

International

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Lightning eflashes

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

Karen Johnson, Editor
office@lightningclass.org
homepage <http://www.lightningclass.org>

JUNIOR LAKE ERIE DISTRICT CHAMPIONSHIP

Buffalo Canoe Club, Point Abino ON, July 8

The Lake Erie Junior Lightning Districts were held at the Buffalo Canoe Club July 8. We had a tremendous turn out with 9 boats competing for the Jr. District title. The conditions were ideal for most of the day, blowing ESE 5 - 10.

The regatta started with a literal tie across the line for first place in race one. The racing continued to be very competitive with lots of close finishes. A thunderstorm made for an exciting and somewhat early end to the day, but a great experience nonetheless.

Thanks to all the generous boat owners, regatta organizers / helpers and participants; the regatta was a super success! ●



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OFFICIAL NOTICES

Governing Board Meeting and Annual General Meeting

The Governing Board Meeting will be Monday, August 8th, 6 pm, at Margaux Restaurant in downtown Sheboygan, and will include Kendall-Jackson wine tasting.

The Annual General Meeting will be on the lawn after racing on Tuesday, August 9th. All ILCA Members are welcome and encouraged to attend. It is at this meeting that officers will be elected for the 2005-2006 year.

Other proposed amendments, as posted on the Lightning Class web page, will be voted on at the World Championship in Chile in November.

2009 World Championship

The Class is now accepting bids to host the 2009 World Championship on the North American continent. The deadline for your Club to declare they want to host the Worlds is December 31, 2005. If interested please contact Bill Mauk, VP Worlds Liaison at whmpenultimate@aol.com, or the Lightning Class office.

Suspended Fleets

Fleet Dues HAVE NOT been received from the following fleets, and they are therefore automatically suspended. If your fleet appears on this list, the Fleet Secretary or Fleet Captain should immediately pay Fleet Dues (\$25 US) to return the fleet to "good standing" BEFORE the North American Championships, and certainly before the World Championship!

10 Onondage Yacht Club; 19 Chautauqua Lake Yacht Club; 33 Turkeyfoot Lake; 73 Club Nautico Del Muna; 104 Lavallette Yacht Club; 108 Great Sodus Bay; 115 Cuba Lake Yacht Club; 121 Merrimac River; 134 Noroton; 137 Gull Lake Yacht Club; 167 Lake Davenport; 175 Shreveport; 180 Conneaut Lake Yacht Club; 216 Saginaw Bay; 229 Chinook; 251 Yacht Club of Athens; 277 Clearwater Bay; 280 Chequesset; 318 Algarrobo Yacht Club; 342 Higuerrillas; 427 Killyleagh Yacht Club; 486 Valley Sailing; 490 Aculeo Lake; 496 Swift Creek; 499 Pointe Claire Yacht Club; 501 Club Nautico el Portillo; 509 Fishing Bay●

Your Executive Committee is:

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president@lightningclass.org;

Bill Clausen, Chief Measurer
measurer@lightningclass.org;

Steve Davis, Treasurer
treasurer@lightningclass.org;

Brian Hayes, Secretary
secretary@lightningclass.org;

Joe Buczkowski
joebuczkowski@aol.com;

(also please copy the Class office
office@lightningclass.org)

LOOK TO THE LIGHTNING CLASS WEB SITE

www.lightningclass.org
 FOR ALL KINDS OF USEFUL INFORMATION!

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

And much much more!

ILCA ADDRESSING SERVICE

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

Contact
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Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class.

We do not rent or sell our mailing list to outside interests.

IN MEMORIAM CAL SCHMIEGE

To all of our Silver Lake Friends,

On Monday July 25, 2005, we lost a very dear person, my father, Cal Schmiede. He passed away very peacefully and with family present. He was such an avid sailor for his whole life and introduced me to sailing almost 24 years ago. One of the last thoughts he was able to say to us was "I have to go to Silver Lake." When we asked him why, he said "I have to run the races." My father enjoyed sailing and the camaraderie of the many great friends he has made over the years. What wonderful memories we have.

Memorials to

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Sincerely,

Larissa Cox and family

We all look at life from a different view - my Mom and Dad have been gone a long time, but they are with me every time I sail on Silver Lake (other times too). Cal will always be at the Harvest Regatta, I don't think he ever missed one...

Remember him always.

Billy Neal

Cal Schmiede was active in the Lightning Class for many, many years. He was President, Secretary, Chief Measurer, Vice President, Yearbook Editor. He raced actively and competitively for many years, and helped run races for many more. He leaves many friends among the Lightning Class. ●



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Treasurer (ILCA, District and Fleet) - Acorn

ILCA, Fleet, District and International Officers, past & present, are entitled to wear stars designating the highest rank they have held. Past and present Secretaries, Measurers & Treasurers may wear their insignia along with any stars they are entitled to wear. Stars, quills, squares and acorns are available at \$2.00 each. When ordering, specify which insignia and how many you need.

WHAT ABOUT THE REST OF US??

Julian Calvin

Lagos Yacht Club, Lagos Nigeria

First of all, must say how great it is to see in the monthly *flashes* all those wonderful photographs of Lightning fleets in action.

However, does this truly represent your average sailor?

One aspect in particular comes to mind and that is all those wonderful, sparkling, apparently brand new sails.

Where are the stained, limp pieces of cloth that many of us have to use week after week? Often marks caused by foam from the helm's mouth or, if the crew have missed a spinnaker gybe, even the odd splash of blood. Of course, each fleet will also have a (usually a more 'senior') member where the stains will be caused when opening the next beer can or throwing remains of a sandwich at a passing boat. This all hap-

pens of course during very serious weekend club racing!!

With creek racing in Lagos even branches of trees have been left to decorate mast tops. (One great race had the crew straining away with all sails set, in deep water, but not moving. Only when the coconut fell did anyone think to look upward to view the palm tree overhanging the water).

Perhaps we should have some 'alternative' racing championships where a special handicap system would be used. Points would be deducted from race scores. Older, more decrepit the sail, the higher the points deducted.

