

# Lightning eflashes

Newsletter from the International Lightning Class Association

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## BRAZILIAN NATIONALS

John Bennett

Two great weekends of sailing, 18 boats, all to be used in the Youth Worlds, and the last 5 races held in winds that gusted up to 19 knots, 2 masts broken, 10 boats capsized, and still everybody left with a great smile!

A tie for first right down to the end of the 8 races was only finalized by the 5th tie break condition. Mario Buckup and family came out on top, with Enrico Francavilla a very close 2nd. The Bieckarck and Ficker team who won last year, was represented this time by their sons, and they came in a good 3rd place.

Have a look at the photos! Rounding first buoy going down wind there are no boats coming up wind. That is how close we were. The upwind photo shows half the fleet that went to the eastern banks. The remaining boats went west, and we all met again soon after.

All the boats are now in the hands of our measuring team, with Nelson Schmitt having his hands full.

2 boats were helmed by juniors, and an additional 3 boats had juniors aboard. This Youth Worlds is a great way to bring in new blood for our fleet.

Now we shall work on giving you all a great Youth Worlds. Everything is ready and in place to welcome you. ●



## ARTHUR B HANSON RESCUE MEDAL AWARDED TO JIM ROE AND RYAN MILLER

*Editor's Note: Jim Roe, although still "only" a junior, is a long-time Lightning Class member*

The Officers, Directors and Members of US SAILING are pleased to present the ARTHUR B. HANSON RESCUE MEDAL to JIM ROE AND RYAN MILLER for the rescue as follows:

On July 2, 2003 the Surf City Yacht Club in Barnegat Bay, NJ held the Junior Commodore Regatta. Another local club, Barnegat Light Yacht Club had sent two coach boats with their junior sailboats who were competing. Upon returning to Barnegat Light Yacht Club, Becky Mergenthaler, wearing her PFD operating a 13' Boston Whaler, was making a turn into the harbor when a rogue wave flipped her out of the boat. The boat started making circles coming closer with each pass.

Jim Roe and Ryan Miller on the other coach boat, a 20' Mako, saw this happen and headed in the direction of the Boston Whaler. They saw the Boston Whaler run Mergenthaler over twice, rendering her unconscious. On the third rotation it looked as if the motor was lining up to hit Mergenthaler and Roe steered his boat into a t-bone collision to direct the Boston Whaler away from Mergenthaler just in time.

*continued on page 4*



*Jim Roe reads his speech after accepting the Arthur B Hanson Rescue Medal from Faye Bennet. Photo by Jake Bennet*

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 copy to Murfreesboro office.

## President's Column

Paco Solá

As we get ready to travel to the Southern Circuit the Youth Worlds are going on in Brazil. Judging from the job we have seen from the organizing committee, we expect it will be a great regatta. John Atkins, VP Youth Worlds will attend.

I would like to tell you about the new initiative we are undertaking, under the leadership of Jim Fairman, Jim Allen and Rick Bernstein. As part of ILCA's ongoing efforts to recruit new sailors to Lightnings, a plan is underway to leverage the combined strength of the sixty plus Lightning web sites that exist. There is an opportunity to make tremendous improvements in the visibility of our class and fleets among sailors seeking racing venues on the web. With a simple grassroots effort shared among existing fleet sites, or fleets that might choose to post a new website, our vision is that search engine queries such as: 'Memphis "one design" sailing crew' will produce a Lightning link among the top five results.



Collectively we expect to increase the number of newcomers our fleets see on an ongoing basis. If you are interested in helping or have suggestions please contact Jim at mjfairman@earthlink.net

We also have a set of guidelines for participating in boatshows ready. These aim to help volunteers make the most out of our presence in any given boatshow. Listed are all the items available from the Class Office, like printed matter, videos, merchandising and promotional material.

Finally, if you would like to know what the Executive Committee is up to, you may check our "open items" checklist in the members only section of our website.

As always, we welcome your comments.

President@lightningclass.org ●

## Chief Measurer's Column

Carter Utzig

OK I stand corrected: Jason Warner gets the award for proactively improving the specs and interpretations. For those of you who did not catch it the interpretation to plug the loop hole on watches, restricted navigational features. The interpretation now reads: Any electric device shall not provide wind information, boat speed, GPS related information or compute correlations between time and heading.

Keep in mind what "shall not provide" means – the functions should not be available.

Remember to get with your governing board member after (since this is



coming out after the southern circuit) the meeting in St. Pete and make sure you understand how they represented you. They are the people who ultimately make the rules for the class.

The specs are slowly getting rewritten. The l-list got to see a early peek and will see a new draft soon to comment on. If you are not part of the l-list

you may want to join.

Look forward to seeing people again at the southern circuit.

