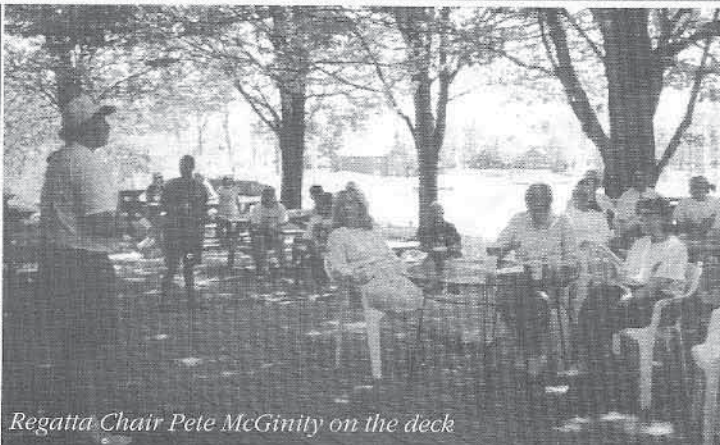
Winners at Geist Reservoir  
Adam Probst, skipper, Debbie Probst, Ashley Jermain



2nd Skipper Mike Thomas,  
Jessica Baires, Steve Thomas



3rd skipper Doug Schmahl, Stuart Webster, Doug Schmahl



Regatta Chair Pete McGinity on the deck



## SOUTHERN DISTRICT CHAMPIONSHIP REGATTA

*John B. Waskom*

### Pontchartrain Yacht Club,

### Mandeville, LA, June 1-2

The regatta was held on June 1 and 2 at the Pontchartrain Yacht Club, Mandeville, La., in conjunction with the "School's Out Regatta". Four (4) races were sailed on Saturday in 10-12 knot winds shifting around 220. Two races were sailed on Sunday in variable wind conditions shifting around 210 / 220. Dr. Larry Frost III turned in an unbeatable performance with four bullets followed closely by Robert Bernhardt. New skipper Ian LaCour who was sailing in only his 3rd Lightning event took home third. Typical of Lightning events, close friendships, mutual equipment support of fellow ship-pers, close starts, tight mark roundings mixed with good close competition made the regatta a very rewarding event.

The social aspect of the regatta was fun with more than a few beers consumed after the races around the hoist, in the parking lot, at the club bar followed by a few more with a great dinner of Louisiana barbecue on Sat. night.

*See Results Page 27* ●

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RC Start Sequence Flags, Code Flags, Custom Yacht Club & Lightning Class Flash Flags also available



## WINDSHIFT IS...

Mike Brock

### Leatherlips Yacht Club, June 8-9

The 2002 Windshift held at Leatherlips Yacht club in Powell, Ohio was met with wonderful sailing conditions and many new faces.

Saturday's weather was a southerly breeze with winds from 0 - 15. This allowed for windward/leeward legs, which are very rare for a river that runs north and south, and prevailing winds that are usually out of the west. In fact, Leatherlips has been known to run a course that out-of-towners call the Olympic Z, in an effort to get in weather legs.

Race One was won by Mike Brock who was able to capture a slightly different breeze that propelled him past a majority of the fleet. Mike was able to hold off the competition down to the wire, beating Eric Brandt by about a boat length in a very tight finish.

Race Two again had winds out the south with a course identical to race one. Eric Brandt was able to jump out to a strong lead and held on throughout the race.

James Taylor was victorious in race three, and Eric Brandt took second place. Nate Ireland, after a great start, was able to hold on for third place.

Race Four had several lead exchanges, but found James Taylor winning the final race of the series. Due to lack of wind, no races were sailed on Sunday. At the end of four races, Eric Brandt and James Taylor were tied for first. Using the tie-breaker system, James Taylor won the regatta with Eric Brandt in second place and Kurt Andrews finishing third.

The most important fact regarding the 2002 Windshift was the participation of new skippers in the Lightning Class. Jose Isern and Richard Schliem, both from Leatherlips, skippered their first regattas. It was also Becky Young's (Indian Lake) first race at the helm.

See Results Page 29 ●

*Photos from the top:*

*Windshift Winners: Dan Hertser, skipper James Taylor, Augie Bales*

*2nd Stan Fuller, John Lenman, skipper Eric Brandt*

*3rd Zach Austin, Mike Mirarchi, skipper Kurt Andrews*





## CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP

### RICH WARREN CAD CHAMPION

*Franz Schneider*

#### Little Egg Harbor Yacht Club, Little Egg NJ, June 15-16

Sailing with his son Mike and Randy Swartley, Surf City's Rich Warren won the CAD championship sailed at Little Egg Harbor Yacht Club on June 15 & 16th. Second and third place went to two boats from the Metedeconk River Yacht Club, Michael Buczkowski and Michael Hnatt.

