

International Lightning Class Association

A Letter from the President

Dear Lightning Class Family,

I hope you enjoy this complimentary issue of the new look "Flashes." In this and future issues you will find new columns such as "Coaches Corner" and new sections such as "Classic Lightnings." The information in the new monthly columns should also provide you with some new ideas to sail faster, make things easier to fix or enjoy your classic Lightning more.

As many of you are aware the class office has been moved to Colorado and Jan Davis has taken on the challenging role of Class Executive Director/Secretary. Jan will be dedicating the next month or two to restructuring the day to day operations of the office. Please feel free to email Jan with ideas or suggestions (or even words of encouragement!) as she goes forward to help make our class office a valuable tool for you.

Although we are firmly in the grasp of making progress towards improving the services that you expect from the ILCA now is the time we really need the support of our owners and members. Please remember to renew your membership. You can do it online at www.lightningclass.org or by mail (a membership renewal form is attached to this tear away section of Flashes for your convenience). If you have already rejoined the ILCA, thank you. If you haven't joined in recent years please take this as my personal invitation to come back into the Lightning family. If you would like more information or can help us provide you with more of what you need, our contact information is included inside this issue of "Flashes".

There are lots of exciting things are happening in the Lightning Class and there are lots more to come. I'm hoping you'll join me and be a part of it!!

Looking forward to seeing you at Savannah and St. Pete.

Carter



New Class Office Contact Information:

Jan Davis, Executive Secretary
office@lightningclass.org
7625 South Yampa Street
Centennial, CO 80016
303-325-5886





International

Lightning



Flashes

February 2006, Volume 66, No. 1

**\$50
Entry
Fee**



50th Deep South Regatta

Savannah, Georgia
March 11th and 12th, 2006

**Oyster
Roast &
Dinner**

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New Title—Same Old Stuff Out in the Garage

Karen Johnson

Now that I am no longer dealing with you current members (you know I love you all), I am getting busy going through the nearly 70 years of accumulation of stuff, most of which is still in files and cabinets out in my garage. Helen was a pack-rat; Donna was a pack-rat; I am a pack-rat. What I'll be doing is culling out the keeper-worthy from the not, then getting it into something sharable: DVD, CD, display? If you have anything you think could be, should be, shared, send it to me—even old Yearbooks and Flashes, since some of the copies I have aren't in pristine condition.

In this and subsequent columns I will be presenting some of the "treasures" I'm uncovering. Some of it will be for your enjoyment, some of it to test your knowledge of the Class' history, and some of it to get some answers. We have boxes out there labeled "Old Pictures" and I'll need help with who, what, when, where, why...

As to my leaving the Class Office—I am so happy that the officers found such a perfect adoptive "mother" for this "baby" so I can go back to school. They couldn't have found better. Now I can have summers off for sailing; now I can once again sail at St. Pete; now I can once again sail at the NAs. So, y'all be nice to Jan!

It is an honor to have been selected as the Secretary for the International Lightning Class Association. I have enjoyed the selection process and look forward to working with the Executive Committee, Governing Board, and all the members of the Lightning community to increase participation, membership, and the enjoyment of our lightning boats.

I would like to especially thank Karen Johnson for helping me with the transition of the class office. There is a lot I have to learn, and I look forward to the education process. Please feel free to contact me with your questions, needs or suggestions. See you in Savannah!

Jan Davis

Reminder

It's time to renew your membership

Remember to pay your fleet dues and to notify the class office of your 2006 Fleet Officers

Please submit your district and fleet reports, member rosters and photos for the 2006 Yearbook immediately

President's Column

Carter Utzig

Lots of exciting things are happening in the Lightning Class and more is to come.

Class Office

Karen Johnson, after 10+ years of running the class office, has decided to pursue a career in teaching. For many of us, she has been a friend, a trusted advisor and our guide to the class. We wish her and her son the best. As always her Lightning Family will be here for her. Karen has also agreed to step into the role of Class Historian. Yeah, those mounds of historical information will once again have someone to slowly work them into shape.

We have made a number of changes to the class office. After going through a formalized process and extensive search, the class will hire a dedicated contractor with a contract length of 2 years and an option for a third year. This eliminates the overhead and liability of ILCA employees and provides the class with more flexibility to adjust to future needs. The contractor's compensation will be based on a fixed fee and a performance bonus based on incremental membership revenue. We will also pay a premium for an increase in non-US membership.

The executive committee has chosen Jan Davis to run the class office. Many of you already know Jan. Jan has been active in the Lightning Class for the last five years, sailing in or attending many of our sanctioned national and international regattas. If the name looks familiar, that is because Jan is the wife of Steve Davis who has served on the Executive Committee over the last few years. Jan has also created a team of local graphic design and IT professionals to help with the production of the Flashes and other activities.

The class's arrangement with Jan will reduce the class office expense while improving services and the physical infrastructure of the office (e.g. the class will not have to invest in buying new computers, printers, etc.).

January 9th, Jan, Steve and I visited the old office in Nashville. Jan got a crash course in running the office from Karen. Karen will remain as a consultant to the class to help bring the new class office up to speed. Our long heritage and international ISAF status bring a lot of "unique" ways of doing things and requirements. Thank you, Karen for helping make the office transition a smooth one. Steve and Jan drove a heavily loaded car back to Denver to get the new office running.

Please give Jan a call or email (same as before) welcoming her and offer an extra hand if you can spare it.

REMEMBER—with every transition comes a few problems so bear with us over the next few weeks. If you want more detail, please contact your governing board member. They are the group who represents you!



WEB Site

As I am typing this, a crack team of web geeks (Jim Allen and Mark Gardner) are adding a data base function to our web site. This will become our on-line membership data base. As a member, you will be able to look up other members on line and get all their contact information except for their email address (nothing that you cannot already do on-line at MSN, Yahoo). More importantly, as a member you can update your contact information (password protected of course), to see that when you registered at that regatta, your information was sent in and recorded (even better, regatta management, you can enter this information directly

into the web site and pay with a credit card) or the class office can leave a note for you when the office has a problem with your contact information. Thanks Jim and Mark. This should help us keep our membership information much cleaner!!!

Our web site has served us well; however, it does need to be updated. Expect some good discussion at St. Pete about how and what needs to be done.

For example:

- I know those documents (e.g. flashes) are on the web site somewhere. But how do I find them?
- Why is the site so US racing oriented? Don't we want cruisers, wood boat enthusiasts and the occasional fleet racers to join? Aren't we an International Class too?
- For that matter, why join? If I am not trying to qualify, everything is available on line free.
- Why do we have to manually reprocess the credit card information?
- Wouldn't it be nice to see more pictures?
- Shouldn't we just pay to get something this important done? As my older brother, Brian, says "Who wants to be a class with lots of money and no members".

This is not to say that we don't have a good web site. We need to take it to the next level to provide value to all that sail the Lightning.

FLASHES

Yep, eFlashes and paper Flashes are changing too. For eFlashes, we will no longer send those giant emails that people have a hard time receiving, just the headlines and links to the web site. Remember to check the spam filters on your computer and what your Internet provider filters—they can be very different and change over time.

The other changes? You will have to wait and see what comes in the mail/email over the next few months. February will not be the first change.

Southern Circuit

Amy and an army of volunteers have put together a series of great events with some new surprises. There are some new trophies as well, one of which has been created and personally crafted by Don Gregory: The Karl Smither Trophy.

Karl was a mentor for our class for many years. Karl started sailing Lightnings in 1941, won the nationals as well as being runner up 5 times. Karl was one of the early winter championship competitor at the SPYC and sailed in practically every regatta till the mid 80s. Don crewed for Karl for many years. Don watched Karl have a positive influence on so many other young sailors and class members that Don wanted that legacy to live on by recognizing others that exhibit Karl's Corinthian qualities. "The Karl Smither Trophy" will be given at the end of the

Southern Circuit at ST. Pete. What Don has put together is truly a special trophy for both the recipient and to what Karl stood for.

HAPPY 50th SAVANNAH. You are one of my favorite places, because the courses aren't your run-of-the mill triangles (should I even call them triangles?), you taught me the meaning of draft, DEET and friendship.

North American Championships

Yahoo! The west coast! Even my daughter is trying to put together her own team! Look for information to be posted on the website for lodging and how to get your boat out there. If anyone is interested in a one way ticket for their boat to the NAs (sell it to someone on the west coast), please make it known early so the west coast fleets can build up their Lightning numbers.

The ILCA has not been hibernating this winter. We are moving forward to provide you more value. We need your input and support to keep getting better.

Official Notices

Governing Board Meeting: Thursday, March 16, 3:00–5:00 PM in the Waterfront Room. All Vice Presidents and District Commodores (or their duly named delegate) are expected to attend this meeting.

General Meeting: Thursday, March 16, at 6:00 PM in the Quarterdeck Room.
ALL ILCA MEMBERS ARE WELCOME AND ENCOURAGED TO ATTEND!