.Carter

measurer@lightningclass.org ●

## OFFICIAL NOTICES

### US WORLDS QUALIFIER

The 2004 North American Championship at Buffalo Canoe Club will be the US qualifier for the 2005 World Championship in Vina del Mar, Chile in November, 2005.

### ATTENTION FLEET SECRETARIES

We will publish a regatta schedule by district in the April issue of Flashes. Please submit your District's regatta schedule for publication NO LATER than March 19th to be included.

### GOVERNING BOARD MEETING

The Governing Board Meeting will be Thursday, March 18 at 10am in the Quarterdeck Room at St. Petersburg Yacht Club. Brunch will be available at your own expense.

### GENERAL MEETING

The Winter General Meeting will be Thursday, March 18 in the Ballroom at St. Petersburg Yacht Club, immediately following the competitor's meeting, at approximately 5:30pm

## LIGHTNING LABS - REMINDER

It's time again to schedule the 2004 LIGHTNING LABS. For the last several years, we have been contacting the District Commodores who were to contact the Fleet Captains who would poll the Fleet Members, gather the information and send it back up the line. Great idea, but it didn't work. So this year we'll use the e-mail system to contact as many of the members as possible.

For those who may not have heard of LIGHTNING LABS, it is a program for training Lightning sailors. It is the most advanced program the ILCA has and should be attended after viewing the two videos and reading the North Sails Performance Sail Trim book with "crib sheets" developed by Greg Fisher specifically for the Lightning. If you have digested this information, the LIGHTNING LABS will be much more beneficial.

We have found that 13 -15 boats is the maximum that can be accommodated. If your Fleet cannot muster that amount, the District Commodore can assist by grouping fleets. When responding to me by e-mail, please e-mail a copy to your Fleet Captain and District Commodore. I will need to contact them.

In addition, please send me the following information:

1. Fleet Number
2. District Name
3. Location of the Labs
4. Desired Dates - 3 alternatives
5. Expected number of boats
6. Five items to be discussed (5 word or less description)

I need your help in setting the schedule and must have it completed prior to the Southern Circuit.

Saving the best for last! We are planning a LIGHTNING LABS on THURSDAY, MARCH 18, 2004, the St. Petersburg Yacht Club during the Southern Circuit. So, if you want to get a jump on the season and your competition, come to St. Petersburg (or better yet come to the entire Southern Circuit). ●

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*Hanson Medal continued from page 1*

Roe turned the boat again and came alongside Mergenthaler and Miller pulled Mergenthaler out of the water over the transom and set her on the floor of the Mako. Mergenthaler regained consciousness soon thereafter.

A Spray Beach Yacht Club coach boat used his cell phone to call emergency services. New Jersey State Marine Police and USCG came out with EMT's. EMT's stayed on board and helped bring Mergenthaler to shore. Mergenthaler recovered completely from this event. The State Police threw a rope in the propeller of the Boston Whaler to stop it and Roe went back out and retrieved the Boston Whaler.

Congratulations to Jim Roe and Ryan Miller for coming to the aid of an injured mariner, protecting the mariner from additional harm, for saving her soul and clearing the waterway of a navigational hazard. US SAILING is pleased to present the Arthur B. Hanson Rescue Medal in recognition of this event.

Ronald C. Trossbach  
Chairman, Safety at Sea Committee  
By Direction

Following is the official nomination for the award:

Nominators Name: Roger G. Weber

Event Name: Junior Commodore Regatta

Sponsoring Yacht Club: Surf City YC

Date of Event: July 2-3, 2003

Event City: Surf City

Event State: NJ

Date of Incident: July 2, 2003

Body of Water: Barnegat Bay

First Victims Name: Becky Mergenthaler

First Boat Length: 13



*The Arthur B. Hanson Rescue Medal was awarded to Jim Roe and Ryan Miller at the meeting of the Friends of Southern Sailing on January 13, 2004, at Spray Beach Yacht Club, Long Beach Island, NJ. Left to right, presenter Faye Bennet, US SAILING Adams Chair, Jim Roe, and Roger Weber, who nominated Jim Roe and Ryan Miller. Miller was unable to attend. Photo by Jake Bennet.*

*A second presentation is planned for Barnegat Light Yacht Club in June 2004.*

First Boat Make Model: Boston Whaler

Rescuing Skipper 1: Jim Roe collided the two boats to prevent them from running over Becky & Ryan Miller pulled her out over the transom. Spray Beach coach boat came along and used his cell phone to call emergency. Another boat came along with an EMT volunteered to look at Becky. New Jersey State Marine Police and USCG came out with EMT's. EMT's stayed on board and helped bring the boat to shore. State Police threw a rope in the propeller to stop it and Jim had to go back out later to pull it in.