Twenty-three boats competed in this event which was held in deep water away from normal power boat traffic. Winds varied from race to race over a velocity range of from 5 mph to 20 mph, conditions which favored the most adaptable teams. Courses were windward-leeward type, with an offset marker and a leeward gate. Three races were sailed on Saturday using a separate finish line boat so that the committee boat and line boat could remain on station for the next race.

A number of boats were left at Little Egg after the sailing clinic at Surf City the preceding weekend. This made life much better for them because on registration day, June 14th, there was torrential rain. Fortunately the rain and gloom ended Saturday morning and by Sunday we had a beautiful sunny day. Saturday after the races there

was a social hour and a district meeting in the launching area followed by dinner in the clubhouse. Everyone had a delightful weekend.

Boats not going to the North American,s should certainly consider returning to Little Egg on August 10th & 11th for their Down Bay Regatta. The club can,t guarantee another "Rain Dance" but your will find good racing, pleasant entertainment, and lots of nice people.

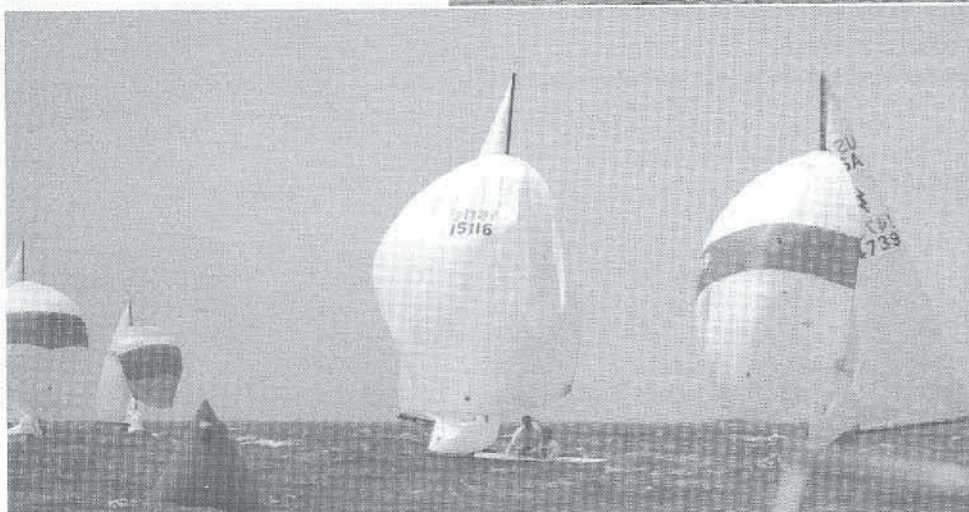
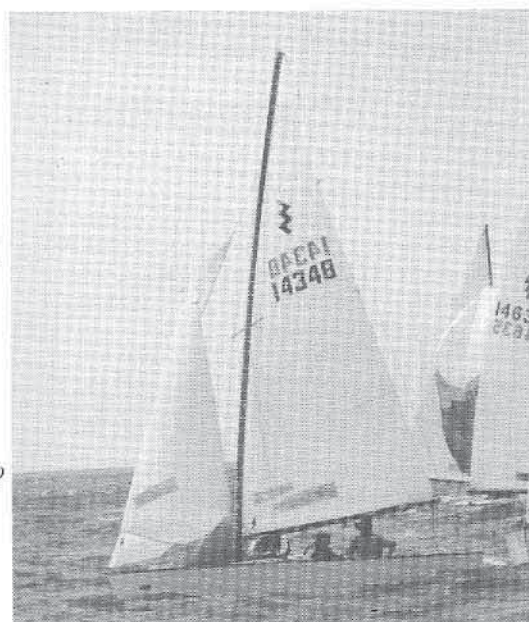
*See Results Page 29*

*Photos by Bill Clausen:*

*Top: John Parker leads the fleet back up to weather*

*Middle: Bill Mergenthaler and Jack Elfman at the gate*

*Lower: Good winds for downwind leg*





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— Bill Fastiggi, Heather Rowe  
and Andy Horton