This would also apply of course to gear failure. Where is the fun of sailing a perfect boat when you could experience racing with a broken rudder or repairing a parted shroud with a shoelace. A jammed centre-board (a not uncommon happening

with the rubbish found in Lagos harbour) always adds some excitement. Either the crew attempts to force it down or tries to extricate unmentionable objects with a screwdriver. Even greater fun is experienced when the foot straps break. A particularly good crew will try to water ski whilst trying to return on-board. Others will merely float around and trust, hopefully, that the helm will pick them up (or even noticed them fall out in the first place!!)

Let us also not forget the shoreside experiences. Who wants a perfect trailer when you could have one where the wheels fall off or chassis even breaks in half.

Let us raise our glasses then, not only to those partaking in National Championships, but also to those keen, enthusiastic, relaxed sailors who make Club racing such fun.

(please reply to juliancalvin@infoweb.com.ng) ●

Many thanks to Peter Isler, Carol Cronin, Steve Benjamin, and Jody Swanson for being the newest JCD advocates!



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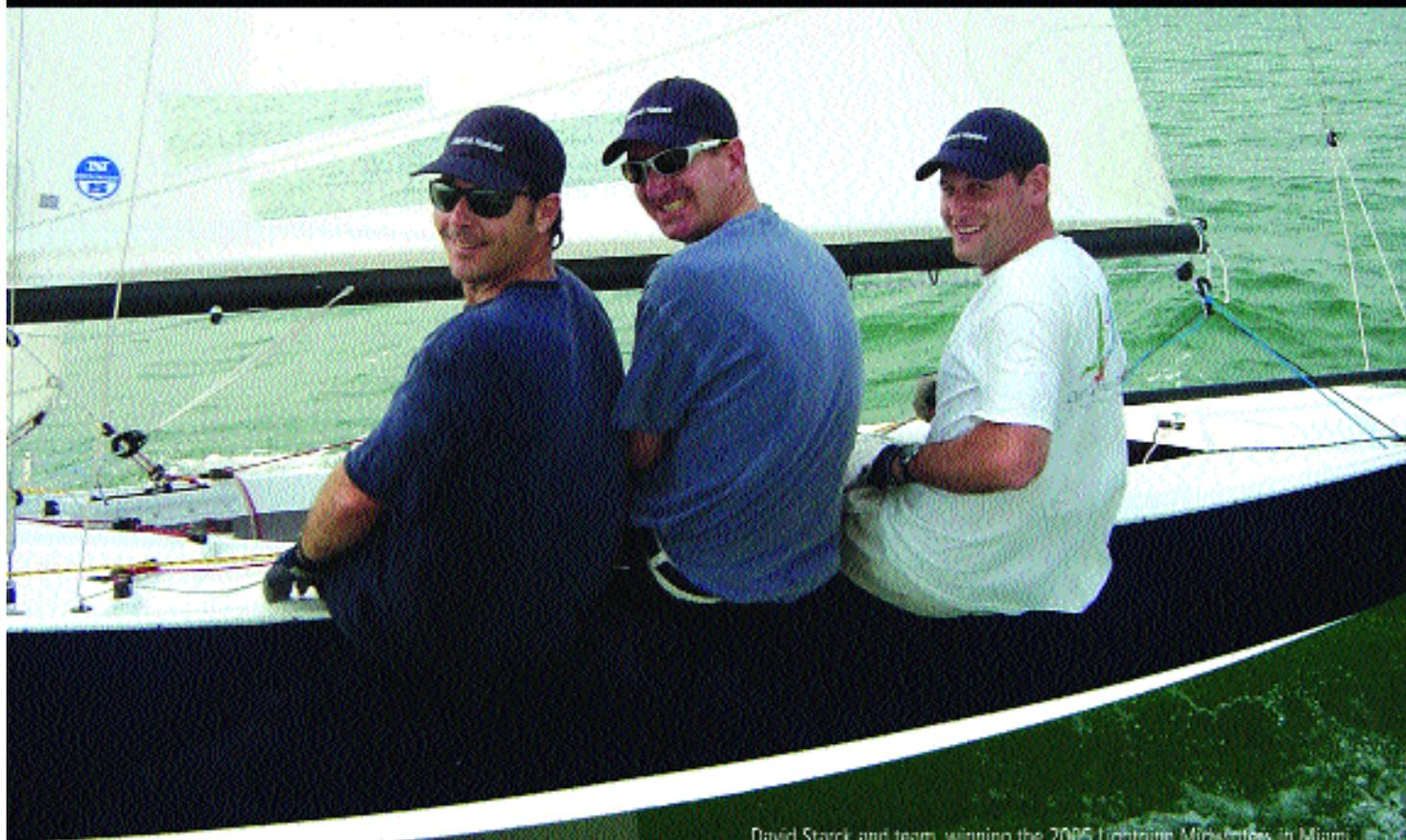
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SOUTHERN CIRCUIT - Miami 1,2,3,5
SOUTHERN CIRCUIT - Savannah 2,3,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5
LONG JOHN REGATTA 1,2

2004

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

Cover story: People drive along Lake Erie and see the water but Jody Swanson sees the wind... it speaks to her.

By BUCKY GLEASON

News Sports Reporter/Buffalo News
7/5/2005

Sailing with Lauren Jones, front, and Maddie Waldron, center, Jody Swanson was reminded that her life's sport can be fun.

RIDGEWAY, Ont. - The idea behind the race was to expose the girls to another level of sailing. Jody Swanson knew how competitive it could get out there, which was why she estimated their chances of winning the 2004 Lightning Women's North American regatta were roughly between zero and none.

At the time, last August, Maddie Waldron was 13, and Lauren Jones was 11. They were as green as they were young, toddlers in the competitive sailing world from the Buffalo Canoe Club. Swanson figured she would teach the girls the fine points of sailing and guide them through their first major regatta.

Who knew Swanson would learn a bigger lesson from them?