Rescuing Boat: 20' Mako

What was the nature of this incident:  
Rescue

Did a Mayday call go out:

Guard and the Atlantic City Marine Police

Was any injury sustained by the victim: Y

Can your story be published: Y

Can you provide articles about this event:  
N

Was a PFD worn: ?

What position was the victim working before they went in: captain

Was this day or night: D

What recovery method was used: Reach

Was a rescue swimmer put in the water:  
N

What happened: After the regatta Becky M. was returning her boat back to her yacht club, Barnegat Light Yacht Club. Jim Roe was following. Evidently, when she turned the boat she was hit by a wake at the same time and was flipped out of the boat. No kill switch was being worn at the time and her boat started doing circles coming back closer to her with each pass. It appeared that by the third pass the boat motor was going to hit her. Jim placed his boat between Becky and the runaway outboard absorbing the crash. The runaway boat managed to glance off Becky and she was pulled out of the water. She was taken to Southern Ocean County Hospital and released.

Talking to Jim Roe, he had a partner onboard, Ryan Miller who did a lot of the work. The boats actually t-boned. Pro's got involved too. PFD Yes. Becky's Boat 13' Whaler, Jim Roe 20' Mako.

Went to turn into cove at ICW and a rogue wave hit and threw her. ●

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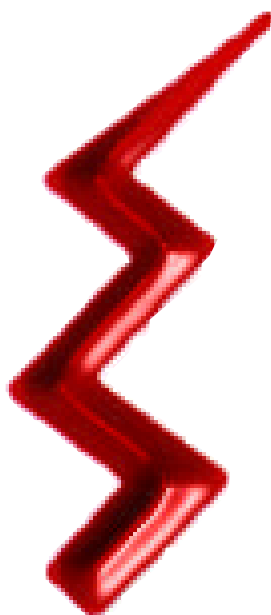
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## Fix a Wreck? Adventures in Wooden Boating

Joel Thurtell

Copyright 2004 by Joel Thurtell

A friend tried to sell his 1950s wooden Lightning last fall, but he found some people didn't like the looks of his boat.

Too nice.

They didn't want a boat to sail.

Not right away.

They surely didn't want Hank Callahan's "Flip," a boat that was raced and did well just last summer despite or maybe because of its wooden hull, spars and antique sails and rig.

What was wanted, it seems, was a wreck.

And a resurrection.

A boat whose soul needed saving.

Maybe something to sail eventually, but in the meantime a source for stories over dinner or maybe the focus of a seemingly never-ending stream of columns in some sailing newsletter.

They wanted a project.

Something to keep them out of trouble on cold winter nights for countless years to come.

Too bad they weren't here a year ago when I hauled that 1949 Hacker-built Lightning to the dump.

Now there was a sight.

You could look for the bottom planks and spy asphalt.

Want to see the axle? Don't dirty your clothes under the hull. Merely glance sideways towards the center-board trunk.

What a concept – a woodie with a transparent bottom.

Hmmm. That's a thought for a future column. Why replace those wooden planks with cedar? Why not use glass?

No more leaning out of the boat to check for weeds on the board. No more carping from crew when the wind is down – they can entertain themselves watching bass and pike. See those zebra mussels? Or that sunken ice shanty? Wow, a pickup truck!

Such a brilliant solution to the age-old problem of a rotten boat didn't occur to me. Poor old 1977 felt the heavy steel stomp of a landfill smasher's giant track.

But for those who aren't satisfied with a wooden boat unless it's a wreck, I have bad news.

It's not too late!

You missed out on 1977, but it's not too late to put Lightning # 453 into your workspace.

Here is a real nautical restoration challenge, a veritable redemption in

waiting, a holocaust to be averted. And it can be yours for the hauling away thereof.

If you're against boats that hold the water out, this is your dream.

This is how Bill Cabrall of Denver describes the find of the decade:

*The hull is not in good shape. It was fiber-glassed from the waterline down a long time ago and the glass had separated from the hull in places, trapped water, and produced rot in many places.*

*There is a hole in the port aft bottom and a lot of rot around the hole. The deck looks like it is two layers of tongue and groove. The upper layer has dried out, the nails used to hold it down have popped free, and it is warping back.*

*The inside has been painted white and the paint is chipping off, the seats are heavily weathered and cracked.*

*The mast is wooden, and has fittings for jumper struts. One of the glue seams is open around the jumpers for several feet and the mast has a large even bow but no cracks in the wood that I could see.*

*I did not see a boom or rudder*

*The owner got this boat because she believed her husband wanted a project, and they had enjoyed sailing several times. He decided that this isn't the project he had in mind, and 99.9% of everyone who reads this will agree with him.*

*This message is for the other 0.1%.*

I have a message for those people, too, although I think their number is greater than 0.1 percent.