2009 ILCA WORLD AND INTERNATIONAL MASTERS CHAMPIONSHIPS

Three Clubs notified ILCA of their interest in hosting the 2009 World and Masters Championships before January 1, 2006 and therefore have qualified to submit a proposal for consideration. The Clubs are: 1. Buffalo Canoe Club, 2. Malletts Bay Boat Club and 3. Sheboygan Yacht Club and the Sheboygan Youth Sailing Club. Shortly, each of these Clubs will receive from the Lightning Class the key selection criteria and timeframe for submission. The submissions will be reviewed by a Selection Committee, appointed by the Carter Utzig and chaired by Bill Mauk. Their recommendation will be forwarded to the Executive Committee for approval. We expect to announce the host Club at the 2006 North American Championship.

PAN AM Games to be held in Brazil, July 13-29, 2007

US Lightning Class Pan Am Trials: October 2006, location TBA
(Exact location and date will be posted on www.ussailing.org and www.lightningclass.org once available).

The US PAN AM trials is not an open event. You must qualify to sail in the US Pan Am Trials.

US Lightning Class Qualification:

- Top 5 eligible finishers from the 2006 St. Petersburg Winter Championship March 17-19, 2006 in St. Petersburg, FL.
- Top 5 eligible finishers, not already qualified, from the Atlantic Coast Championship July 29-30, 2006, Beach Haven, NJ.
- Eligible finishers by rank, not already qualified, from the North American Championship August 12-19, 2006, San Diego, CA, until all 20 slots are filled.

Upon qualifying, a team must accept a starting position in the final Trials Event (see section I. C. 1) within 10 days. Sailors must notify James Taylor, Vice President, Special Projects, Lightning Class:
james.p.taylor@ae.ge.com.

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Chief Measurer's Column

Bill Clausen



Having just gotten the great seafood, cold water and great racing in Chile out of my system, I write this column with the trees in the Pennsylvania falling over with ice and the lake outside frozen solid.

BUT, I am counting the days until the Southern circuit starts and the warm air and water are around us again.

I have convinced my wife that the circuit starts in February and runs until the end of March, but I don't know how many years I can pull that off!

Measurement: Congratulations to all the Worlds competitors. They really came prepared to be measured and there were very few problems.

If you are concerned about going to a regatta because there is going to be measurement, relax, we now have a system that really makes measurement simple. Come to the regatta ready to be measured. Have your Measurement Certificate, your safety equipment in the boat, your spinnaker poles there and your rudder available You will have

a check list ahead of time and at Chile a pre determined time. 10 minutes tops if you are ready.

Be sure you have your sails and boat clean and dry and the correct numbers on the sails. Check your Measurement certificate and be sure it has the weights on the certificate that the boat is supposed to have in it, are there. If you are heavy I can let you correct the weight then!

I strongly request all District measurers to check boats at the Districts. It makes the next step quick and easy as well as keeping our class one design.

Jim Carson, Allan Terhune and I measured a boat built in Michigan from a mold made several years ago in Florida. It had a few minor imperfections, but they were corrected and the boat got its certificate. Nickels Boat Works has asked for a new mold to be certified before the southern circuit, so we may see something a little different in Savannah!

A topic brought to my attention is that many classes with symmetrical spinnakers only require numbers on the OUTSIDE. That means one set of numbers to change, buy etc. If you put it up inside out you are disqualified! If there are any thoughts about this please drop me a note.

I would be remiss to not say Good Luck to our new Executive Secretary Jan Davis and thanks to Karen Johnson who has worked so hard for the class for so many years. Let's all work on keeping it fun and the best one design centerboard boat in the world!

Respectively,

Bill Clausen, Chief Measurer ILCA

2006 ILCA WORLD AND INTERNATIONAL MASTERS CHAMPIONSHIP

Con Con, Chile—November 16–26, 2005



Congratulations to Tito and Diego Gonzalez and Christian Herman for their convincing wins in the 2006 World and South American Championships sailed in Con Con, Chile. In a true, fair and challenging test with sea conditions of 8 foot swells and winds from 6 to 30 knots Tito once again

showed what a superb sailor he is. Dave Starck and Pablo Herman and their teams stayed in the game to make an exciting regatta. It was great to have Amanda Clark, in her first Worlds, at the top of the leader board for a couple of days and to have her finish in the top ten.

While the Gonzalez father/son team led the way there were 16 other father/son, father/daughter, brother/brother, husband/wife and cousin/cousin teams. Additionally, 3 family teams competed in the Masters Championship. There were 4 families with at least 2 boats in the field. The Lightning Class continues its valued tradition of family participation and gender diversity.

Adulation to Peter Hall, Phillip Kerrigan and Jay Deacon for there strong performance in winning the 2006 International Masters Championship and finishing third in the South American Championship. Jim Carson showed all of us that experience helps as he finished second behind

Peter and tenth in the South American. Masters sailors are competitive!

What a fabulous job the Organizing Committee did. Pablo Barahona and his team picked a wonderful site, had great land based activities and performed race committee functions flawlessly. Thanks Pablo for your time, dedication and superior management skills. It was a Worlds to remember.

Also, a big thank you to the Chilean Navy for their help on the water. Some of us really needed them. A special thanks to Manet Barahona for the wonderful awards dinner and accompanying entertainment. Also, a big thank you to "35 Sur", the events main sponsor, for your wine and regatta support.

Class officers Bill Clausen and Jim Carson really helped out. Bill as Chief Measurer for all the regattas as well as Lightning Class representative for the Masters and South American while Jim was the Class representative for the Worlds. Thanks for all your time and quality advice. You served the Class well.

We are off to Athens, Greece in 2007. Hope to see you all there. It is will be a lot of fun.

Bill Mauk, VP World Championships

2005 Worlds

Con Con Chile



Photos by Jan Davis

Lightning Family News

Welcome New Members

New member George Harrington will be racing 14706 out of Monmouth Boat Club. He has spent the last ten years racing J-24s, Solings and Sonars in the Boston area. He recently relocated to New Jersey for a job in New York city. When looking at boats to sail in the area, the local guys at MBC (Dave Watts, Dale Barney and Sandy Huntsman) were big Lightning supporters, and with lots of events in the area, it made for an easy choice. He's looking forward to racing the ACCs this summer!

New member Steve Bell is a 50-year-old engineer who learned to sail and maintain cruising keelboats in the 80s and 90s, mostly in Southern California. After moving to inland he had an opportunity to buy a Carson Lightning and a davit at a local sailing club three years ago. He liked the Lightning's speed, large cockpit and the complexity of the rig. A dingy also made sense for the shallow local lakes and opened up the prospects of trailering with 4-cylinder vehicles. He uses the boat mostly for day sailing, though he occasionally races her, crews on other Lightnings or works race committees for the Club.

I am an athlete of 470 and parallel with that I do Lightning. The team are athletes of 420 and laser. Can you please inform me about the days of the European and the Teenager and world Championship. I have information that the races will take place in Finland in the end of July. Is it so?

Me and my team are very happy to be in the ILCA.
Christos Atzemian—Faidon Kounas—Themis Parousis

I am a new OLD member at 71 years of age. I grew up on Barnegat Bay, NJ, a 40 mile long salt water lake. Our yacht club adopted Lightning's early on. We are Fleet #3, and had the 1939 North Americans at Bay Head Yacht Club. I sailed Lightning #10 for many years, then 1732, and in the late 60s, when fiberglass came, I had 1404 (I think). In 1970 I was fleet champion, but it became harder to sail competitively because the professionals dominated as the boats were constantly being improved, and the weekend amateur did not know how to tweak the boats and could not afford to pay someone to do so. So in the early 70s our Lightning fleet that had averaged 25 boats slowly dropped as people converted to Marshall Catboats. By 1980 we had only one or two Lightning's, and the high performance boat was the E Scow. Now we have over 100 kids in our Jr. sailing program, and it is my hope that I can interest some of them in becoming Lightning sailors. We have renovated an old historic Lightning, and I intend to take these kids out sailing to introduce them to the fun and teamwork involved in Lightning sailing. Hopefully, some will convince their parents to buy a Lightning to compete in instead of singlehanding a Laser, or doublehanding a 420. I will let you know in a few years whether we were successful.

Bob O'Brien Secretary, Fleet #3

Valentine's Day Feature



Jody Swanson and David Stark

were married in a private ceremony at the Catholic church Jody grew up attending on October 28, 2005. Only their parents were in attendance. Then on November 12th they celebrated with family and friends. They're still not planning to sail together—still enemies on the race course! They will be a two-boat family. They're very excited and happy!

Just Launched

Laurie and Skip Dieball announce the birth of Mallory Paige Dieball, born February 3, 2006—6 pounds and 19 inches.

Alumni News

Dave Helmick of the Florida District reported in from Kiev, the Ukraine, where he's starting a new business (Testassure, a software testing company). While he sold his Lightning (to Jeff DuVal, a keen competitor from Sarasota, FL), he hopes to have time to race his Melges 24 at the NOOD in St. Pete.