Sailing was, is and forever shall be about the voyage and not the results. Over the years, as the stakes grew higher and Swanson's competitive fire burned brighter, that message drifted away from the best women's sailor in the country. Fortunately, the girls reminded her why she started in the first place.

"Every time I went out with them and came back, I was more excited because it didn't matter how we did," she said. "The silliest things that you forget were still important to them, like water splashing into the boat. Every day, they were noticing something different about the sport. It was a very innocent, very naive perspective about the sport, but they were so accurate about what was important. It really was fun for me."

Of course, they won the darned thing.

A few days later, the skipper joined her regular crew of Tom Starck and Skip Dieball for the overall Lightning North American Championship. The race is among the most competitive in the world and usually dominated by men.

Swanson told the two men about the time she had with the girls, and they knew immediately that something had changed in her for the better. She was carefree. She pleaded with them to forget about the finish line and appreciate the experience. They were out there to have a good time, results be damned.

Of course, they won the darned thing, beating 103 other boats in a cakewalk.

"Did you ever have one of those days when everything went right?" Swanson said. "That's pretty much what happened."

Wins bring recognition

Swanson had plenty go right last season. She was named the 2004 Rolex Yachtswoman of the Year for the two victories and another as part of skipper Cory Sertl's crew in the U.S. Women's Match Race Championship. She was honored in February at the New York Yacht Club. It was the second time the Amherst resident received the highest honor in her sport. She also was named top yachtswoman in 1989.

"She won the women's nationals with two junior sailors, which is amazing," U.S. Sailing President Janet Baxter said. "She took the time, she trained these girls, she got them excited about sailing. That was great in itself. Then, a week later, she goes out and wins the North American championships? Yeah, she's got some talent."

In a major sport, Swanson would be a household name. She's widely known and respected throughout the sailing community, which has watched her compete for more than 20 years. Yet in Western New York, this elite athlete can spend two decades in relative obscurity while dominating her sport.

What makes her better than the others? In short, it's her instincts.

Every day, people drive along Lake Erie and see the water. In a sense, Swanson sees the wind. It speaks to her. She knows exactly what it's doing by examining the pattern of the waves and noticing the subtle changes in the elements. It allows her to make snap decisions and adjust her sails accordingly for optimum speed.

Sailing is much about physics, but it's also a sport of feel. Swanson has an innate ability to consume her surroundings and digest their effects. For example, she might see a flag waving in one direction and a whitecap flowing in another and know how much wind is coming, exactly when it's coming and from where. It's remarkable to the untrained eye, but to her, it's second nature.

"She knows everything," said Maddie Waldron. "You can make a mistake and she's always there. It's really cool. She's the best of the best. You don't know it until you're out there. I didn't think we (could win), but you get out there with her, and you know she can make it happen."

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Success comes from skill

The Lightning Class is short-distance racing with strict boat specifications. Each boat is 19 feet long with a 61/2-foot beam. Sail areas (the main and jib) must be 177 square feet, and the spinnaker can be no larger than 300 square feet. The strict rules basically negate any advantage skippers and crew might have regardless of size or gender.

Swanson, a petite 5-foot-3, refuses to accept credit for her success. Instead, she compliments her crew, claims she was lucky, insists she was “hanging on for dear life” while going along for the ride. If she has a flaw, her friends say, it’s that she’s too nice on the water and lacks killer instinct.

“You can look at every race and say, “We got so lucky” because the wind shifted our way or the person next to us tipped over or whatever,” said Tom Starck, a Kenmore native who now lives outside Cleveland. “You hear people say it’s a crapshoot, but you look at the scores, and it’s always a core of people winning the race. There are people who know how to be lucky and still win. It’s her way of being modest.”

If anything, she thanks Lake Erie for offering premier sailing conditions. Water and wind is what it takes, and anybody who has lived in Western New York understands the lake has both. It’s where she learned how to read the waves, which change quickly in shallow waters. Buffalo also has one of the top Lightning manufacturers in Tom Allen, who exports boats around the world.

There’s a perception that sailing is for the wealthy, but that’s hardly the case. A new Lightning costs about \$16,000. A good used one can be had for about half the price or less. Anyway, because each boat must meet specifications, it’s more about the people sailing than the boat itself.

“It’s like any other sport. Some people have it, and some people don’t,” said Dave Starck, Tom’s brother and a former three-time All-American sailor at the New York Maritime Academy in the Bronx. “There is no price you can put on natural ability. You can’t go to a clinic and get it. It’s instinctive. (Swanson) has all that.”

Sailing family

Swanson has been sailing since she could remember. When she was a little girl, before kindergarten, she would nestle into the small cockpit of a Sunfish with her siblings while

her mother sailed the Niagara River. They would stop for lunch or ice cream across the river before sailing back.

What started as family sailing evolved into a sailing family. Swanson’s mother, Jean, was a pleasure sailor. She’s 77 now, and rare is the summer day when she’s not sailing by herself. Swanson’s late father, Jack, taught the kids how to race. Often, dinner conversations would include him positioning silverware to explain strategy. It wasn’t long before Jody became consumed by the sport.

In 1984, she was the Lightning Class Youth World Champion. Five years later, she was named Rolex Yachtswoman of the Year for the first time. In 1990, she won a gold medal in the Goodwill Games. In ‘94, she won the International Match Racing Championships. In ‘95, she captured the Santa Maria Cup and won silver in the Pan American Games. In ‘96, she captured the North American Championship.

“Every opportunity that opens up, it becomes more involved,” Swanson said. “You’re in it to achieve a goal. It’s something you’ve been trying your whole life to achieve, but you forget why you just loved to be out there on the water on any given day.”

Looking back, maybe the results caused her to forget. She was intent on sailing in the Olympic Games, preparation for which requires nearly a full-time commitment. Her brother, John, covered for her at the family’s heating and air-conditioning business. Three times, she staged campaigns to make the U.S. team and failed. Last year, after an unsuccessful attempt to reach the 2004 Games in Greece, she had had enough.

“The last thing I wanted to think about was sailing,” she said.

Learning a lesson

Then along came the girls.