Don't take this boat!

It's a mess. You heard about that fiberglass job? Wow, you might as

well dumpster every scrap of wood from the glass work, because it's guaranteed rotten.

Another thing. As bad as Bill makes this boat sound, I know it's even worse.

I have a rule: If somebody tells me a boat is beautiful, I figure it stinks.

It's a sliding scale and it goes down from there.

But what's worse about this boat won't be apparent until you start trying to make fixes. Then, one mess will lead to the next.

This boat represents misery for anyone who takes it.

My ears pricked up when I heard there were plans to make 453 fuel for a big bonfire.

That, I thought, would make a great story.

Not to mention a poignant photo.

Now I understand they may chain-saw the hull and haul the pieces to a dump.

Do it!

Don't wait! Get that devil into the ground as soon as you can.

The public – including me – needs protection from these ill-starred freebies.

Bill promises to show the old hull plenty of respect.

Don't worry about respect -- if that boat had a soul, it sailed off long ago.

Do it!

Soak it with charcoal lighter, stand back, pitch a match and say, "Adios!"

Adios and good riddance.

Joel Thurtell can be reached at 734-453-8303 or [joel@thurtell.net](mailto:joel@thurtell.net) or [finder@radiofinder.com](mailto:finder@radiofinder.com) ●



# What I learned on my summer vacation...

Well, it wasn't really summer vacation. (That concept is just a hazy memory to me now.) But it felt like vacation. Which is good, because when you talk about sailing all week long going sailing on the weekends can sometimes feel like work! I was still stuck in the office most of the summer... but then what do you expect when you work for Walt...I mean, work in the sailing industry? When I wasn't in the office I was sailing! So, here is "What I Learned on my Summer Vacation", (or "How you can learn a lot from sailing in a Lightning - for only the second time in your life!")

1. Don't be scared to try out a new boat or a new fleet. Sail with a few other good sailors and you will come up with respectable finishes, as long as you are all "reasonable" people. Oh sure, there will be some beating of the boat with the tiller extension, and stomping of dinghy-boot-wearing feet. But that won't last long. When you sail with new people you will learn all of their best tricks and become a better sailor because of it. Such as:

2. Tie the bitter end of the spinnaker halyard to something. That way any knots you get in the halyard will have to be slip knots (Think about it!). This can make the difference between a clean spinnaker douse and a take-down that is all @#%&^ed up.

3. Set goals, but remember to keep them small and manageable. Instead of "win the regatta," try something like "roll tack smoothly in light air". Or instead of "beat Pete in this regatta," try "beat Pete's boat to the windward mark".

4. Use the compass. It's not just there for decoration! A traditional-style glass ball compass is good, and so is the easy-to-read **Tacktick Micro Compass**, but I was blown away by the advantages of a **Tacktick Race Master**. On the Race Master, you can see the countdown timer and compass heading simultaneously (no toggling back and forth or squinting at your watch). And the countdown timer has a synch feature (in case your race committee lacks a decent air horn and you're not paying attention) as well as a reasonably loud beep so you can...

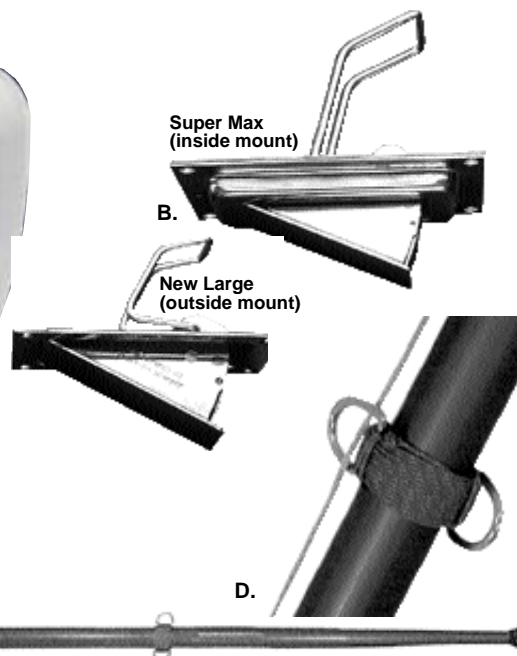
5. Keep your head out of the boat and get great starts. Like how Jim, rock star crew Andrew, and yours truly, port tacked [most of] the fleet at the start of the first race of the Borderline, finishing second in that race - and the regatta!



A.



C.



Super Max (inside mount)

B.

New Large (outside mount)

D.