REQUEST FOR ARTICLES & PHOTOS

Remember to send an article to the Flashes to promote your upcoming Regatta or to report after a regatta. All of our articles are written by sailors and volunteers. Photos, too, are happily accepted if accompanied by an article.

Thank you!



WORLDS 1*,2,3*,4,5,6,7
MASTERS WORLDS 1,2
NORTH AMERICANS - CHAMP 1,3,4,5,6,7,8,9,10
NORTH AMERICANS - PRES 1,2,3,6,7,8,10
ATLANTIC COAST CHAMPS 1,2,3,4,5,6,7,8,9,10
BLUE NOSE REGATTA 1,4,5,6,8,9,10,11,12
FRIGID DIGIT REGATTA 1,2,3,5,6,8,9,11
CANADIAN OPEN CHAMPS 1,2,3,4,5
MANAHAWKIN BAY CUP 1,2,3,4,5,6,7,8,9,10
DIXIE DISTRICTS 1,2,3,4,5,6,7
OHIO DISTRICTS 1,2,3,4,5
CENTRAL ATLANTIC DISTRICTS 1,3,4,5
FLORIDA DISTRICTS 1,2
CALIFORNIA DISTRICTS 1,3
SOUTHERN DISTRICTS 1,2,3
TAWAS BAY SUMMER REGATTA 1,2,3,5
PYMATUNING 4TH JULY REGATTA 1,2,3
SE DISTRICTS/VODOO REGATTA 1,2,3
DOC GILBERT POTOMAC CUP 1,2,3
PSRA SPRING REGATTA 1,2,3
HERNANDO DE SOTO REGATTA 1,2
EARLY BIRD REGATTA - Westport 1,2,3
LAKE LANSING 40TH TUNE UP 1
SODUS BAY SPRING REGATTA 1,2,3
SOUTHERN CIRCUIT OVERALL 1,2,3,5,6
SOUTHERN CIRCUIT - St. Pete 1,2,3,5
SOUTHERN CIRCUIT - Miami 1,2,3*,5
SOUTHERN CIRCUIT - Savannah 2,3,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5
LONG JOHN REGATTA 1,2

*partial

Go for it!



When it comes to Lightning speed, North is the clear choice.
Our sails have been designed to achieve superior speed and be easy to trim. Our client's 2005 results are the proof. Let's us help you to get your team on the winning track. Give us a call today!

EAST (203) 877-7627

Brian Hayes brian@od.northsails.com
Ched Proctor ched@od.northsails.com

CHESAPEAKE (410) 212-4916
Greg Fisher greg@od.northsails.com

www.OneDesign.com

Photo Bill Clausen

The Southern Circuit

Amy Smith Linton, VP Southern Circuit

What the heck IS the Southern Circuit?

The Southern Circuit is a series of three regattas over the course of nine days. It's been a Lightning class tradition decades. It starts at Savannah, GA, then picks up and moves to Miami, and finishes in St. Petersburg, Florida.

The Southern Circuit is scored as an accumulation of points—you get a single drop from the series of races, which can be up to 16 races. More racing in a week than you'll find at the World Championships!

What about crew? Well, as usual, you'll need a foredecker and a middle guy.

Seriously, you can switch out crew between the regattas, and you can co-skipper with a buddy or two. The only provision is that the skipper or co-skippers need to be on board for the whole series. And everyone needs to be a class member. Duh.

Looking for crew or wanting to crew? Check the local fleets' websites (below), or drop the VP of Southern Circuit a line (aslinton@aol.com).

Should I bring the family?

With the understanding that the sailors will be a tired and salty bunch at the end of the day, absolutely!

Each stop on the Circuit has its own charms and attractions. Bed-and-breakfast in Savannah, enjoy Low Country cuisine, take in the history. Miami's got it all: major shopping, beaches, the beautiful people, galleries, and live music. St. Petersburg is a lovely small city with access to wide white beaches, good bargain and high-end shopping, museums, and more.

And somewhere in the middle of the three cities is Orlando, that mecca of family vacations. It's not a big stretch to drop off part of your party at Orlando, after Savannah, and then join them again after St. Petersburg.

How many boats will be competing?

Depending on gas prices and so forth, the field can vary from a couple of dozen to as many as fifty boats. The St. Petersburg regatta, set on Friday-Sunday, tends to draw the biggest number of boats, around 60 last year.

What's new about this year?

Savannah is celebrating its 50th year of hosting the Deep South Regatta. So they slashed the entry fee, cutting down on some of the "extras," like the boxed lunches, and brought back the legendary oyster roast.

In Miami, we hope for the usual excellent winds and beautiful water, plus, naturally, a Hula Hoop contest for fabulous prizes poolside.

In St. Petersburg, the RC has pushed back starting times and provided for more races than in past years. The banquet menu has been changed from years past.

What other gear should I remember?

Sunblock, sunblock, sunblock, and dryer squares to ward off the bugs in Savannah. Cold weather gear and shorts. We usually see it all.

Boxed lunches are available for purchase at Savannah YC, while Miami's lunch of choice is often a sandwich from the E-Z Quik Grocery (2988 SW 27th Ave, Miami 305-444-2093). Also this year, St. Pete will be starting races a bit later, which should allow time for you to have sandwiches made at one of the many delis, including Publix around the corner on 3rd Avenue and 3rd Streets South.

And what about trophies?

We have a few new perpetual trophies coming to the Circuit this year, at least one not ready for announcement at press time. John Humphrey, Brian Hayes at North Sails and Steve Davis and have put together gorgeous Lightning models mounted under plexiglass domes. These will look very impressive indeed for the mid-fleet finishers in each venue, as well as the top junior and top newcomer for the circuit.

The junior award is not limited to skipper, but will be awarded at the discretion of the VP of Southern Circuit, so if you have a game youngster, bring him or her along, he or she just might bring home one really beautiful trophy.

Okay, how much will this cost me?

It's cheaper than a week at Disney, but you get a better set of bruises and much more unusual tan lines. The regattas themselves offer good value: Savannah usually plans 3 races, and in honor of this being the 50th anniversary of the regatta, the entry fee is \$50. Let me repeat myself. FIFTY BUCKS! And they give each boat three 50th Anniversary tee-shirts! You can't beat that with a spinnaker pole!

Miami will run five races over two days for \$120, and St. Pete plans for up to 7 races for \$180 over three days.

Several meals are provided—Savannah will serve roasted oysters with dinner for your \$50—as well as the excellent full breakfast for the first day of racing at Miami, and a pasta bar after racing and the folks at Coral Reef send us off to St. Petersburg with a hearty lunch after racing on the second day. In St. Pete, we have the Circuit banquet, this year featuring Italian food on Friday night, as well as coffee and danish each of the three mornings of racing.

What am I waiting for?

Geeze, I dunno. An invitation? Come on down!

Amy Smith Linton, VP of Southern Circuit
aslinton@aol.com 813-254-3455

Southern Circuit at a Glance

50th Anniversary Deep South Regatta
Savannah Yacht Club
Bradley Point Road
Savannah, GA 31401
Phone 912-897-1314
www.savannahyachtclub.org
Airport shuttle: philipstaxicab.com 888-922-8294

Miami Lightning Midwinters

Coral Reef Yacht Club
2484 South Bayshore Drive
Miami, FL 33133
305-858-5911
www.coralreefyachtclub.org
www.hanau.com/lightningfleet226/
Airport shuttle: supershuttle.com 305 871-2000

Lightning Winter Championship

St. Petersburg Yacht Club
11 Central Avenue
St. Petersburg, FL 33701-3919
727-822-3873
www.spyc.org
www.mastheadsailinggear.com/fleet502/
Airport shuttle: The Airport Limo 727-572-1111

Hotels

Savannah Howard Johnson on Tybee Island
(912 786-0700)
Ocean Plaza Beach Resort on Tybee Island
(800-215-6370)
Fairfield Inn Midtown (912-353-7100)
Miami DoubleTree on South Bayshore (800-222 TREE)
Hampton Inn Coconut Grove (305-448-2800)
St. Petersburg

The Ponce de Leon (727-550-9300)
Hampton Inn Suites downtown (727-892-9900)
The Hilton (727-894-5000)

Road Warrior Road-trip Tips

- Contact the VP of Southern Circuit to borrow books on tape for your trip. And there will be a trivia quiz for each leg of the circuit. Seriously, give me a buzz or drop me an e-mail. Amy Smith Linton 813-254-3455, aslinton@aol.com.
- Make sure to reserve a room somewhere for the first Sunday night: it's a long haul to Miami, and while it seems as if you could just stop and find a place, well, it's tourist season down here.
- Highway patrol alert: In Florida, it's illegal to have a single chain on your trailer. You must have two. It's a painful \$100 ticket.
- To get out of Miami (this town has some serious traffic), here's what the locals suggest:

I-95 North for about 8 miles, work right and exit at Highway 924 (also known as NW 119th Street) Turn left under I-95 and go west on 924. A couple of miles of traffic light, and the road becomes Gratigny Parkway, a toll, and then it joins I-75. I-75 brings you across the Everglades and then up the west coast of Florida to Tampa.