## ***USA Pan Am Gold Medal Team***

***1<sup>ST</sup> – 1999 North Americans***

***1<sup>ST</sup> – 1999 Womens North Americans***

***1<sup>ST</sup> – 1999 Junior North Americans***

***1<sup>ST</sup> – 1999 Masters (Partial Inventory)***



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# REGATTA RESULTS

## 40TH INDIANA OPEN REGATTA

**Indianapolis Sailing Club, Geist Reservoir, Indianapolis IN, May 4-5 2002, 15 Boats, 4 Races, No Throwou**

1	14678	Debby Probst, Adam Probst, Ashley Jermain/Ft. Wayne	2	2	3	5	12
2	14148	Steve & Mike Thomas, Jessica Baires/North Cape	6	1	2	4	13
3	14190	Jeff & Doug Schmahl, Stu Walker/Wawasee	1	3	8	2	14
4	14940	Craig Cobbum, Bill Thomas, Ron Lester/Wawasee	8	4	4	1	17
5	14600	Brad Wagnon, Kevin Keller, Bob Herdrich/Wawasee	4	11	1	3	19
6	15005	Bob Franke, Jenn Bogadi, Marsh Reckard/Milwaukee	5	5	5	7	22
7	13910	Bill Allen, Peggy Lehman/Wawasee	3	6	9	6	24
8	13657	Mike & Tim Franceschini, Ann Vaughn/Indianapolis	7	7	7	10	31
9	12296	Pete, Ken & Moira McGinity/Indianapolis	13	8	10	8	39
10	14835	Allen Fox, Dale Fulkerson, Melissa Wolf, Wawasee	12	12	6	12	42
11	14610	Ken Woods, Gordon Hart, Venoir/Indianapolis	10	10	12	11	43
12	14348	Andy Davis, Randy Norris, Jeremy/Indianapolis	9	9	14	14	46
13	14537	Walt & Steve Tinsley, Ann Foster/Indianapolis	11	13	13	15	52
14	14475	Dave Wisler, Jim Wellington, Rick Lemberg/Wawasee	dnf	dns	11	9	52
15	13279	Andy, Zack & Dan Cook/Indianapolis	ocs	dns	15	13	60

## EARLY BIRD REGATTA

**Cedar Point Yacht Club, Southport CT, May 18-19 2002, 21 Boats, 3 Races, No Throwout**

1	14589	Brian Taboada, Ryan Dunn, Teresa Colantuono	1	6	1	8
2	14682	Bill Healy, JoAnn Jones, Tim Healy	8	3	2	13
3	15111	Gianni Cuccio, Larry Colantuono, Ellen Starck	5	2	7	14
4	13970	Allan Terhune, Katie Lohr, Bill Warner	7	5	3	15
5	14396	Josh Goldman, Paul-Jon Patil, Donna Maria Cipollone	2	9	5	16
6	15082	Michael Holly Jr., Valerie Tardif, Marc Robin	6	4	6	16
7	14971	Dave Peck, Nina Peck, Maria Keogh	4	1	12	17
8	14888	Bob Sengstacken, Danel Zitin, Mino	3	7	9	19
9	14056	Erik Johnson, Kate Brush, Anne Brush	9	15	4	28
10	14591	Alain Boucher, Chantal Legar, Jay Deakin	12	10	10	32
11	14326	Jamie Allan, Andrew Allan, Brent Bassermann	10	12	14	36
12	14972	Patrick Zachary, Kika Bronger, Tim Ambrose	11	8	18	37
13	14073	Gary Hurban, Stew Fossceco, Lisa Maday	18	13	8	39
14	14342	Tim Millhiser, Scott Cira, Nancy Cira	13	11	16	40
15	14277	Eric Beck	14	16	15	45
16	14482	Joan Hurban, Leah Bickford, Ellen Wesly	16	19	11	46
17	14238	Steve Wexler, Brenda Desrosiers, Mike Sowa	15	20	13	48
18	14114	David Howe, Steve Purcell, Greta Wilson	20	14	17	51
19	14176	Chris Miller, Matt Baldwin, John Porter	17	18	19	54
20	12853	Dave Marseli, Rebecca Hamilton, Neal Futerfass	21	17	20	58
21	11570	Rod Ratcliffe, Scott Potter	19	21	21	61