## A. Race Master

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

T040

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## B. Bailers

Shown here are the Super Max and New Large. The New Large fits many older boats. The Super Max fits many newer boats. Inside or outside mounting is the key difference. In the spring, put a little "Vaseline" on the gaskets, to keep things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

A564133 Super Max

List \$113.00/Layline \$108.00

A564136 New Large

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A574194 For a little piece of foam

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## C. Tacktick Micro Compass

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T061

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## D. Lightning Tapered Spinnaker Pole

Tapered poles are stiffer and stronger than straight tubes, and they allow you to use smaller, and therefore lighter, pole ends. The pole is shown here with Proctor ends, but other ends are available. Note on measuring for your Lightning pole: Lightnings measure their poles from the front of the mast. So, we will need to factor in the distance your particular ring adds to the equation. Just measure from the front surface of your mast to the outside surface of your ring, where the pole will be pressing. We'll do the rest of the math. Call us for more information.

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## BOAT COVER BASICS REVISITED - PART I

by Craig Thayer

Several years have passed since my first article on the subject of marine textiles. In this my second attempt, I hope to answer people's questions as to the various types of materials on the market, proper selection based on application and usage, and finally, proper care to give the maximum service life. As this discussion may be only slightly more exciting than watching paint dry, I have tried to dispense this information in tolerable doses.

### Lots Of Choices

The most common fabrics available to the marine fabricator include the following: vinyls, polyesters, 100% cotton, polyester/cotton blends, acrylics, nylons, and polyethylenes. Each has its merits and weak points.

### Vinyl

Vinyls and materials that have nylon or polyester as the base fabric and are then vinyl coated such as motor boat tops and foul weather gear can all be classified as "waterproof". As we know from wearing conventional foul weather gear, this type of material doesn't "breathe". Since our boat covers have numerous openings around the mast and stays where water can enter, we would be faced with major condensation problems and resultant mildew if our covers were constructed of vinyl. Laminated vinyl is well suited for tents and coated vinyls for truck tarps, and reinforcement and chafe protection for other fabrics used to make covers on small one-designs. The clear unsupported version referred to as "glass" in the trade, is used for enclosures and side curtains on motorboats. Despite the addition of UV inhibitors in the manufacturing process, over time the plasticizers found in all vinyls leach out and it shrinks, turns brown, becomes brittle and cracks..

### Polyester

As sailors, we are all very well acquainted with this material, as it is what our main and jibs are made of. We know it as Dacron - Dupont's trademark for their brand of this totally synthetic fiber.. Dimensionally stable, with good abrasion resistance, it has become the base fabric of choice for the sailmaking industry and a number of materials commonly used for boat covers. In either case, it is typically coated or resinated with another material to make it even more stable dimensionally,

and/or "water repellant". When used in materials designed for boat covers, this coating is often an acrylic. Due to its low stretch and long wearing characteristics, many of the lines we use on our boats are made of polyester.

### Cotton, and Cotton "Blends"

A 100% natural fiber, cotton has been around for centuries. For those of you who may have first started sailing prior to the introduction of synthetic sailcloth, you remember that your sails were made of cotton, including the spinnaker. My Lightning #736 came with a full set of cotton sails and spinnaker when I purchased her in 1964. They had to be "broken in" and could never be put away damp or mildew would cause black splotches on the material, leading to rotting of the material in those locations.

While possessing certain shortcomings, cotton has remained a contender for some applications in the marine marketplace due to the addition of certain chemicals and manufacturing processes which have extended its life expectancy. Unlike the cotton of years ago which was domestically manufactured and treated with mercury and other "nasties", the fabrics today are woven offshore and due to EPA regulations, no longer contain the preservatives that gave them a much longer lifespan than today's goods. Cotton blends are produced where a ratio of 65% cotton is physically mixed with 35% polyester (or a 50/50 blend, etc.) to effect a reduction in shrinkage just as in our clothing. Additionally this can help improve the abrasion resistance over a 100% cotton product.

### Acrylic

Another man made fiber, most boaters recognize it as a long lasting, breathable, fairly lightweight and fade resistant material marketed under the name "Sunbrella" by Glen Raven Mills. Although several mills produce similar products, "Sunbrella" has the lion's share of the market. Available in a wide range of colors, it is typically used in all types of power boat covers, biminis, sail covers, for UV leech protectors on roller furling genoas, umbrellas, patio furniture, and to a increasingly in interior marine upholstery. As mentioned above, it is also widely used over polyester to produce coated fabrics for marine use.