- Parking in St. Petersburg

Always a challenge. There is often daily parking in the baseball field across from the Sailing Center, and a limited number of spots along the driveway to Demen's Landing. Look for parking passes and maps at registration and cross your fingers I can get St. Pete Municipal parking to ease up on us.

THE 2006 CANADIAN OPEN CHAMPIONSHIP

◀ HOSTED BY THE BUFFALO CANOE CLUB ▶

June 24th-25th

www.buffalocanoeclub.com

— Saturday and Sunday Racing—Post-race beer and snacks—Saturday night dinner and party —

\$85 (Canadian funds)

Racing Schedule:

June 24	8:00-9:30 AM	Registration	June 25	10:00 AM	1 st Warning Signal
	9:30 AM	Skipper's Meeting			
	11:00 AM	1 st Warning Signal			**no race will be started later than 13:30 on Sunday

David Starck • dstarck@mandtbank.com • 716-877-1589
Warren Emblidge • wemblidge@yahoo.com • 716-842-5214
BCC 905-894-2750

Great Racing ~ Great Friends ~ Great NA's Tune-up ~ Great Event!

50th Annual Deep South Regatta

Savannah, Georgia
March 11 & 12, 2006

NOTICE OF RACE

- Organizing Authority:** The organizing authority is the Savannah Yacht Club (SYC).
- Rules:** This regatta will be governed by the rules as defined in the "Racing Rules of Sailing" (2005-2008) and the International Lightning Class Rules. Sailing instructions will be available at registration.
- Eligibility:** The skipper and crew must be members of the International Lightning Class Association.
- Fees:** Special registration fee for the 50th Annual Deep South Regatta will be \$50 per boat. Fees include coffee and donuts each morning, 3 tickets to the Saturday Traditional Oyster Roast and Dinner, 3 regatta T-shirts, Special 50th Memorabilia, Music and Challenging Racing. Boxed lunches will be available for purchase.
- Schedule**

<u>Saturday, March 11, 2006, Main Clubhouse</u>	<u>Sunday, March 12, Main Clubhouse</u>
Registration: 8:30-10:30 AM	11:00 AM Warning Gun, Racing Continues
Competitor's Meeting: 10:45 AM	No Warning Signal will be made after 3:30 PM ib
Race One: 1:00 PM Warning Gun	on Sunday, March 12, 2006
Racing Continues	
- Courses:** Courses will be windward/leeward, triangle, or a combination.
- Scoring:** The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races. This changes RRS A-4.
- More Information:**

Savannah Yacht Club • Phone (912) 897-1314 • Fax (912) 897-0876
Jan Mock—SYC—savhyc@aol.com
Olin McIntosh—SYC Sailing Director—sailtosh@comcast.net
Honorary Chairman: John McIntosh, Sr. (912) 897-6081

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• Stand-up flaps that snap around stays	• Gaping cut-outs or velcro closures that are shot in a year
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What's hot in Miami?

The sun, the sea...

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

Coral Reef Yacht Club and Fleet 226 look forward to this year's 2006 Miami Midwinter Regatta. Come on down and GET HOT!!!



2006 MIAMI MIDWINTERS MARCH 14–15, 2006 NOTICE OF RACE



- Rules**
The regatta will be governed by the Racing Rules of Sailing, the International Lightning Class Rules, the Notice of Race (except as any of these are modified by the Sailing Instructions) and the Sailing Instructions.
- Jurisdiction**
The regatta will be held under the jurisdiction of the International Lightning Class Association (ILCA).
- Organizing Authority**
The organizing authority is the Coral Reef Yacht Club.
- Schedule of Events**

Monday	March 13	Registration: 4:00–8:00 PM
Tuesday	March 14	Registration: 7:30–9:00 AM Complimentary Breakfast: 7:30–9:00 AM 3 races: 11:30 AM 1st warning signal
Wednesday	March 15	2 races: 10:30 AM 1st warning signal
- Eligibility**
Skipper (helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the ILCA Constitution. Crew must be Active, Life, Crew, or Associate Members of the ILCA and shall be designated distinctly as Crew.
- Entry**
Yachts declared eligible by ILCA may be entered by completing registration with the CRYC office. CRYC reserves the right to reject any entry. Only those yachts that complete registration by 9099 hours on Tuesday, March 14, 2006 will be entitled to compete in this event.
- Disclaimer**
Coral Reef Yacht Club will require each participant to sign the Regatta Waiver for loss, damage or injury to persons or property occurring in conjunction with this event. Coral Reef Yacht Club, its members, employees and/or agents will not be responsible for any loss, damage or injury that may occur to persons or property whether ashore or at sea as a consequence of the participation of any competing yacht in any way in the series. Competitors are reminded that the owners or their representatives are personally responsible for all accidents to their crew and yachts. Competitors attention is drawn to RRS Fundamental Rule Part I.
- Sail and Bow Number**
 - 8.1 All sails shall bear an Official Royalty Lab el as provided for in the ILCA Specifications, and Mainsail and Spinnaker members shall be the same.
 - 8.2 The Race Committee will assign a bow number to each participant and make the numbers available at registration. These numbers must be affixed as defined in the Sailing Instruction.
- Scoring**
The Regatta will be scored in accordance with International Lightning Class Rules.
- Prizes**
Coral Reef Yacht Club will award trophies to skipper and crew placing 1st, 2nd, 3rd, 4th and 5th.
- Additional Information:**
For further information, please contact the following:

Carol Ewing, ILCA VP
Coral Reef Yacht Club
2484 South Bayshore Drive
Miami, Florida 33133
Phone: (305) 858-1733
Fax: (305) 854-5911
www.coralreefyachtclub.org
Email: lightning@cofs.com

Entry form can be found at www.lightningclass.org

2006 Lightning Winter Championships

St. Petersburg Yacht Club • St. Petersburg, Florida • March 17–19, 2006

NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) and the International Lightning Class rules. This is a Sanctioned Event per Article XI, Section 2 of the bylaws of the International Lightning Class Association.
- 1.2 Racing rule 61.1 will be changed to require the competitor to inform the race committee finish boat of his intention to protest, including the sail number(s) of the protested boat(s), immediately after finishing.
- 1.3 Racing rule A2 will be changed so that each boat's score will be the total of her scores for all races with no score excluded. Ties will be broken according to A8.
- 1.4 Per Rules governing all Area Lightning Class Championships:
 - a. Racing rule 44.2 will be apply, except that when a boat breaking a rule is using its spinnaker, she shall drop the head of her spinnaker below the gooseneck, and complete one 360 degree turn.
 - b. Racing rule 42.3 (c) will change to allow the crew, on a free leg of the course, when surfing or planning is possible, to pump the sheet but not the guy controlling any sail, but only once for each wave or gust of wind.
 - c. Racing rule 61.3 is changed to include protests questioning the legality of sailors or their equipment must also be filed within the protest time limit described in the sailing instructions.
 - d. Races will be shortened or abandoned after the start according to Racing rule 32.
 - e. These changes will appear in full in the sailing instructions.

2 ADVERTISING

Advertising will be restricted to Category A.

3 ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to all boats of the ILCA.
- 3.2 The skipper and crew must be members of the ILCA.
- 3.3 An approved Measurement Certificate must be on file in the ILCA Office for each boat entered.
- 3.4 Eligible boats may enter by completing the attached form and sending it, together with the required fee, to Lightning Registration Chairman, St. Petersburg Yacht Club, 11 Central Avenue, St. Petersburg, FL 33701. Telephone: 727-895-4779, Fax: 727-895-4779, E-Mail: sailingsecretary@spyc.org. Entry forms may be obtained from the SPYC web site at: <http://www.spyc.org>.
- 3.5 Boats may compete in the Championship, Masters and Woodie classes.

4 FEES

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

5 SCHEDULE

Thursday, March 16, 2006

09:00 AM–5:00 PM
5:30 PM

Registration
Competitors' Meeting

SPYC Compass Room
SPYC Ballroom

Friday, March 17, 2006

10:30 AM

Warning, first race of the day

Saturday, March 18, 2006

10:30 AM

Warning, first race of the day

Sunday, March 19, 2006

9:30 AM

Warning, first race of the day
No warning after 2:00 PM

ASAP

Trophy presentation

Sailing Center

6 SAILING INSTRUCTIONS

Sailing instructions will be available at registration.

7 VENUE

- 7.1 Boats will be launched from the St. Petersburg Sailing Center, 250 2nd Ave. SE.
- 7.2 The racing area will be ESE of the Municipal Pier.

8 THE COURSES

The courses will be triangles or windward-leeward.

9 SCORING

Six races are scheduled. When fewer than six (6) races have been completed, a boat's score shall be the sum of her scores for all races.

The scoring system will be the Low Point Scoring System of RRS Appendix A.

10 PRIZES

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

11 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Racing rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

12 FURTHER INFORMATION

For further information please contact Sailing Secretary, Phyllis Eades, 727-822-3873, ext. 214 or Janet Walker 727-363-0110 jwalker98@tampabay.rr.com

RAFFLE TO BENEFIT the SOUTHERN DISTRICT!!!