Both are products of the Buffalo Canoe Club’s tight-knit sailing community. Lauren’s father is an expert sailor who has won several championships. Maddie is the niece of Tom and Dave Starck. All grew up sailing with and against one

another a short distance from Crystal Beach.

The club was host to the two major regattas last year, which is why Swanson granted the girls’ request to enter the event. Swanson never told them they had little chance to win. Who cared about winning?

As they prepared, the girls basked in the sights, the sounds, the sun, the serenity of Lake Erie. They were sailing for sailing’s sake. It was about soaking up the surroundings, which goes to the heart of sailing.

For years, Swanson spent so much energy studying her whereabouts that she failed to see their charm. The girls reminded her what it was all about, and together they proved what can happen when a team truly loves what it’s doing.

This recharged her competitive batteries, although her days of pursuing an Olympic spot are over. The 40-year-old also loves working with the junior sailors, showing them the ropes, so to speak.

“Sports psychologists will tell you over and over again that it’s supposed to be about fun,” she said. “The focus should not be on the results but the journey. I wish I would have had that experience and then gone to the (Olympic) trials. I would have had a completely different perspective. It’s a life lesson. You have to live it to learn it.”

e-mail: bgleason@buffnews.com

Reprinted with permission from Bucky Gleason ●

Photo: Current North American Champion and Women’s Champion Jody Swanson gives some tips to the junior sailors at the 2005 Lake Erie Junior District Championship



UPCOMING MAJOR REGATTA CALENDAR

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

2005 Women's, Juniors' & Masters' North American Championships
Milwaukee Yacht Club, Milwaukee WI

August 2-5

2005 North American Championship, Sheboygan Yacht Club, Sheboygan WI

August 7-13

2005 South American Championship, Vina del Mar, Chile

November 15-19

2005 International Masters Championship, Vina del Mar, Chile

November 15-19

2005 World Championship, Vina del Mar, Chile

November 19-26

UPCOMING REGATTAS

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

AUGUST 6-7

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

AUGUST 13-14

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

AUGUST 20-21

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

AUGUST 27-28

27th only Onondaga One Day Invitational, Onondaga
YC (CNY)
Squam Lake Regatta, Squam Lake (NE)

SEPTEMBER 10-11

10th only New Jersey State Championship, Toms River
YC (CAD)
10th only One-Day Skaneateles (CNY)
10th only BCC Back to School One Day (LE)
Leukemia/Presidents Cup, PRSA (DIXIE)

47th Whitecap Regatta, Pontiac YC (MI)
Massabesic Regatta, Massabesic YC (NE)
55th Harvest Moon Regatta, Atwood Lake (OH)
Augusta Invitational (SE)

SEPTEMBER 17-18

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

SEPTEMBER 24-25

24th only Canon Manahawkin Bay Cup Regatta, Surf City
(CAD)
24th only One Day Cazenovia (CNY)
24th only Ed Hinds Memorial, Bow Lake (NE)
SMSA Small Boat Invitational Regatta (DIXIE)
Red Flannels, Chicago (MW)
Bare Bones Regatta, Mansfield (OH)
Lake Waccamaw Regatta (SE)
Colorado Governor's Cup, Carter Lake (US@L)

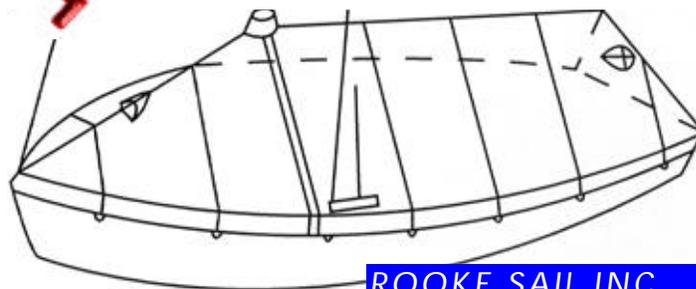
OCTOBER 1-2

Fall Classic, Cedar Point YC (CRI)
51st Annual Hoosier Regatta, Wawasee YC (IN)
Atlanta Cup (SE)
Wadewitz Regatta, Fairhope YC (SO)

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 Snowball Regatta, Buckeye Lake (OH)
 Hospitality Regatta, Jackson YC (SO)
 Columbus Day Regatta, Chatfield Reservoir (US@L)
9th only Frostbite, Ithaca (CNY)

OCTOBER 15-16

Frigid Digit, Severn Sailing Association (DIXIE)
 Clam Bake Regatta, Southampton YC (LI)
 McDougall Open (MV)

OCTOBER 22-23

22nd only Pumpkin Bash Regatta, Cherry Creek (US@L)
 Fall In Regatta, Cowan Lake (OH)
 Borderline Regatta, Kerr Lake (SE)

OCTOBER 29-30

29th only Pumpkin Bowl, Barnegat Light (CAD)

NOVEMBER 5-6

Lightning Fling, Hampton YC (DIXIE)
 Bluenose Regatta, Harbor Island YC (MV)

NOVEMBER 19-20

Turkey Regatta, MBYC bay (CA)
 US SAILING One Design Sailing Symposium,
 Annapolis MD

NOVEMBER 25-26

Thanksgiving Regatta, Davis Island (FL)

DECEMBER 11-12

Hot Rum Regatta, MBYC bay (CA)

DECEMBER 17-18

Sugar Bowl Regatta, New Orleans YC (SO)

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 ILCA Web Site - check <http://www.lightningclass.org>