### Nylon

Also a man-made fiber, nylons come in a variety of weights, colors, and finishes to serve a broad marketplace. Most often classified as oxford cloth, bag or pack cloth, cordura, and ballistic nylon, we find it most often used in the marine market to produce sail and specialty bags, and of course, our lightweight spinnakers. Exceptionally strong and the most abrasion resistant of all the materials, nylon is somewhat dimensionally unstable, and does not last in the sun. It will shrink and grow with changes in humidity and being a hydrophilic material will absorb water. Its stretchiness makes it an ideal choice for anchor and dock lines where some resiliency is highly desirable.

### Polyethylene

A lightweight, totally waterproof material that is often used for storage and construction tarps and is most often seen in the form of the cheap blue "poly" tarps that are imported from the far east and sold everywhere. Panels can be heat sealed together to form tarps of any size desired. They are also available in much heavier, longer lasting grades with superior UV inhibitors.

This concludes Part I's brief look at the various materials available to the marine fabricator. In the next installment we shall look at matching materials to various applications. You can wake up now, turn off the TV and lights and go to bed. You have another month to prepare for Part II.

*Editor's Note: Craig Thayer is a long-time Lightning Class member, skippering a number of his own "classic" Lightnings (most notably the gorgeous cherry-red 736) and sailing as crew on many boats. He also owns and operates FabriCraft.*

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# NORTH SAILS



## UPCOMING MAJOR REGATTA CALENDAR

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

### 2004 SOUTHERN CIRCUIT

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

### 2004 CALIFORNIA CIRCUIT Mission Bay Yacht Club, San Diego

**April 25-26**      **South Bay Series**  
**April 28**      **Marathon**  
**April 29-30**      **Mission Bay Series**

**July 3-4**      **2004 CANADIAN OPEN CHAMPIONSHIP, Royal St. Lawrence Yacht Club, Montreal, QC**

**July 5-9**      **2004 EUROPEAN CHAMPIONSHIP, Lake of Neuchatel, Grandson SWITZERLAND**

### 2004 NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoe Club, Ridgeway ON Canada

**August 3-6**      **Women's, Juniors' & Masters' Championships**  
**August 7-13**      **North American Championship**

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[jproctor@zoominternet.net](mailto:jproctor@zoominternet.net)  
or 330-721-9378

## 2004 NFIR

NIAGARA FRONTIER INVITATIONAL REGATTA

**JUNE 26 - 27, 2004**

Buffalo Canoe Club, Fleet 12, Ridgeway Ontario

Site of the 2004 WJM NA's and  
ILCA North American Championships

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Bring your family to enjoy the beach.

Contact: David Starck - [dstarck@mandtbank.com](mailto:dstarck@mandtbank.com)

For motels and campsites visit  
[www.buffalo2004.org](http://www.buffalo2004.org)

## The NEXT Wooden Boat Get Together

**July 14-15, 2004**

**Onondaga Yacht Club Fleet 10**

**Liverpool, NY USA**

Contact Craig Thayer phone 315/458-3991 email [thayer@a-znet.com](mailto:thayer@a-znet.com)

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## THE TENNESSEAN REGATTA

April 17-18

Old Hickory Lake, Nashville TN

In 1954, a handful of Penguins converged on a small lake in north Nashville, to compete in the first Tennessean Regatta. Sponsored jointly by the Nashville Sailing Association, and Nashville's leading newspaper, The Tennessean, HIYC's most important and popular regatta, The Tennessean, draws over 100 boats to compete in the two-weekend regatta. The Open Class (LIGHTNING) weekend races for the Silliman Evans Trophy, one of the most coveted silver trophies, awarded in honor of the late Silliman Evans, Jr. the winner of the first regatta held, and former publisher of The Tennessean newspaper.

The Open Class rig and launch social will be held Friday, April 16th and will include a Junior sailor tune-up and cookout hosted by Tennessean Junior Regatta Chair, Bill Killebrew and one of Harbor Island's best sailors, Bruce Richards.

### OPEN CLASS / OPTI & JUNIOR REGATTA

#### FRIDAY APRIL 16

4:00 pm Rig and Launch  
 5:30 pm Social Hour, appetizers provided, BYOB  
 6:30 pm Junior Sailor Tune-Up Session and Cookout \*  
 Hosted by Jr. Sailor Regatta Chair, Bill Killebrew and Bruce Richards.

#### SATURDAY APRIL 17

7:30 am Registration, Coffee/Donuts  
 Open Class Reg. Fee \$25.00  
 Jr./Opti Reg. Fee \$10.00  
 9:00 am Skippers' Meeting  
 10:25 am Warning Signal/ First Race  
 Lunch Sea Scouts providing on-the-water sack lunch as a fundraiser \$6.50  
 6:30 pm Catered BBQ Dinner \$9.00 pp hosted at HIYC by Regatta Chair, Kathy Osborne,  
 and open to all participants, club members and guests.