St. Petersburg Yacht Club

Friday, March 16 at the Banquet

Fund raising from the 2006 Southern Circuit will benefit members of our Lightning family in the Southern District and the members in the Gulf Yachting Association to assist in the rebuilding of their sailing programs that were devastated during Hurricane Katrina. Contact the Class Office for information on how you can help in this year's benefit.

BECOME A

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The Saga of Rebel Yell vs Hurricane Katrina

By Guy Brierre
gbrierre@hibernia.com

Saturday August 27th, 2005 I awoke to the ringing phone at our weekend house in Pass Christian, Mississippi. My father was asking me what our plans were.

"We're finishing up some work on the house then we're going out on the boat."

"No, what about the hurricane?"

"The Hurricane is going to Florida."

"No its not!"

Thus began our personal saga with Hurricane Katrina. I sent the family home to begin buttoning up our main home in New Orleans while I took care of the weekend house. First was a trip to Pass Christian Yacht Club to derig Rebel Yell, our 1986 Nickels #14129. Hastily derigged and left coverless (the wind would just rip it apart anyway); I strapped the boat tightly to the trailer and tied the trailer between two stout trees 60 feet apart with plenty of slack in case the storm surge reached the boat. With a storm surge predicted of 15-20 feet and a being next to the Bay of St. Louis only 8 ft. above sea level, there was a good chance it would see water.



Looking up at the pine trees in my front yard, every tree was missing 4 feet of bark fifteen feet up the tree. That was where the storm surge carried debris toward the northwest as it marched ashore with little resistance, proving without a doubt a storm surge of approximately 23 feet. There have also been reports of as many as 1,400 tornados that were spawned by the storm in the immediate area. So how did this little 19 ft. sailboat survive when there are no houses standing for blocks in any direction? We'll never know.

I pick her up from the boatyard this weekend, with a new skeg and paint job. They had to remove the name on the side to paint her. I know it is bad luck, but maybe I should rename her Survivor. Two other Lightnings were lost, Gene Walet's Spirit (truly lost, have not found her) and Ted Prechter/Walter Becker's ironically named Green Wave. I'm sure we'll see them back on the line soon. Two other Lightnings in the area survived intact or mostly so, Eric Aschaffenburg's and Buddy & Bo Clark's Smooth. Unfortunately, Gene, Eric and Buddy lost their homes or they were severely damaged.

PS: All of Rebel Yell's sails and equipment were upstairs in the house for "safekeeping". Greg Fisher was able to find a donor of a jib and spinnaker for me to use on Wednesday nights and daysailing but I still need a main. Anyone with a garage/attic full of decent sails and/or spare parts they aren't using anymore, I'm accepting donations, and I'll pay the shipping.



Fast forward to a few days after the storm and the satellite photos of the destruction were available on the internet. After a painstaking search through the pictures, trying to identify which pile of rubble was ours, we confirmed our worst fears—our house in "the Pass" was gone. But wait! What is this white thing in front of the house on the street? It's shaped like a Lightning and looks about the right size. How can that be? There are no houses for blocks!

A few weeks later I made a nerve-wracking trip to the coast. Passing numerous National Guard roadblocks by offering proof of ownership (utility bills) I maneuvered through the rubble to what was our family retreat but was now little more than matchsticks. But there, to my unbelieving eyes, was Rebel Yell sitting on her trailer like I had left her, but 175 feet away from where I left her. She had a few dents in the starboard side from some high-speed flying debris and the skeg was ripped from the bottom. A large branch had fallen across the mast bending the spreader and kinking one shroud, but the mast was intact, save a large chunk of wood securely jammed in the luff track.



Picture Leukemia Cup Lightning Champions: Rebel Yell and family in better times. L-R: Guy, Clare, Catherine and Pam Brierre



Classic Lightning

Some Thoughts on Classic Lightnings

Craig Thayer—#736 and Others

Welcome to the latest issue of Flashes, and the first appearance of the “Classic Lightning” section. It was about the middle of January that I received a phone call to let me know that Joel Thurtell and myself had been “elected” to head a new section in Flashes that would be devoted to “classic” Lightning owners - (Moral: Don’t miss meetings!). It was left open as to what makes a particular Lightning a classic.

If this were about cars, defining a classic would be easy, as it is done by years. While the over 9000+ wood boats would be a shoe-in, I feel that the newer homemade wood boats, and the older glass boats sporting wood seats or other trim should qualify as well. Additionally, I feel that this section should be devoted to those who primarily daysail, or race their boats at the club level, or only special events like the vintage fleet at the 50th, 60th, etc. It is also hoped that those non racers who don’t currently belong to the class will see enough value in this section to think about membership.

As with anything old, many of these boats are in need of restoration or repair, so one goal is to pro-

vide readers with regular “how to” articles on a wide range of topics. A discussion group Wooden_Lightnings@yahoo.com, has already been set up by Bob Astrove to assist in this area. Bob is also gra-

duously maintaining a valid and growing database of “woody” owners.

I want to stress that this is a new concept at our class, and we welcome ideas that you may have on this subject. We need articles, pictures of your boats, stories of overnight trips, and sources of supplies. I encourage people who have uncovered a trusted source for fittings, fasteners, lumber, etc., to provide us with their contact information so that we can talk to them about advertising. Your entries should be sent to Jan Davis at: office@lightningclass.org. Should anyone need to contact me I can be reached at fabricraft@a-znet.com.



For you wood boat owners within a reasonable driving distance of Syracuse, NY, don’t forget to mark you calendars for this year’s annual “Woody Get Together” July 22-23. Until then, enjoy what time is left for your winter pastimes, whether it be skiing, or revarnishing that brightwork.



“After all, he only has eight arms!”



Sign of a Contented Crew!

Cartoons from the 1948 Yearbook

Wooden Lightning “Get Together”

Syracuse, New York

July 2005

Bob Astrove

What is it like to sail in a fleet of wooden Lightning's? Each July for the past three years we have flashed back to yesteryear at the “Wooden Lightning Get Together” hosted by the Onondaga Yacht Club. Sometimes we forget that there is perhaps no other one-design sailboat that more people have sailed, or more have cut their teeth in racing upon than the Lightning. So what a treat it is to line up a fleet of classic boats.

At every other regatta, all the boats are fiberglass, most are in excellent condition, are of near equal performance, and all the equipment generally works. At the “Woody” nothing could be further from the truth, and we revel in the glorious imperfection of our boats. Each boat has its own very unique personality, its own creaks and crackles, and they all leak a little.



From a distance, the boats look largely the same, but on closer examination differences in construction and restoration are interesting and reflective of the different era in which they were built. Variations in the boats also reflect the different purposes their owners seek to fulfill. Several of the boats are rigged for easy day sails while others are still actively raced in local fleets and feature modern rigging and new sails.

Seven boats, from seven different builders, sailed in the two-day event this year. In addition a half dozen or more owners of boats in the restoration process also attended, collecting ideas for their boats and jumping at the opportunity to crew on one of the participating boats. We already have 12 commitments for next year's event, and would love to see 15 to 20 boats make the trip to the Onondaga Yacht Club, which is one of the older sailing clubs in the U.S., originally chartered in 1886.

Again this year, top honors for most spectacular restoration go to Martin & Andrea Osterode of Beverly

Massachusetts. Several years ago they found their Italian built boat rotting in a barn in Switzerland. Having nothing better to do, they restored her. When Martin's company transferred him to the US, the deal



was contingent upon shipping the boat. The actual age of the boat is unknown, as it was not officially registered with the class until two years ago. The natural finish of sides and deck are breathtaking, making the boat look like a fine piece of Italian living room furniture. It also has some unique features such as removable seats, a rounded back end of the cockpit, and an aluminum pop up rudder.

Craig Thayer, from Syracuse, and our regatta host, sails an original Skaneateles built lightning # 736. Evidence of the care Craig has given this boat in the 40 years his family has owned her, “Huntress” finished in second place in the 3 races held as part of this years event. Next year Doug Dixon of Gloucester Point, Virginia will have the restoration of hull number 584 complete, and is likely to be the grand-dame of the fleet.

Byrne and Karen O'Brien from Ithaca New York are also regulars at the “Get Together” pulling their Cayuga built Lightning # 10113 out for a few special events each year. While they also actively race a new fiberglass Lightning, they have impeccably maintained “Whisper” in solid modern racing condition.

Mark Popiel brought the whole family and Lightning # 4773 from Ottawa. Mark has done some very thoughtful cruising modifications to his boat, like shortening the tiller, which significantly opens up the cockpit and hinging his mast above the partners. And when the wind quit on Sunday, he looked to be the smartest of all with his 1950's 3-hp. Johnson.

My own boat, a 1960 Nickels & Holman is solid as a rock. I purchased it four years ago for \$100 owed on a winter storage fee. It was part of my secret plan to make sure my teenage son learned not only to race sailboats, but to appreciate the sport at all levels.