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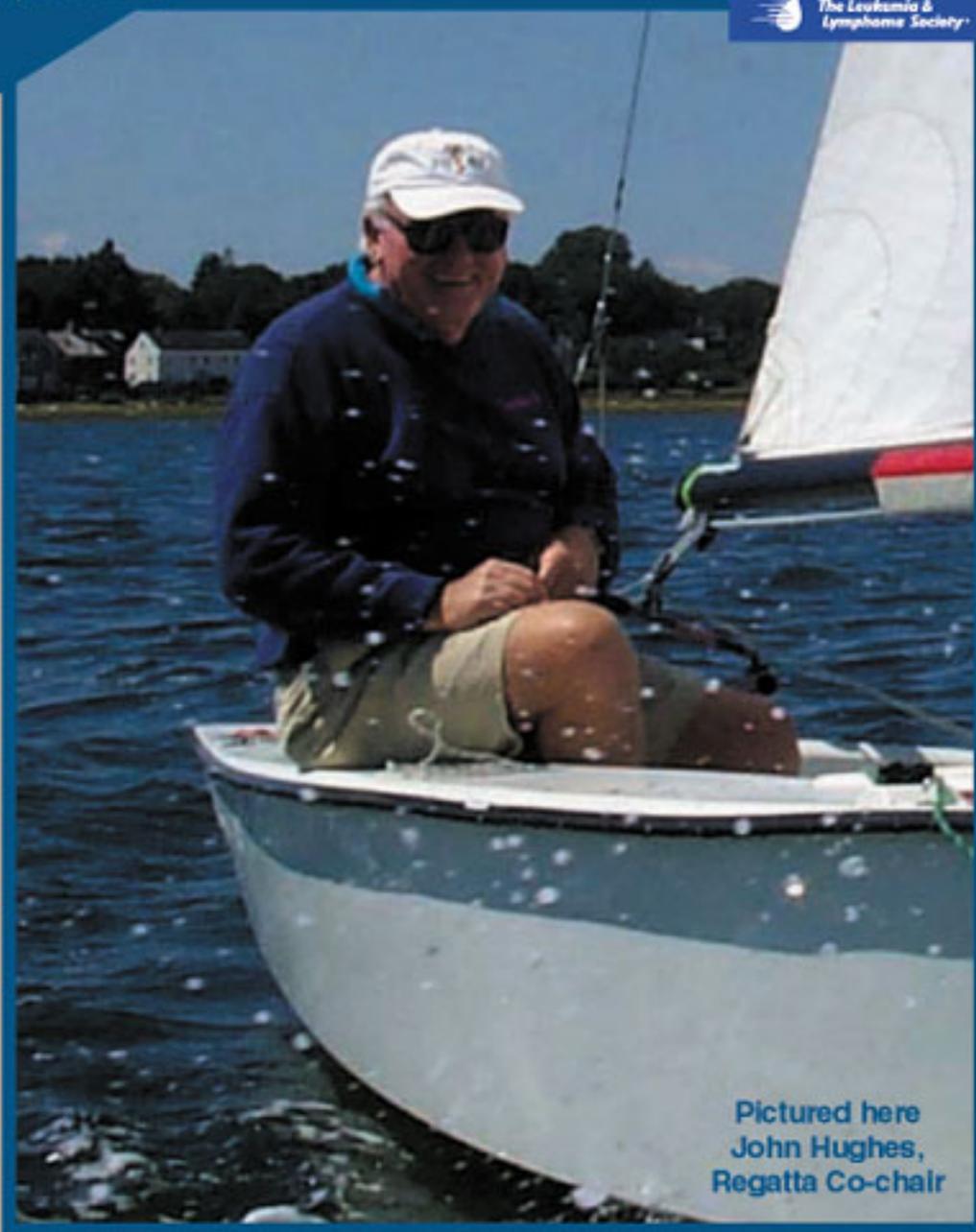
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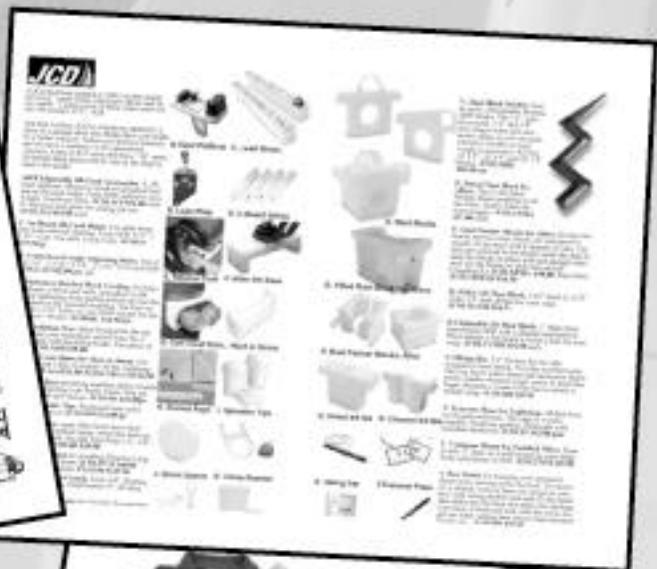
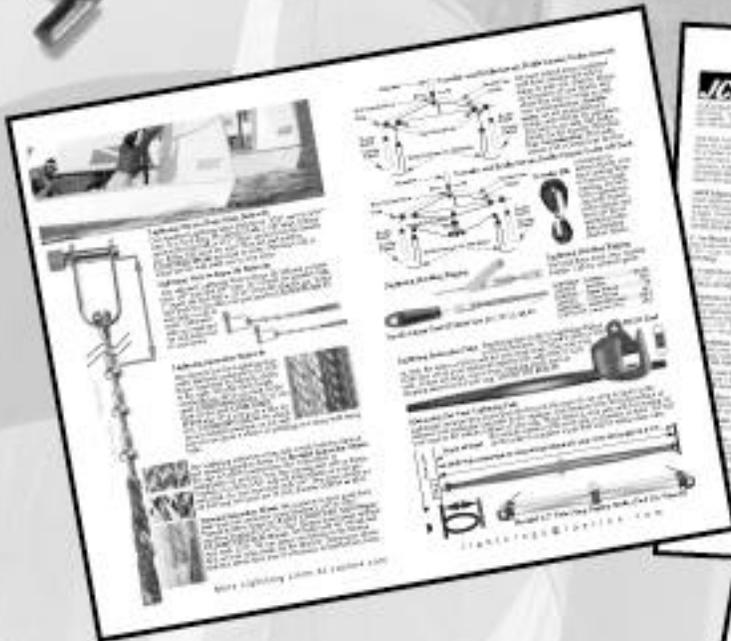
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HALL OF FAME INTERVIEW: CARL EICHENLAUB

Peter Huston

Not only was he an outstanding racer in his day - winning Snipe, Star, and Lightning championships, including the Lightning Internationals - but Carl Eichenlaub also made a career of building boats for these classes, and his boats have been among the best, winning countless championships. And over the last 25 years as the US Sailing Team's shipwright, Eichenlaub has been able to repair the U.S. fleet in a competent and timely way at high-profile events; his generosity and skill have been apparent to foreign competitors who have frequently been welcomed to his well-equipped portable boat shop.