## GREAT LAKES CHAMPIONSHIP

**North Cape Yacht Club, LaSalle MI USA, May 18-19, 2002, 25 Boats, 5 Races, No Throwout**

1	15064	Larry MacDonald, Joy MacDonald, Kevin Robinson	1	3	6	1	3	14
2	15125	Jody Swanson, Skip Dieball, Tom Starck	3	1	1	9	2	16
3	15119	David Starck, Becky Starck, Joe Starck	2	4	13	2	1	22
4	14740	Bill Faude, Susan Daly, Jared Drake	4	2	4	16	6	32
5	15141	Sean Fidler, Brittany Lashaway, Pete Frissell	6	7	10	6	4	33
6	15075	Rob/Ryan Ruhlman, Abby Ruhlman	5	13	5	11	7	41
7	15126	Ernie Dieball, Stacy Brinker, Derek Gauger	7	6	11	20	5	49
8	14779	Jim Davis, Karl Bradley, Ryan Lashaway	14	5	3	19	12	53
9	14855	Richard Hallagan, Bob Bush, Sterling Bush	11	12	14	3	14	54
10	14824	Jeff Hagman, Al Newell, Nick Turney	16	8	9	4	17	54
11	14249	George Sipel, Christy Synowiec, Rob Linden	8	20	7	7	18	60
12	14567	Ryan Flack, Matt Morin, Kevin Morin	20	10	15	10	9	64
13	14234	Todd Wake, Kristine Wake, Ben Spiller	9	14	21	5	16	65
14	14067	Eric Brandt, Josh Lehman, Stu Fuller	21	18	8	11	13	71
15	14848	Dan Hertzner, Karla Varley, Kurt Andrews	13	21	20	12	8	74
16	14923	Jed Dodge, George Fox, Bob King	15	9	12	13	DNF	75
17	15048	Jon Garrison, Rich, Scott	10	22	17	17	10	76
18	14941	Mark Allen, Lynne Allen, Mark Whatley	12	11	2	DNF	DNF	77
19	14778	Peter Wenzler, Tom Martin, Peter Blaine	19	19	16	8	20	82
20	14508	Martha Cushman, Steve Cushman, Steve Adamski	18	17	19	21	11	86
21	14842	Charlie Hess, Norm Walters, Beth Groesbeck	22	15	18	16	15	86
22	14113	Titou Schillebeeckx, Marc & Ian Schillebeeckx	23	16	24	20	19	102
23	14543	John Heagy, Dick Frazier, Eric Bradley	24	23	23	22	21	113
24	14007	Hans Graf, Dino Cady, Aaron Thompson	17	24	22	DNC	DNC	115
25	14503	George Peet, Larry Koester, Chad Johnson	25	25	25	DNC	DNC	127



## NO GAS REGATTA

**Annapolis Sailing Center, Annapolis MD, May 18-19, 2002, 14 Boats, 5 Races, No Throwout**

1	14881	Grotheer, Philip	1	1	1	4	1	8
2	15101	Johnson, Todd	3	2	5	3	2	15
3	14548	Guth, Jon	2	3	2	2	7	16
4	14096	Alsalam, Nabeel	4	4	3	7	8	26
5	14187	McGee, Patrick	6	15/dnc	4	1	3	29
6	15016	Brickell, Jamie	15/dnc	15/dnc	6	5	4	45
7	14942	Moyer, Dick	15/NoFin	15/NoFin	7	6	5	48
8	15118	Mikell, Starling	15/dnc	15/dnc	8	8	6	52
9	14629	Constants, Stephen	5	15/dnc	15/dnc	15/dnc	15/dnc	65
10	14927	MacNeil, Kevin	15/dnc	15/dnc	11	9	15/dnc	65
11	15054	Lange, Jonathan	15/dnc	15/dnc	9	15/dnc	15/dnc	69
12	14485	Buchanan, Ron	15/dnc	15/dnc	10	15/dnc	15/dnc	70
13T	14222	Connally, James	15/dnc	15/dnc	15/dnc	15/dnc	15/dnc	75T
13T	14581	Frieble, Joe	15/dnc	15/dnc	15/dnc	15/dnc	15/dnc	75T



*Alden Bugly photos from the No Gas Regatta*

*What most folks saw of Phil all weekend*

*Go LEFT at the start*

## VOODOO REGATTA

**Lake Norman Yacht Club, Davidson NC, May 18-19 2002, 9 Boats, 5 Races, No Throwout**

1	13957	Pete Marriott, Heather Russell, Brad Russell	2	2	3	1	1	9
2	14932	John Pelosi, Clay Rumble, Harold Broadwell	3	3	1	2	2	11
3	14532	Bob Harkrider, Sharon / Ron, Tom Schroder	1	1	2	4	4	12
4	13931	Terry Tyner, Will Tyner, Chris Prim	4	8	4	3	3	22
5	11723	Pam Barron, Randy Beauchamp, Scott Boutin	7	5	5	5	6	28
6	13848	Avis Bridgers, Henry Bridgers, Bill Reason	8	4	7	6	5	30
7	14950	Ed Micheals, John McLaughlin, Jess Mills	5	7	6	10	10	38
8	14702	Sam Bookey, Cindy Bookey, Sammy Bookey	6	6	10	10	10	42
9	14746	Carter Utzig	10	10	10	10	10	50