Four years later I'm pleased to report the plan has been an outstanding success. While we have invested in a new trailer, mast, and sails, we have only sanded, painted, replaced block, lines and added a few go-fast items. No broken ribs, no rot, just a well built boat.

John Pattison traveled across the country from Tucson Arizona to attend. John has been making trips to the East Coast buying up old Lightnings and Blue Jays, trying to revive an old Jay fleet and start Lightning activity in the southwest. John sailed 8656 (Lippincott) a boat he had purchased sight unseen. He swelled the boat for a few days, and we all helped rig it with odds and ends. Much to my surprise, it all worked, and John sailed the entire weekend without any breakdowns. John's plans are to enlist some friends, restore the boats he has bought, and resell them in Arizona. If any reader knows of some low cost old Lightnings or Blue Jays available (wood or fiberglass), please let John know: Pattison@physics.arizona.edu.

The newest Lightning of the woody fleet belongs to Carl Simmons of Indianapolis. Carl, an ongoing student of the Wooden Boat School programs, was motivated

by the '2000' Wooden Boat Magazine feature on the building of a Lightning, and started from scratch. He did a fabulous job spending 2 years on the part time backyard project.

David Thompson, of Herndon, Virginia, has been to the past two 'get togethers' while he is slowly restoring hull number 32. It may not be ready by next summer, but he will certainly be participating in the 70th anniversary, Skaneateles NY, in 2008. In the meantime David also keeps busy on boat number 15228 with the Potomac River fleet.

The racing part of the 'get together' was held Saturday afternoon in perfect conditions for a classic Lightning race, 8 to 12 mph breeze, on a crystal clear day. Enough wind to put crew on the rail, but not enough to make them work too hard. Three races, spinnakers flying, made for a great afternoon. First place went to Bob Astrove in boat #7603 (1960), Second Place Craig Thayer in #736 (1941), and third Byrne O'Brien in 10113 (1967).

If you own a wood Lightning, please come join us next year. If you don't own one yet we would love to help you resolve that problem. The wooden boat experience is not what Joel Thurtell describes in his humorous monthly articles. To the contrary it adds another dimension to your enjoyment of the sport. I now enjoy my boat as a 3 season competitive sport and year round hobby. And a wood Lightning does not have to replace what you do with your glass boat. For less than the cost of a new main & jib, you can own both!

We are actively trying to locate and organize owners of wooden lightnings. If you own one or know of someone who does, please contact me at astrove@hotmail.com.

Put July 22–23 on your calendar for this year's Wooden Lightning gathering!

Decisions—"Restoring" Lightning 584

Doug Dixon

Decisions—now that I am about halfway complete with the "restoration" of Lightning 584, this seems like an appropriate new name for her. From the moment I decided to get back into Lightnings, to today (as I scrape and wire brush old varnish from the interior hull and bilge), it has been one decision after another—with many more to come. Am I restoring or am improving? Canvas or fiberglass deck? Wet canvas or dry? Brass or stainless? Belaying pins or Harkens? White or colored paint on hull? etc. etc. I had considered (and I am still considering) calling her Fawkes, the Phoenix bird of the Harry Potter novels, the books-on-tape of which provided the background as I removed years of paint from her old hull. But I digress; let me return to the beginning, usually a good place to start.

After more than a decade of not sailing, specifically not sailing Lightnings, I fancied the idea of getting back into the class but not at the high octane com-

petition level of my previous endeavor. Thousands of Wooden Boat magazines, a background in boat building, woodcraft as a hobby, and an absolute love of the elegant lines and simplicity of the Lightning sailboat led me to the idea of finding and restoring one of the original wood models. I put a few feelers out regarding possible acquisitions and it was not long before I learned that #584 had been living in a garage north of Denver for over 40 years. A few exchanges of emails and a fortuitous business trip to Denver led to the confirmation that she was structurally as sound as could be and only needed cleaning up (lots of cleaning up!). Number 584 had found a home in Denver after many years of sailing in western New York. Her owner at the time, George Harris unfortunately passed away and his son Earl, stationed in Denver in the Air Force went back to Buffalo where he closed his father's estate, hooked the #584 to the truck and towed her back to Denver where she remained in a dry garage in the shadow of the Rockies for more than 40 years, till my lucky day.

Now for decision # something (many had already been made regarding this endeavor but this was the first one of “pause”) – how do I get her back to Virginia? After considering several minimal effort but high cost options, I decided that it was best to drive to Denver, hook it to my hitch and bring her back east—and I decided to do this in winter! Actually, I had never driven (almost) cross country before, so the idea had some pleasing elements. Shortly after Christmas 2002, the car stocked with many books-on-tape, I headed west and 2.5 days later pulled into Earl Harris’ yard, where near the oil well pumps, #584 was ready to go (along with an 8-ft pram and a 1941 Gale Royale 5 HP outboard). Earl also had a folder for me with the original 1941 measurement certificate, newspaper clippings, old ILCA yearbooks, and an original Skaneateles Boat Works Lightning Flyer. After some unexpected but necessary adjustments to my hitch to accommodate a 1940s ball joint, I headed back east and 2.5 days, 3,500 some miles later, #584 was at her new home, in front of my house, on mulch, just off the main driveway—she remained there as a lawn (covered) ornament for the next two years.

When I parked her there, I stood back and admired her sweet lines and the peeling canvas deck, the multiple layers of cracked paint, the broken rub rail, corroded halyards, worn fittings, delaminating mast, layers of mouse and bird feces in the bilge, and what seem like acres and acres of peeling, stained and mold-impregnated varnish. I then grabbed a good beer and found other endeavors to occupy my time.



Fortunately, in the fall of 2003, my old friend and sailing partner Bob Astrove recruited me to sail on his wooden Lightning (#7603) at the Borderline Regatta on Kerr Lake, NC. Bob, much like me, had decided on a low octane Lightning experience as well, discarded the plastic inclination and found him a wooden beauty. I joined him that fall and the beauty of his woodie got my blood going when I returned home. So I started to s-l-o-w-l-y begin my own restoration. One year passed and I had managed to remove all the floor boards and seats, stripped the old and added new varnish but not much else. A year later, I again crewed on Bob’s 7603 at the Borderline—now with a new oval mast to replace the box aluminum mast of 2003—this is a subject for another article in Flashes but Bob is a schizophrenic woodie

owner for he wants his boat to look good, go fast and win (and he has had surprising success!)—that’s his story to tell, I am digressing again. Anyway, once more I got the motivation to work on my own boat—I managed to re-laminate and re-finish the mast in the fall of 2004.

The real motivation and energy for my restoration efforts, however, came from attending the 2005 Wooden Lightning World Championship (OK, slightly hyped but join us in 2006 and judge for yourself whether it is a world-class event or not) on Onondaga Lake, NY. There I had the opportunity to see the accomplishments of others plus the privilege of sailing on Martin Osterode’s wooden Lightning coffee table (another Flashes story only Martin can tell). Before I left, I promised to return in 2006 with a fully restored #584. Sooooo the efforts then began in earnest.

Out came the centerboard and all things not yet removed and screwed down. Before I did this, however, I took digital photos of all areas of the boat for future reference when I start putting it back together. It was during this process that I also became conscious of, and began to deal with, the issue of “restoration.” Was I bringing her back to 1941 Skaneateles Show Room quality, true as much as possible to all color, fittings and processes used to build her? Or, was I fixing her up using current techniques, state of the art fittings, and color patterns of my choice? The issue first arose when I began to deal with the issue of re-canvassing the deck. A well known supplier of Lightning canvas products, who will remain unnamed, suggested fiberglassing the deck instead for strength and durability (he’s not a rich canvas product supplier). I briefly thought of a long used and worn phrase having to do with God, trees, and plastic and decided that I would be true to the original and learn the time-lost art of deck canvassing. Regards color, however, another wooden Lightning restorer showed me the showroom deck green shade that I last saw chips and stains of on my boat’s peeling deck and also on one of my Great Aunt’s or other long-gone relatives kitchen linoleum. It was easy to decide that I would NOT be honoring original color schemes. I also decided that considerable hull fairing would be necessary and that this could be best accomplished using the West System™. So right off the bat, I am somewhat compromising the integrity of the “restoration” premise. So I decided, that I would compromise as I moved forward in accord with my interests BUT the beauty of her wood would be gloriously emphasized as best that I could accomplish – including plugging as many screw heads as possible!