Sailing World: When did you realize that putting boats together (or back together) was something you liked to do? What was the first boat you built?

Carl Eichenlaub: When I was a kid, about junior high, I got a magazine called "How to Build 20 Boats" - it had lots of boats and plans, some of which became famous. One thing led to another and I gravitated towards the boat business. The first boat I built was a "Stormy Petrel." My father was a cattleman, so we loaded the boat onto his cattle truck and took it to Mission Bay YC. It's sort of a natural thing to want to see if your boat is faster than the other guy's, so I sort of got into racing by just wanting to be faster than other boats out there.

SW: Why were your Stars & Lightnings the best? What's the fastest boat you ever built?

CE: In the case of Stars, I had a big boost from Lowell North - he had innovated on the Starboat lines, went to a major regatta, and won nearly every race, but he got thrown out for a rules infraction before the start. He didn't want to build boats. He wanted to be either a snowski maker or a sailmaker. I figured I could probably build him one, so he gave me his lines, and I modified them over the years to make even more competitive Stars. It was about '63 or '64 that I hit the jackpot with people winning all the time in my boats.

Lightnings - that was a strange one. I built one for my dad and took it to the Internationals in New Orleans I built it right from the plans, didn't change anything within the tolerances. We were clearly faster than everyone, but I'm not sure why.

Thought I could do better in terms of design, but each year got worse. One time I went to the Internationals, and the guy who was doing as badly as I was, did better. I asked him why, and he told me, which was about what we were doing with Starboat lines. I won the 1960 Internationals, and then helped Tom Allen learn to build Lightnings. He then did better than me, so I had to keep innovating, and then beat Tom again in '63.

SW: At your best as a competitor, what were your strengths? What was your best victory?

CE: I was probably at my best in Mission Bay-type wind - moderate wind. I was lousy in really light air, not very good in a gale. The best sailors on Mission Bay in the '60s were the Barber twins (Manning and Meritt, who invented the Barber hauler), not the best racers, but the best straight-line sailors. They are the ones who helped us get going really fast.

The Lightning 1960 Internationals was my biggest win - I tried and worked so hard to get to that point, drawing a different boat to the tolerances. I had to become a better sailor, so I got in a Sabot and practiced every day at Mission Bay YC for six months against a woman, Mrs. Lynch, who was really fast. If you can sail a Sabot well, you can sail anything well. I remember one race really well. It blew really hard, the maximum amount they'd sail a race in. We got to the weather mark second to last, but if there was one thing I knew how to do really well, it was to make a boat plane, because of my experience in I-14's. We got back to third on a great downwind leg. It was a matter of knowing when and how much to move the crew weight. That was the race that won me the Internationals.

SW: Why did you decide to become the U.S. Sailing Team shipwright?

CE: I didn't decide. One day I got a phone call from Dick Sterns, the President of Murphy & Nye. He called me out of the blue, saying a new position had opened up on the Sailing Team, he thought this position would be right up my alley. He asked me to take on the job (he was going to be the team leader) and I almost turned him down. But a friend told me that if I ever had the chance to go to Olympics I should go. That was in '76. I've done it every

Olympics, Pan Am, and Goodwill Games since.

SW: Have you ever had a real conflict between helping a U.S. sailor with a minor problem or fixing something major for a sailor from another team?

CE: I've always worked on helping out with other countries. Some of our team leaders like this, some didn't, but I always cleared it first.

The Canadians didn't take Dirk Knuelman (their shipwright) to Athens and their women's board got crushed in shipping. I fixed it, and it came out beautiful and she won the first race. A lot of people were sort of unhappy about that, but then Lanee Butler won the next race, so it was OK.

SW: What's the most creative repair you've managed during a major event? Hardest?

CE: The hardest repair was in the Paralympics in Australia. I got back to Sydney the day before the Games started because I had been given the Herreshoff Award by US SAILING and had to be at their meeting for the presentation. So after flying all day, I went right from the plane to the club and had to fix the floor timber in the Sonar, because it had been left out when the boat was built. The team had sailed the boat without the floor timber and the boat had a huge crack. I only had a piece of plywood, and even had to plane that down to size to meet the class specifications. I would have rather used oak, but I got it in, used 6 or 8 layers of mat and roving and glassed it in. It took all night to put that many layers in and then I epoxied it all up. It was a miracle to get done on time. It was a difficult job with limited time.

The most creative was when Bill Buchan came to the '84 Olympics, he had a boat that was too narrow, more than a half inch too narrow at the stern, both at the deck and chine. Bill had built the boat himself, and I was surprised he let me fix it. So I took a Skil saw, made four three-foot long cuts, put some wedges in, fixed it, and he won the gold medal.

SW: Are there any repair jobs, or anything else about boatbuilding that you really don't like?

CE: I'm not a glass man, but when you are in my line of work, you get exposed to it because some of the glass work is involved - like one time a guy shows up at a pre-trials with a

hole in the transom of his Starboat that looked just like the bow of another Starboat and I had to fix it quickly.

SW: What's going on at your yard now? It's rumored that you're building wooden boats again.

CE: I built a PC (Pacific Class) for my daughter Betty Sue, who is going to be commodore of SDYC next year. I told her she needed a flagship, but if I built a modern race boat, it would be obsolete before it was done. It's all built and in the water; everything is done with the exception of the mast. I have the wood for the mast, which is Douglas fir, 40 feet long, that has to be scarfed together. It's all built according to the exact plans as accurately as I could to duplicate what Kettenburg had built. The hull is varnished mahogany. This is the first one that has been built in probably about 50 years.