## CAMPEONATO DISTRITO ECUADOR 2002

Salinas Yacht Club, May 24-26, 2002, 21 Boats, 6 Races, 1 Throwout

1	111	Juan Santos	SYC	5	2	1	1	1	2	7
2	14676	Carlos L. Lecaro	SYC	3	3	14	8	3	1	18
3	15094	Juan C. Plaza	SYC	10	1	5	6	2	8	22
4	11885	Jaime Santacruz Vial	SYC	1	16	7	4	4	11	27
5	14389	Jaime Martínez	CNSP	9	9	4	2	6	OCS	30
6	14536	Panchi Parker	SYC	13	5	6	3	5	14	32
7	15080	Paco Solá	SYC	2	7	16	5	13	6	33
8	14099	Miguel Plaza M.	SYC	17	4	12	7	8	7	38
9	14780	Julio Vélez	SYC	7	6	10	18	7	9	39
10	14673	Juan R. Santos	SYC	4	13	11	12	DSQ	5	45
11	14558	Ernesto Martínez	CNSP	11	18	2	13	12	10	48
12	14675	Olaf Dyck	CNSP	20	14	9	14	9	3	49
13	14674	Jaime Santacruz Nape	SYC	16	10	3	11	10	OCS	50
14	4675	Lars Dyck	CNSP	6	11	19	15	15	4	51
15	14379	Pincho Calderón	SYC	8	17	13	9	18	13	60
16	12338	Marcelo León	CNSP	14	8	15	20	14	12	63
17	15096	Xavier Monge	SYC	15	OCS	8	17	17	15	72
18	14383	Jimmy Pazmiño	SYC	18	12	18	16	16	16	78
19	14671	Enrique Granja	SYC	12	15	DSQ	10	DNF	OCS	81
20	14145	Pepe Gonzalez-Rubio	SYC	19	19	17	19	11	DNF	85
21	10114	Rafael Quintero	SYC	DNS	20	20	DNF	19	DNF	103

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## BLACK SEAL REGATTA

### 4 Boats, 5 Races, No Throwout

1	15084	Joe Buczkowski	1	1	1	1	1	5
2	14096	Nabeel Alsalam	2	2	3	2	4	13
3	14627	Jim Dilliard	4	3	2	3	3	15
4	14202	Blaise Gallahue	3	4	4	4	2	17

*Joe and crew, winners of the Black Seal Regatta*



## LIGHTHOUSE REGATTA

### Fond du Lac Yacht Club, Fond du Lac WI, 13 Boats, 5 Races, No Throwout

1	14740	Bill Faude, Jared Drake, Tryg Jacobson	1	1	1	1	2	6
2	14975	Paul Wurtzebach, Monica Trejo, Dean Cady Jr.	6	3	2	4	4	19
3	14938	David Stix, Dave Bronson, Pete Orlebeke	2	2	7	3	6	20
4	13930	Ric Larson, Eric Larson, Ben Spiller	5	7	3	6	1	22
5	14994	Dan Reichelsdorfer, Tony Orlebeke, Amanda Brotz	14	4	4	2	3	27
6	14612	Ross Bailey, Andrew Murtomaki, Mitchel Sandberg	7	9	5	7.5	5	33.5
7	15081	Jim Gagnon, Brian Phelan, Brian Grahovec	4	6	11	5	10	36
8	15005	Bob Franke, Bonnie Hawkins, Andy Hopkins	3	5	9	9	11	37
9	15042	Steve Orlebeke, Dawn Orlebeke, Jason Allard	8	8	10	7.5	8	41.5
10	14007	Hans Graf, Jimmy Olson, Denise Cornell	14	10	6	14	7	51
11	14005	Paul Reak, Lynelle Reak, Aaron Thompson	9	12	8	11	12	52
12	14250	Jim Hopkins, Paul Schuette, Cris Schuette	14	11	12	10	9	56
13	14324	Ben Williams, Deb Aronson, Claire Williams	14	14	14	14	14	70

## SOUTHEASTEN DISTRICT CHAMPIONSHIP

### 12 Boats, 7 Races, 1 Throwout

1	14941	Barden	1	1	2	4	2	2	14	10
2	14532	Harkrider	3	2	1	1	4	6	1	18
3	15085	Krawcheck	5	3	6	2	1	3	12	32
4	14947	Utzig	4	6	4	3	3	5	5	30
5	13947	Marriott	2	8	8	6	5	1	3	33
6	14318	Sawyer	7	5	5	5	6	4	6	38
7	14932	Pelosi	6	4	3	10	9	9	4	45
8	13729	Wynn	9	7	7	8	10	8	8	57
9	14620	Wright	8	10	12	7	7	7	9	60
10	11723	Barron	10	9	9	9	8	10	7	62
11	14950	Michels (dns)	12	12	12	12	12	12	12	84