Here she is, inverted in preparation for paint removal and refinishing – next Flashes I will discuss the joys of paint removal, sanding, fairing, and canvassing. My teenage daughters just can’t wait! You can also follow my progress by going to:

http://groups.yahoo.com/group/wooden_lightning/

**FINLAND TO HOST THE
2006 LIGHTNING YOUTH WORLDS
July 17 – July 20, 2006**



Location of the Championship: Jyväskylän Veneseura Yacht Club, Jyväskylä, Finland. Located 280 kilometers North of Helsinki. The city (80 000) is located at the northern end of lake Päijänne, which is 120 km long and the second largest in Finland. The sailing club is located 20 km south from downtown Jyväskylä in Säynätsalo. The sailing area is located right next to the club. The coordinates of Juurikka are N62°08.868' E 025°46.512'

The nearest point of entry to the country is Jyväskylä airport (EFJY). However, the most obvious point of entry is to arrive in the Helsinki-Vantaa airport (EFHK) and then take a plane, bus or train to Jyväskylä. See some Helsinki-Jyväskylä flight examples of Finnair (www.finnair.com) or Golden Air (www.goldenair.fi).

Weather conditions at the time of year in Jyväskylä are mainly quite nice; the average temperature is about 21°C. However, the temperature could vary between 15°C and 30°C.

Transportation for the competitors will be arranged from and to the Jyväskylä airport and the railway/bus station. The competitors are planned to be accommodated in a school within walking distance from the harbour. Breakfast and other meals will be served at the club house in Juurikka Island harbour.

Teams should check with your ILCA Vice President as to when your qualifiers will be.

Key an eye on the Flashes and ILCA website for more information. Notice of Race will be Posted on the ILCA Website: www.lightningclass.org.



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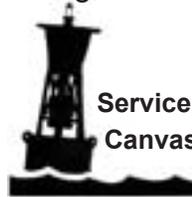
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Edna Johnson

Fleet 194 is hosting the 40th annual California Circuit from April 1 through April 5. It should be the 41st annual, but we had to cancel one several years ago. This

Circuit, unlike the Southern Circuit, has never known when it will be sailed or what it will comprise till the time comes to set dates and venues. We've sailed at King Harbor Yacht Club, Alamitos Bay Yacht Club, Lake Cachuma, Coronado Yacht Club, Richmond Yacht Club, and Mission Bay Yacht Club, in lakes, bays and the gentle Pacific. Last year the Circuit started in February; this year we're going for April Fool's Day.

The first regatta will be Coronado Yacht Club's One Design Regatta on April 1st and 2nd. This regatta is sailed in south San Diego Bay. The wind typically comes in over the Silver Strand and doesn't have quite enough room to make big waves so we get a fast flat ride; or it could come in from the north, under the Coronado Bay Bridge,

bringing a lot more waves and chop with it. Either way, it's a great place to sail. CYC is very hospitable, and we hear Saturday night dinner is included in the entry fee. Check out their website at www.coronadoyc.org.

The great 17 mile Marathon, from the Coronado Bay Bridge, out the channel, into the ocean, north up the coast and into the Mission Bay Channel, finishing at Mission Bay Yacht Club, is a race of great contention. Some skippers love it and refuse to hear of hosting a Circuit without it. Some others really hate it. If the wind doesn't blow it can last a long time—not forever only because the RIs state the RC Chairman can shorten it and tow you in. Take lots of water and food. We try to set passing marks up the coast in locations that will keep boats from going into the kelp beds. Only one boat in 40 years has had to be rescued from the kelp and that was in 1990. He won our famous bowling trophy and is now sailing a Thistle.

This year we're skipping all those short races in Mission Bay and will sail 2 days in the ocean on the race course we'll be using for the North Americans. This is a great opportunity for all Lightning skippers to get a feel for this course. Those of you who sailed the 1980 and 1988 North Americans out here have probably forgotten which way to go, so you really need to come out for the Circuit and re-learn. The Notice of Race for the Circuit should be on both the ILCA website and somewhere on the www.mbyc.org site.

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Coaches Corner

Anatomy of a Good Start

Greg Fisher



All Lightning sailors appreciate the importance of a successful start. When combined with excellent boat speed, a good position off the line almost always leads to a good position at the finish as well.

Consistent starting comes from following a script or game plan that makes the whole starting procedure very mechanical. Armed with a plan, wherever you start on the line, whatever the breeze, your step-by-step approach (when combined with the proper timing) will make hitting the front row start with speed much easier to consistently attain.

What determines a good start?

A good start simply means you've gotten off the line with good speed so you are able to take advantage of the first shift.

It's cool to be able to blast off the line with a boat length or two lead and be able to "look back" at the fleet over your shoulder. However, if there's just one boat hanging on your weather hip and you can't tack on the first header as a result, the beautiful start is truly wasted.

Where do you start?



As we know the race committee's goal is to set a line perpendicular to the wind so that no matter where on the line the fleet starts, no one boat has an advantage. However, as we also know, the wind almost always shifts, and usually at the last minute.

If the line is fairly short and/or only favored by 5 degrees or less, then the advantage of starting closer to the favored end isn't near as great. However, if starting in a 50-boat fleet or a 15-20 degree favored line, then starting closer to the favored end becomes more advantageous. I emphasize closer as it can be very risky to start right at the favored end as there is almost always serious traffic all trying get off the line right at that spot. Instead, starting a third of the way up or down from the favored end is much less risky and can make it easier to get off the line.

Remember it is the angle of the wind relative to the starting line that determines which end is favored and

unless the course to the first mark is way off square to the wind and badly skewed, the course to the first mark shouldn't have any effect as to where you should start.

While there are several different methods in checking which end is favored, unless I am sailing in a small fleet or on a small inland lake, I prefer to use the compass. If the line is short and number of boats small, heading into the wind and noting which end of the line the bow is pointing closer towards will tell which end is favored. However, on longer lines with more boats and in more extreme conditions (very light or very heavy winds) the compass is much more accurate. With this method, simply take a compass heading sailing down the line and compare it to your head-to-wind reading. If different from 90 degrees (which tells us if the line is square) not only do we know which end is favored but also, by how much. In addition, once you have the line compass bearing you can double check which end is favored anywhere (and away from all the traffic on the line) by heading into the wind.

Your Approach

While many sailors develop a series of different approaches that they can draw on for starts in different conditions in different size fleets and for different positions on the line, I find it most beneficial to use just one approach for every start. Therefore, I know exactly how I'll setup not matter where I want to be on the line. The only variable becomes the timing.

Of the different approaches to the start, it seems that the most common are the starboard luffing (where boats line up several lengths below the line several minutes before the start) and the port tack approach, which is my favorite.

With the port tack approach you approach on port tack a boat length or two below the bulk of the fleet (most who will be luffing on starboard). Depending on the breeze, the waves, the size of the fleet, the port tack "approacher" will look for and tack into a hole on the line sometime close to one minute before the gun. In some ways this approach may seem a bit gamey since you are sailing on port tack towards a rather massive group of starboard tackers...However, remember one of the goals of the starboard tack boats luffing on the line is to develop a hole to leeward. If this hole is big enough and left open, it can easily be taken by a port tacker. What if there isn't a nice hole at the spot where you want to tack? In that case, you probably wouldn't want to start in that heavy developing pileup of boats anyway. Instead, sail on down the line a bit further until a more inviting hole opens up.

One of the keys to a successful port tack approach is the tack into the vacant hole. This tack should be slow and controlled so that once around and onto starboard, your bow would be slightly ahead of the boat to weather. The

speed after the tack should be slow so that immediately you are in a position to become the leeward controlling boat. This is one of the major differences between the starboard and port tack approaches. During the port tack approach you are attacking the starboard boat's position while they are trying to defend.

Obviously, the starboard tack boat will not just sit and wave you on into the hole they have been working hard to create. They should defend by bearing off towards you as you approach and eyeball a tack into the hole below them. If the hole is small, or the tack from port to starboard becomes rushed, the port tacker most likely will become discouraged with that spot and sail on down the line. Remember that the starboard tacker can't force the port tacker into a foul. Once the port tacker has completed his tack, the starboard tack boat must begin to assume the port tacker has now become the leeward boat with rights.

However, the main point here is to choose the approach that suits you and your team best. Use it all the time and you'll eliminate a lot of variables.

Your Timing

So once we know how we'll approach the line, the remaining variable becomes the timing. Practice your timing in that 5 or 10 minutes before the start.

For example, when I set up with the port tack approach, I nearly always determine how long it takes to get from

the leeward end pin to my spot "of choice" on the line. I sail back and forth several times in order to determine just how long it takes and then add 10 seconds for the tack. Usually we try to complete our tack onto starboard by 55-60 seconds before the start. If we know it took 40 seconds to get to that spot, we'd leave the pin with 1:45 left before the start.

It is important that you quickly take control of your hole and the boat to windward... This requires that you maintain a position where our boat can block the windward boat from trimming in (and accelerate) before you do.

Maintain your position

Once in position, it is important that you quickly take control of your hole and the boat to windward. This doesn't demand any sort of attack that requires the use of the rulebook. This just requires that you maintain a position where your boat can block the windward boat from trimming in (and accelerate) before you do. Position your boat so your bow is just slightly ahead of the windward boat's bow and your course is just above close-hauled with your sails luffing. Maintain a boat's width or just slightly less, between you and the weather boat. If the weather boat begins to trim and accelerate, trim, head up and slow him down. He'll have to head up to keep clear.