SW: How long have you been a member of San Diego YC?

CE: I grew up sailing at Mission Bay YC, but when I started sailing boats that couldn't get under the bridge to the ocean, like Solings, I joined SDYC. I've been a member of SDYC for 30 years. I am member #2 at Mission Bay YC currently.

SW: Who was your biggest early influence in sailing?

CE: Probably the best guy who ever sailed at Mission Bay YC, except for Earl Elms, was Bob Gales. It was always felt that if you could be beat him, you could beat just about anybody in the world. I crewed for him a few times, and learned more from him than anyone else. When I first joined Mission Bay, the boat of choice was the Skimmer which is what I really started racing on with Bob.

SW: Besides San Diego, where are your favorite places to sail?

CE: Tawas Bay, Michigan of course, because I won the Lightning Internationals there. Naturally San Francisco; you just get addicted to sailing in a gale. And of course, Buffalo, with all its Lightning sailing, - it has to be a great place to sail, because so many great sailors come from there, and great places make great sailors.

SW: Will we see you at the Lightning Masters in Mission Bay next summer? Will you build your own boat out of wood for this regatta?

CE: I think you will see me there, but no, I probably won't be building a wooden boat; that would sort of be going against the trend.

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HELPFUL ADVICE FOR SKIPPERS

David Dellenbaugh

Keep your crew happy and improving. Finding, developing and maintaining a good crew on your boat is not always an easy task. In fact, it often takes a lot of time. However, the advantages of organizing an excellent team are almost always worth the hassle because you will achieve better results, and everyone will have more fun. Here are a few ideas on how you can do this.

With a little effort, there are many things that a boat owner or skipper can do to foster the success and happiness of his or her crew. Not every idea will work on every boat, but here is a brainstorm of suggestions from which you can choose.

Spend more time practicing. One sure way to discourage your crew is by putting them in race situations where they must perform maneuvers that they haven't practiced. Avoid this by spending more time practicing, even if it's before or after a race. Also, don't put your boat into "impossible" situations at marks.

Solicit input and feedback from crew. Encourage your crew to tell you what they like and don't like about sailing on your boat. To get good feedback, you may have to do this in private, like on the phone. Just be sure you make the effort to follow through on what you learn.

Hold crew meetings. One great way to keep your crew involved and informed is by organizing crew meetings at the beginning and end of every race day. Consider letting a different crew member run each meeting.

Emphasize comfort and safety. I've sailed on some boats where the skipper was so paranoid about weight that I wasn't even allowed to bring foul weather gear aboard. In my opinion, a little bit of crew comfort is more important than a questionable small gain in speed, and I'm sure a lot of other sailors feel the same way.

Get your crew involved in making decisions. It's not easy to get crew input for every decision you make during a race, but try to do this as often as possible. This will help crewmembers feel more involved, and you'll come up with more ideas, too.

Make every race a learning experience. If you want your crew to keep coming back, make sure they get

If sailors don't have a good time, they usually won't come back for more, so make this a priority in your program.

something out of each day. They won't win every race, but they can always learn something, especially if you help make this happen. For example, get someone to videotape your mark rounding maneuvers.

Encourage your crew to try different roles. During a practice or low-key race, for example, let your bow person try trimming the mainsheet, and have your mainsail trimmer do the bow. Switching roles offers not only a fun change of pace, but it gives everyone an appreciation and knowledge of other crewing jobs.

Try crewing yourself. I don't think you can really become a great skipper until you have a good understanding of every crew role on your boat. The best way to get this is by occasionally switching into different positions yourself.

Foster a team spirit. Think of (and talk about) your crew as a team, not a bunch of individuals. Hand out team gear, take team photos, have team parties, win as a team, lose as a team.

Minimize negative commentary. No one likes to be yelled at, put down or belittled, especially in front of other people. So if you are a screamer, change your approach.

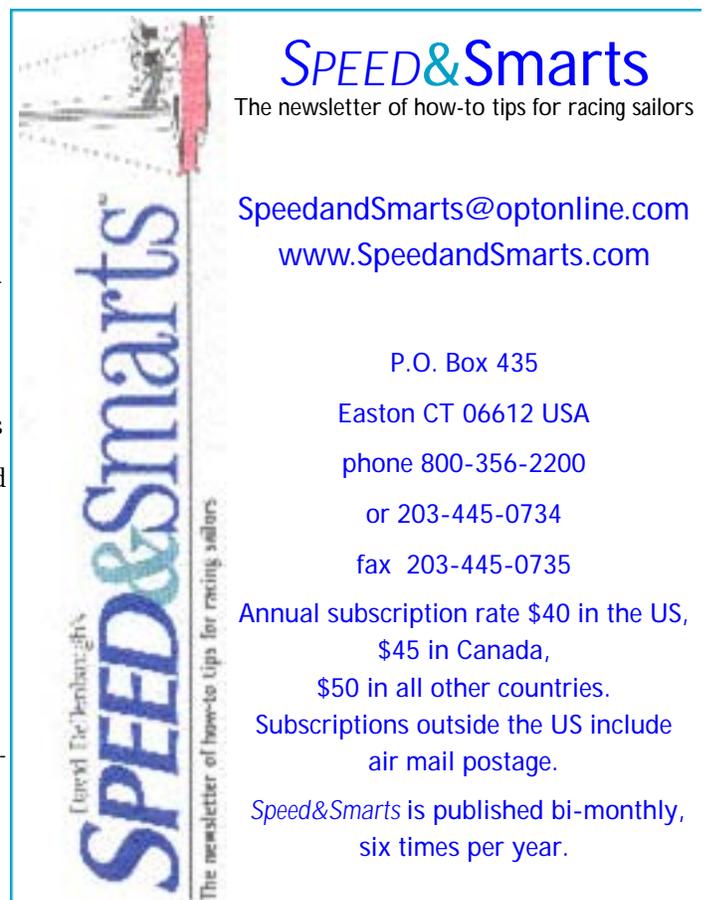
Remember that

1) your crew is a team working together on a common goal, and 2) most of the time they are trying as hard as they can. It's OK to look for ways to improve at your crew meeting, but do this in a respectful, constructive way.