## SOUTHERN DISTRICT CHAMPIONSHIP

### 5 Boats, 6 Races, No Throwout

1	10812	Larry Frost III, C. White, M. Paukov	2	1	1	1	2	1	8
2	14736	Robert Bernhardt, J. Marion, S. Kirchharr	1	2	2	2	1	2	10
3	13703	Ian LaCour, D. LaCour, J. Waskom	3	3	5	3	3	3	20
4	14136	Mitch Bohnenkamp, C. Duke, H. Underwood	4	5	3	4	5	4	25
5	12335	Larry Frost Jr., L. Frost, C. Frost	5	4	4	5	4	5	27



## MISSISSIPPI VALLEY DISTRICT CHAMPIONSHIP

### Arkabutla Reservoir, Hernando MS, June 8-9, 20 Boats, Races, Throwout

1	14118	Dan Moriarty	1	15	1	1	1	3	7
2	14706	Bill Hofmeister	7	1	3	5	2	1	12
3	14116	Cully Ward	2	3	2	4	6	17	17
4	14834	Matt Burrige	3	2	5	3	4	5	17
5	14766	Terry Burke	5	11	6	2	9	4	26
6	15078	Bruce Richards	6	12	8	15	7	2	35
7	14680	Bill Killebrew	8	14	7	9	3	10	37
8	14488	William Baxter Jr	17	4	10	6	8	16	44
9	14357	W.N.Baxter	12	17	12	10	5	6	45
10	9211	Chandler Owen	14	5	13	12	11	9	50
11	13870	Marc Schillebeeck	11	7	9	16	12	11	50
12	14645	Bob Cotton	10	8	17	11	16	7	52
13	14969	Batton Kennon	15	10	15	7	15	8	55
14	13966	Frank Bermel	4	9	19	18	13	12	56
15	15125	Max Shelton	19	6	14	13	10	15	58
16	14324	Ben Williams	18	19	4	14	17	14	67
17	14270	Roy Robbins	13	16	11	19	14	13	67
18	14666	Crit Currie Jr	9	13	18	8	dns21	dns21	69
19	14809	Rob Hempel	16	18	16	17	18	18	85
20	14000	Posey Hedges	20	20	20	20	19	19	98

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## WINDSHIFT REGATTA

### Leatherlips Yacht Club, June 8-9, 2002, 12 Boats, 4 Races, No Throwout

1	14867	James Taylor, Augie Bales, Dan Hertzner/Cowan	3	2	1	1	7
2	14067	Eric Brandt, Stan Fuller, John Lenman/Leatherlips	2	1	2	2	7
3	14897	Kurt Andrews, Mike Mirarchi, Zach Austin/Leatherlips	4	3	4	3	14
4	14925	Mike Brock, Will Wentz, Kevin Knobbe/Cowan	1	5	7	5	18
5	11912	Nate Ireland, Dave Ireland, Justin Kane/Mansfield	7	8	3	6	24
6	14424	Jim Stone, Ed Auer, Rick Ward/Mansfield	5	7	6	7	25
7	14445	Dave Gall, Dan Gall, Julie Moore/Atwood	11	6	5	4	26
8	14287	Steve Weeber, Ashley Bales, Stan Cummins/Cowan	9	4	8	8	29
9	11507	Becky Young, Brad Konis, Matt Shearer/Indian Lake	6	12	9	9	36
10	13747	Bridget Creamer, Kendra Stevens, Day Riedl/Indian Lake	8	9	10	12	39
11	13855	Jose Isezn, Gary Savage, Kevin Flanagan/Leatherlips	10	10	12	10	42
12	12787	Richard Schliem, Jespen Slattengren, Ralph Zimmer/Leatherlips	12	11	11	11	45

## CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP

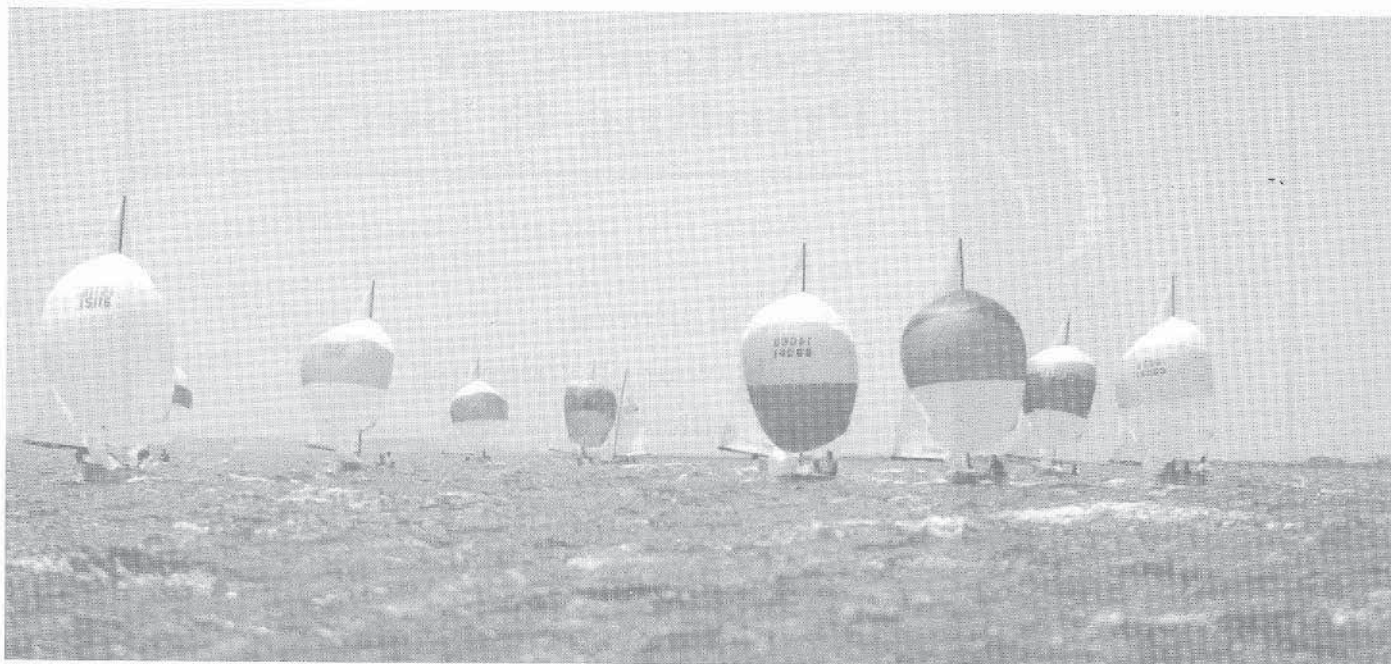


Photo by Bill Clausen: Fleet headed for the gate at Little Egg Harbor YC - CADs

### Little Egg Harbor Yacht Club, June 15-16, 2002, 23 Boats, 4 Races, No Throwout

1	14300	R. Warren/Surf City	1	2	2	12	17
2	14525	M. Buczlowski/Metedeconk	7	6	4	2	19
3	14635	M. Hnatt/Manasquan River	3	5	5	13	26
4	14739	J. Elfman/Surf City	6	1	1	25/ocs	33
5	14589	B. Taboada/Metedeconk	2	25/ocs	3	3	33
6	15116	B. Mergenthaler/Toms River	4	8	16	9	37
7	14068	S. Warren/Surf City	19	7	10	6	42
8	14699	H. Hutchison/Riverton	5	4	11	25/ocs	45
9	14634	C. Hoedemaker/LEHYC	8	10	13	15	46
10	14595	M. Hnatt/Metedeconk	25/ocs	13	8	1	47
11	14008	G. Kinzel/Metedeconk	17	9	17	4	47
12	13139	D. Waskow/Surf City	9	12	9	17	47
13	12140	R. Baerwitz/Riverton	25/ocs	11	6	7	49
14	14942	D. Moyer/Riverton	12	3	12	25/ocs	52
15	14850	J. Faus/Barnegat Light	15	18	7	14	54
16	14597	K. Taboada/Metedeconk	13	15	18	8	54
17	14899	B. Bogardus/Metedeconk	10	14	20	11	55
18	15122	J. Carson/Metedeconk	14	17	21	5	57
19	12209	D. Schon/Metedeconk	11	19	15	19	64
20	14348	J. Parker/Ocean City	18	16	22	10	66
21	14692	A. Brennan/Metedeconk	16	21	14	18	69
22	15079	F. Schneider/LEHYC	20	20	23	16	79
23	14350	J. DeCesare III/Barnegat Light	21	25/ocs	19	24/dns	89





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# INTERNATIONAL LIGHTNING CLASS ASSOCIATION

## INVOICE FOR MEMBERSHIP DUES

Boat # \_\_\_\_\_

Active  
Address \_\_\_\_\_

Age \_\_\_\_\_

**DUE NOW**  
**\$45.00**check here for optional paper *Flashes* ☐Paper *Flashes* included in membership for Skippers **ONLY**

email \_\_\_\_\_

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

Home Telephone \_\_\_\_\_

Fleet # \_\_\_\_\_

Work Telephone \_\_\_\_\_

Fleet Name \_\_\_\_\_

FAX \_\_\_\_\_

Sailing Waters \_\_\_\_\_

### ADDITIONAL MEMBERSHIPS

Memberships for Associate and Crew include subscription to *eFlashes*. There is an additional charge for subscription to paper *Flashes*.**Associate** \_\_\_\_\_