#### SUNDAY APRIL 18

8:30 am Coffee/Donuts  
 9:55 am Warning Signal/First Race  
 Lunch Sea Scouts catering a BBQ hamburger lunch as a fundraiser \$6.50 pp  
 2:00 pm Trophy Presentations  
 Please Note, Open Class regatta schedule will include all participants, lasers, juniors and optis.

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# VOLVO 51st Open Lightning European Championship

## OFFICIAL NOTICE OF RACE

### Place and Date

Cercle de la Voile de Grandson, Port du Pécos, Grandson, Switzerland from 05th July 2004 to 09th July 2004

### Schedule of Races

From 05th July to 09th July 2004. The start of the first race is on Monday, 05th July at 11.00 a.m. No warning signal will be displayed after 02:00 p.m. on Friday, 09th 2004.

### Rules

The championships will be governed by:

- The racing rules of sailing (RRS) 2001 – 2004
- Class and championship rules of the ILCA
- The prescription of the Swiss Sailing Federation
- This notice of race (except as any of these are altered by the sailing instructions)
- The sailing instructions

The sailing instructions will be handed out at the registration desk.

### Eligibility

Helmsman and crew will have to be a member of an ISAF member national authority.

The Skipper (Helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the I.L.C.A. Constitution.

Crew must be Active, Life, Crew, or Associate Members of the I.L.C.A. and shall be designated distinctly as Crew. They shall serve as such, only touching the tiller for brief temporary relief. Such periods may include the time required to set, jibe, or douse a spinnaker or repair damage to rigging, but no longer.

### Entries

The number of participating yachts is not limited.

All entries to the European championship shall be received by Friday, 05th June 2004

Competitors may enter by completing the attached entry forms and sending them with the appropriate entry fees and a copy of measurement form to:

Cercle de la Voile de Grandson  
Case postale 2  
CH-1422 Grandson  
Switzerland  
Tel: +4124 445 34 34  
fax: +4124 445 06 41  
e-mail: cvg2@bluewin.ch

The entry fee will be: CHF 250.- (including Official dinner for the Crew, without beverages)

The entry fee shall be paid before 05th June 2004 by bank transfer to: Bank transfers shall be in CHF

Entries received after the 05th June 2004 will be accepted at the discretion of the race committee and are subject to an additional 20% surcharge on the entry fee.

### Measurement

Sunday, 04th July. 09.00 a.m. – 05.00 p.m.

All yachts may undergo the measurement of hull, spar, sails and the equipment.

Measurement and check of allowed equipment would take place according to the class and championship rules. All equipment will be identified for the championship. Only identified equipment may be used during the races.

There will be no first measurement.

### Advertising

The event is classified as a category "C" event.

### Scoring

The low-point scoring system will apply.

### Accommodation

#### Camping:

Le Pécos  
1422 Grandson  
+41 24 445 49 69 fax +41 24 445 29 04

#### Hôtels:

Bellevue  
1425 Onnens  
+41 24 436 13 26 fax +41 24 436 13 93  
www.bellevueonnens.ch

#### Ecusson Vaudois

1400 Yverdon-les Bains  
+41 24 425 40 15 fax +41 24 425 44 85  
www.ecussonvaudois.ch

#### Maison Blanche

1405 Pomy  
+41 24 423 83 11 fax +41 24 423 83 12  
www.la-maison-blanche.ch

#### Auberge:

Le Gîte du Passant  
1400 Yverdon-les-Bains  
+41 24 425 12 33 fax +41 24 426 00 96  
info@gite-du-passant.ch

If you need more information please contact the Tourism office of Yverdon-les-Bains

#### Office du Tourisme et du Thermalisme

Yverdon-les-Bains et environs  
Av. de la Gare 1  
CH-1401 Yverdon-les-Bains  
Tel. +41 (0)24 423 61 01  
Fax +41 (0)24 426 11 22  
info@yverdon-les-bains.ch

### Craning

Craning will take place as per attached schedule of events and is provided as part of the entry fee. Craning outside these times may be available by prior written application to Harbour Master and the Cercle de la Voile de Grandson.

### Berthing

Berthing is provided as part of the entry fee from 09.00a.m. Sunday 04th July till 12.00a.m. Friday 09th July. All yachts must berth as directed by Harbour Master and comply with local by-laws. Berthing outside of these times may be available by prior written application to the Cercle de la Voile de Grandson^

### Responsibility

The Cercle de la Voile de Grandson, The ILCA, or any other party involved in the organisation of the championship shall accept no liability whatsoever for death or any other personal or material damage sustained by competitors before, during or after the championship. All the boat owners must be in possession of a valid insurance policy against third party damage.

### Schedule of races

There will be a maximum of 6 (six) races, 4 (four) completed races shall constitute a series. When only four races are completed, the scores for all four shall be counted. If five or six races are completed, the worst score shall be excluded.