Appreciate your crew. Almost everyone, no matter their position on the boat, likes to be recognized for good effort and performance. Things you can do include announcing crew names at the awards ceremonies, giving out your own crew prizes at the end of the season, getting an article about your team in the local paper, etc.

Have fun! If sailors don't have a good time, they usually won't come back for more, so make this a priority in your program. Be silly, tell jokes, and focus on things that your teammates really enjoy about our sport.

From David Dellenbaugh's Speed & Smarts, the monthly newsletter of how-to information for racing sailors, number 64. Reprinted with permission from David Dellenbaugh



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Race 2



Start Race 3



Light air start to race 5



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Downwind Race 4

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Tawas Bay Yacht Club, Tawas Bay MI, July 16-17



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Michigan Lightning-ers in the news...

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The Editor

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Photos, too, are greedily accepted. You can send a picture or a CD, email a jpg, tif, bmp = I'll work with whatever you send! But - to run the photos in **Flashes**, I'd REALLY like to have an article to go with them...

THANK YOU!

Note: Results for the Tawas Bay Regatta and the other regattas reported in this Flashes are on the Class website:
<http://www.lightningclass.org>
All regatta results are posted there

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10086 Siddons Sindle, white with pale blue deck. All Teak recently refinished, clean boat. Aluminum mast & Boom. Updated rigging, race ready and a competitive club boat. Two sets sails, one in good condition, 2 spinnakers, one is decent. Trailer in good condition with new tires. \$2500 John Holmes Phone(W): 704-330-4827 Phone(H): 803-324-1506 john.holmes@cpcc.edu (SC)

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

12603 Carson. SS centerboard. Ready to sail with practice main, jib and spinnaker. Good deck cover. Good galvanized trailer with new tires. \$1800 Harry Cline (h) 919/542-5568 (w) 919/677-6935 hecline@earthlink.net (NC)

13230 1979 Lippincott. White with blue deck. Dry sailed. Trailer. SS centerboard, aluminum mast, practice main, jib and spinnaker. Needs minor glass work at bow. Steve Yankura (h) 203/530-4537 (w) 860/669-0339 esyank@comcast.net (CT)

13794 Allen. Only two owners. Upgraded double-ended controls fore & aft. SS board. Great condition, competitive fleet champ. \$4,750 Denny Bersch W) 414-607-8800 H) 414-257-1235 dberschjr@earthlink.net (WI)

14023 - 1985 Nickels Lightning with 2 suits of sails, covers and trailer. Excellent condition. Off white. \$6000. Ken Irwin 513/761-5977 kirwin@cinci.rr.com (OH)

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

Allen 14210 white/white. North Sails. Asking \$6000. Jerry Dodge (h) 315/589-2550 (w) 585/202-9147 jdodge25@aol.com (NY)

14238 Nickels well maintained beautiful yellow hull, dry sailed, garage kept. North Sails. Race ready. Upgrades to hull and trailer. Travel and mooring covers. \$6800. Steven Wexler (h) 860/206-3192 (w) 203/573-7245 drwex@comcast.net (CT)

14309 Allen, blue. Not sailed for 10 years, stored inside. New suit sails used twice. Good club sails. Ready to race. Tactic compass. \$6500 David Kurtz (h) 305/273-9456 (w) 305/460-5333 goombay2@bellsouth.net (FL)

From

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

14600 Nickels grey hull, light grey deck and interior. Excellent condition, 703 lbs. Dual controls. Travel and mast covers. Jib and spinn new for 04 NAs, main never used. New mast. Nickels galvanized trailer. Available now \$11000. Brad Wagnon h) 765/284-3100 w) 800/875-8118 bwagnon@comnetmessage.com (IN)

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

14737 Allen. Stiff and fast: Winner 2005 Junior NAs. Allen Trailer, all covers, One set sails, Allen spars, recent upgrades. \$10,500. Unfortunately, building a house! Leonard Phillips (w) 315-426-7781 (h) 315-445-1897 len1401@dreamscape.com (NY)

14851 built by Nickels in 1999. Boat in excellent condition. White hull and deck. Main, jib, spinnaker. Galvanized trailer, covers included. Asking \$12000. Digital pictures available at SailingTexas web page. Dennis Rhoades 937/848-2003 darhoades50@hotmail.com (OH)

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

14851 built by Nickels in 1999. Boat is in excellent condition. White hull and deck. Main, jib and spinnaker. Galvanized trailer, covers included Asking \$12500. Dennis Rhoades call 937/848-2003 or email darhoades@hotmail.com (OH)

14923 Allen, white hull, grey deck, excellent condition. North mjs like new. Galvanized trailer, full trailing cover, rudder cover. Like a brand new boat. \$13000. Jed Dodge h) 585/461-9928 w) 585/722-5249 jdodge5353@aol.com (NY)

15005 Nickels white hull, light grey deck. Fresh water, dry sailed, 2003 North MJ and 2 Shore Spinnakers. Adjustable jib cars, all double ended, staymasters, Nickels wide bunk trailer & light bar, 5 Fabricraft covers. \$12,900. Bob at r.franke@att.net or call 414-476-5790 (WI)

15103 Nickels, light grey hull, white deck. Adjustable jib cars, new boom, carbon blocks, gal. trailer. Covers and sails available, if needed. \$12,500. Steve Davis Colorado (can deliver to WJM or NAs) (w): 720-875-3366 (H): 303-699-0317 sdavis@cetenv.com

15148 Nickels, triple white, carbon blocks, racing rudder, travel covers, galvanized trailer, full set of sails. \$14000. Joel Humphrey (w) 248-342-8025 (h) 248-681-9270 jhumphreymd@yahoo.com (MI)

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