Age \_\_\_\_\_ \$26.00

*yearly membership  
includes eFlashes only*

email \_\_\_\_\_

Address \_\_\_\_\_

paper *Flashes* add \$12.00

Total Associate \$ \_\_\_\_\_

**Crew** \_\_\_\_\_

Age \_\_\_\_\_ \$10.00

*yearly membership  
includes eFlashes only*

email \_\_\_\_\_

Address \_\_\_\_\_

paper *Flashes* add \$12.00

Total Crew #1 \$ \_\_\_\_\_

**Crew** \_\_\_\_\_

Age \_\_\_\_\_ \$10.00

*yearly membership  
includes eFlashes only*

email \_\_\_\_\_

Address \_\_\_\_\_

paper *Flashes* add \$12.00

Total Crew #2 \$ \_\_\_\_\_

Additional Money to go to **ILCA Fund**. *This portion of your payment may be tax-deductible.*

A Donation of \$50 or more qualifies you for a GOLD CIRCLE Membership. Put one on your hull today!

Additional Money to go to **Limbaugh Fund**. *This portion of your payment may be tax-deductible.*

Signature \_\_\_\_\_

**Total Enclosed**

Payable in US Currency to I.L.C.A.



From

The International Lightning Class Association  
P.O. Box 10747  
Murfreesboro, TN 37129 USA

Periodical Postage Paid  
at Murfreesboro TN and  
additional locations



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lightningflashes

July 2002

Back Page Ads: Members 20¢ per word, \$5.00 minimum; Non-members 40¢ /word, \$10.00 minimum.

Send copy to Class Office by phone, fax, mail or email. Classified ads are posted to the web site separately. See Class web site for details on posting ads there.

14355 Allen built, white hull, grey deck. Trailer. \$7000. Contact Dick Hallagan 315-331-5664 or 116 Grant Street, Newark NY 14513

14921 White. Almost new. 2 sets sails/2 covers/ galvanized trailer. Unused spinaker negotiable. \$13,000 Kevin Hart (w) 262-542-7071 or (h) 262-646-2530 (WI)

North 5 A jib always rolled good condition \$150.00 also North A P spinnaker age unknown very good condition \$110.00 + shipping. Hank Hodgson 517 206 7246 or wind@tc3net.com

Main & jib, North Sails, New August 2001, \$450. Contact 315-331-5664. Dick Hallagan, 116 Grant Street, Newark NY 14513

**Used/New Sails - Scott Sails**  
Scott Finkboner at Scott Sails  
P.O. Box 7832, San Diego, CA 92167  
phone/fax 619/222-8788; email  
scottsails@cox.net

1996 Shore main & jib \$400. 1997 Shore jib \$100. 1999 North main & jib \$650. 1999 North jib \$200. 1997 Shore light air running spinnaker (almost new) \$275. Dave Gorman (518) 483-1015 between 9am and 5pm Monday through Friday. (NY)

**COMPASSES - Tacktick and others, blocks, cleats, tiller extensions and other hardware; shockcord and line; class flags, race flags, US flags, flagpoles. Competitive prices, friendly service. Call Craig Thayer at FabriCraft: 315-458-3991 or e-mail fabricraft@a-znet.com**

The BEST Lightning Spars today!  
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1297 Bailey Avenue  
P.O. Box 785  
Buffalo NY 14240 USA  
phone 716/893-1100  
fax 716/893-1121

Community Sailing of Colorado, Ltd. is seeking donation of a Lightning for advanced training and to develop teamwork and racing skills. CSC is a non-profit 501(c)3 organization that hosts Learn to Sail, Advanced Sailing, and Racing programs for youngsters ages 8 to 17 in Denver. It is important the boat be in generally good condition, structurally sound, close to 700#, and self-rescuing. For further information please contact Martin Mulhern, a member of Lightning Fleet 488 at 303 444-3506 or email mmulhern@attglobal.net, or Steven Frank, the CSC Volunteer Program Director (303 757-7718).

We are a non-profit residential summer camp located in the San Juan Islands. We have been using Lightnings for many years and our fleet is in need of replacement. We are seeking donations of Lightnings in good working order. Donations are tax deductible and would help to develop children's love of sailing and Lightnings. Contact Adam Kaplan 360-376-2277 kaplan@fourwindscamp.org (WA)

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##### Skirted

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Soft flannel lined canvas with shock cord and drain hole

##### Rudder Cover

Soft flannel lined canvas

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- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Lightning covers since 1972

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For fabric samples, pictures and prices:

**The Sailors' Tailor**

1480 Spring Valley Painters Road, Spring Valley OH 43570