At the same time, you'll want to work hard to stay off the boat to leeward. Keep constant watch as to the leeward boat's position and speed. If they accelerate and sail higher towards you, react and do the same to maintain a safe distance...hopefully as much as 2-3 boat widths. This hole to leeward is key in allowing you to sail slightly below close-hauled, in first gear, right off the line in order to accelerate after the gun. (continued)

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Distance from the line

Some sailors use a line sight to help them determine their position on the line. They sight an object on shore either through the leeward end of the line or the committee boat so they can gauge the distance off the line.

However, personally I find that in the last 10-15 seconds our placement relative to the line of boats around us is most important. We especially watch the 2-3 boats to windward of us and always try to maintain the same bow out position we held throughout the entire starting approach. If any of those boats above us trim and begin to accelerate we must trim immediately and match their speed- no matter where they are on the line or the time before the gun. If these boats get the jump and end up on our wind after the gun, our start is a sure failure!

One tip we have found helpful is how to slow the boat down when we find ourselves dangerously close to being over the line before the gun. Our instinct tells us to turn down the line away from the line. However we are burning up our valued hole to leeward-and in fact we are accelerating right into it! Instead, try heading up to near head to wind. The boat will slow down more quickly and we'll buy more time and save distance to the line. Most important we're saving our hole to leeward and closing the distance to windward.

Your Teammates call the shots!

Crew communication is paramount to a good start. We divide all the responsibilities on our boat where in the

last 15 seconds I am simply steering the boat when and where the crew indicates. JoAnn, on the jib, will keep track of the line and our position relative to the boats to weather. She has control of our final timing and will dictate exactly when to pull the trigger. Jeff, in the middle, not only keeps the time, but also looks aft and to leeward for boats approaching late on port or behind and low on starboard. Our boat is anything but quiet in these last seconds but this constant influx of information allows me to just concentrate on boat speed.

Boat Speed

Especially for the first minute after the start, boat speed is imperative. Fight the urge to point the boat as high as possible (no pinching!) until the boat has sailed through all the gears and is at top speed. In fact, trimming the sails too tight too quickly is a common mistake many of us make. If the sails are trimmed right to the close-hauled position before the boat has the time to sail through the gears, the boat will load up and almost slide sideways. Talk about burning up the hole to leeward!

Bail out when it's time!

Unfortunately it is inevitable that at some point we'll have that ugly bad start. It is in this situation where the crew's input can mean the most. Quick thinking and input on the part of your teammates can help you find a way out and a new lane up to weather. It is key to be proactive and begin a new plan as soon as the old one has failed. Bail out!

Good luck and successful starting!

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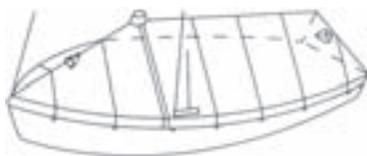
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Fleet in the Spotlight

54

Pontiac Yacht Club—What Makes the World's Largest Lightning Fleet Tick?

Eric Heller

At first glance, you can't imagine that such an indistinct building from the front, whose location is virtually transparent to the hundreds of vehicles that pass nearby on a daily basis, and whose inland lake would be big to some, but small to most, could house the world's largest Lightning fleet. Yet, Pontiac Yacht Club (PYC) consistently has over 80 Lightnings on the club grounds, and holds Wednesday night races with more Lightnings than you would find at most regattas. So what makes things tick at Pontiac Yacht Club?

Well, it starts with a mission statement; prominently displayed in the clubhouse and on the club directory. "The mission of Pontiac Yacht Club is to promote Lightning racing..." What other club out there has such a focus on the Lightning as the sole boat of choice? There are other types of sailboats on the club grounds, there is racing on Monday nights for boats under 19', and there is the reemergence of a Laser fleet; however, PYC's main focus is to promote the Lightning.

The second important factor is having someone who strongly pushes the club and the class. At PYC, Bob Mathers is that person. Anyone who steps on the club grounds (and yes, anyone is welcome to visit -no guard shacks or electronic fences to limit "outsiders") will likely have a membership form and a list of Lightnings for sale by the time they leave. Most years, Bob sells his boat and buys a new one, just to get another newer Lightning in circulation.

Third, the people make a huge difference. PYC is a working person's club. Each spring, all the members come out to put the docks in and clean up the grounds, and every fall, all the members come out to put the docks away and close things up. There has been a caretaker from time to time, but by-and-large, members do most of the major work on the grounds, support boats, and clubhouse. There are also people like Hank Callahan, who infrequently sails these days, but can always be found around the club tending to stuff or helping out on the water when the wind pipes up.



Fourth, an instructional sailing program is vitally important. Esther Callahan reinvigorated the junior program several years' back, and Charlie Hess helped take it to the next level by forming a traveling race team and having the club join the Detroit Regional Yacht-racing Association (DRYA). PYC now hosts a regular Optimist regatta; exposing the club to sailors who didn't know that such a place existed on the northwest side of Detroit (most clubs are located on the east side—Lake St Clair or the Detroit River). PYC has also hosted the Sears Cup qualifier in Lightnings and has sent a team to the Junior NA's—events that both promote PYC and the Lightning. While the junior program helps build for the future, the Adult Instructional Program, pays immediate dividends in membership. Hank Borchardt has been one of the key people behind this program. Yet, he will tell you that the essential part is the 12 - 13 different members each week who volunteer their boats and their time to help with instruction on and off the water. By advertising sailing classes as part of the local community, recreational program offerings, the club has been able to fill classes and further promote the club to non-members.

Fifth, PYC has not rested on its laurels. Rather than having to react to times when people have less discretionary spending, PYC has proactively sought new members by hosting an annual Open House; 2 hour event in early June with food, sailboat rides, sailboat displays, and information on club activities. A PR committee was also recently formed to help get the word out. With 80+ Lightnings, it is less about membership numbers (although helpful in keeping membership dues low), and more about addressing the usual, "I never knew it was here!"

Other contributing factors include: A Board with a mix of experience and new ideas—Joyce von Drehle (Secretary) and Salo Korn (Treasurer) have served over 10 years in their capacities, while 4 of the 10 board seats are refreshed each year, the annual White Cap regatta (now in its 47th year) serves as another conduit for members to come together, club potlucks, an annual dinner for members to meet the new Associates, mini-regattas—including the Commodore's Challenge where the crews take a turn at the helm, Monday Night small boat racing—open to non-members (several of these people have converted over to the Lightning), and periodic instructional visits from such talent as Greg Fisher and Skip Dieball.

Last, success builds on success. 20-30 boats regularly on the starting line on a Wednesday night is just plain fun!

Come see for yourself what the World's largest Lightning fleet is all about. Our annual Whitecap Regatta is on September 9-10 this year. You can also see our 30 second promotional video spot, as well as other information about the club at www.pyc54.org.

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14309 Allen, blue. Not sailed for 10 years, stored inside. New sails. Tack-tick compass. \$6500. David Kurtz 305-273-9456 (h), 305-460-5333 (w) goombay2@bellsouth.net (FL)

14476 Allen, white, sails in good condition, dual controls, trailer, covers. \$5500 Carl Manns 920-227-7485 (w), 920-227-7485 (h) Sailfast41@yahoo.com

14486 Nickels, covers, North M-5 main and 5-A+ jib, trailer. \$8500 John Northrop 760-745-7245 john.northrop@cox.net

14510 Nickels, North sails, covers. More sails available. \$9000 Hank Hodgson 941-955-7958 owindson@gmail.com

14600 Nickels, grey hull, light grey deck . 703 lbs. Dual controls, trailer, covers. Jib and spin new for 04 NAs, main never used. New mast. \$9500 Brad Wagnon 765-284-3100 (h) bwagnon@comnetmessage.com (IN)

14710 Nickels, triple white, red boot and deck stripe. Fresh water, dry sailed. North J,M,S., trailer. \$10500 Joe Dissette 989-631-2133 dissettesail@chartermi.net

14772 Nickels, covers, two suits of sails, trailer, taxes paid in CA, dry sailed. \$12500 Michael Vollmer 905-681-8778 (h) 905-681-8778 (w)

14810 Nickels, white hull and deck with 1" orange boot stripe. Max. thick and weight board, trailer, covers, North M,J,S. \$10500 Jeff Maludy, jcmaludy@hotmail.com

14889 Nickels, excellent condition, 2002 Bryant spar, 4 regatta old North Fisher M,J,S, all covers. \$10,500 Bill Bogardus 732-740-0337 (h), 917-421-4741 williambogardus@hotmail.com

15103 Nickels, light grey hull, white deck. Adjustable jib cars, new boom, trailer. Covers and sails available. \$12500 Steve Davis 303-699-0317 (h) sdavis@cetenv.com

Used black oval aluminum masts. 2 avail. \$450 and \$400. Also oval boom, built from broken mast but never used. \$300. Can deliver anywhere to any regatta that I'm driving to. Contact: Bill Fastiggi Location: VT897 Phone(W): 802-655-7245 Phone(H): 802-578-5697 Address: bill@vtsailing.com

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through email with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.