### Reserve Day

Friday, July 09th



**Volvo 51<sup>th</sup> Open Lightning European Championship**  
**July 05<sup>th</sup> - 09<sup>th</sup> 2004**  
**Grandson / Switzerland**

---

**Boat :** Name : ..... Hull : ..... Sail : .....

**Owner :** Name : ..... Surname : .....  
Address : .....

**Skipper :** Name : ..... Surname : .....  
Address : .....  
Phone/fax/email : .....  
ILCA membership : ..... Fleet : ..... Yacht Club : .....

**Crew :** Name : ..... Surname : .....  
Address : .....  
Phone/fax/email : .....  
ILCA membership : ..... Fleet : ..... Yacht Club : .....

**Crew :** Name : ..... Surname : .....  
Address : .....  
Phone/fax/email : .....  
ILCA membership : ..... Fleet : ..... Yacht Club : .....

**Masters :** Crew of combined 120 years and skipper over 50 years Yes : ..... No : .....

**Entry Fee :** CHF 250.- by Bank transfer to : Banque Raiffeisen du Mont-Aubert 1426 Concise  
CCP 10-22418-4 Compte 48584.90 Clearing 80401  
Entries received after the 05<sup>th</sup> June 2004 will be accepted at the discretion of the Race Committee and are subject to an additional 20% surcharge on the entry fee.  
I agree to be bound by all rules and regulations of ILCA, the ISAF racing rules 2001-2004 (RRS) and the sailing instructions. In consideration of the acceptance of my application for entry in the European Championship, I agree that the ILCA and/or organizers and race committee do not assume any responsibility for injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act or omission either negligent or otherwise. I have a valid insurance to provide liability protection for causing personal injury and property damage to the others resulting from use of this yacht.  
I have advised my insurance underwriters of execution of this document.  
Signed this .....day of .....2004. ....

**Return address :** Cercle de la Voile de Grandson  
Case postale 2  
1422 Grandson Switzerland  
Phone +41 24 445 34 34 fax +41 24 445 06 41 E-mail : cvg2@bluewin.ch



## NOTICE OF RACE

## INTERNATIONAL LIGHTNING CLASS ASSOCIATION

## 2004 Womens, Juniors and Masters North American Championships

Buffalo Canoe Club &amp; Lightning Fleet 12

Point Abino, Ontario Canada

www.buffalo2004.org

August 3-6, 2004

## ORGANIZING AUTHORITY

The 2004 Womens, Juniors and Masters North American Championship Regattas are organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 12 and the Buffalo Canoe Club and have been sanctioned in accordance with the Bylaws of the ILCA.

## RULES

The regatta will be governed by the current Racing Rules of Sailing (RRS), the Prescriptions of the United States Sailing Association (US SAILING), the Rules Governing All Area Lightning Class Championships (Class Rules), this Notice of Race, the Sailing Instructions, and any amendments thereto.

## CATEGORY

The Regattas are designated as Category C events in accordance with Appendix 1, Regulation 20, restricted as follows: Advertising may be displayed on hull only.

## ELIGIBILITY AND ENTRY

The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/04. Entry fee is \$35 due on or before July 14th, \$50 after July 14th, and an extra \$5 fee for US Skippers who are not members of US Sailing.

The ILCA Womens North American Championship is open to all female sailors. Entry fee is \$45 on or before July 14th, \$60 after July 14th, and an extra \$5 fee for US skippers who are not members of US Sailing.

The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/04. Minimum combined age of skipper and crew is 130 years (as of 12/31/04). Entry fee is \$70 due on or before July 23rd, \$85 after July 23rd, and an extra \$5 fee for US skippers who are not members of US Sailing.

Womens, Juniors and Masters skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members.

Advanced Registration shall be accompanied with the entry fee in U.S. dollars and must be postmarked by July 14, 2004. Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA Website. Late entries will be accepted at registration.

Entries must be mailed to:

ILCA  
P.O. Box 10747  
Murfreesboro, TN 37129 USA

## REGISTRATION

Registration will be held from 1600-2000 hrs. on Monday, August 2nd and from 0800-1600 hrs on Tuesday, August 3rd, 2004

## MEASUREMENT

Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

## BOAT STORAGE

All boats must be on the premises and in the water by 1700 hrs August 3rd. All boats must be wet sailed for these regattas.

## SCHEDULE of RACES and EVENTS

Monday, 8/02/04	Registration	1400-2000
	Measurement	1400-2000
Tuesday, 8/03/04	Measurement	0800-1600
	Registration	0800-1600
	Practice Race (all fleets)	1400
	Competitors Meeting	1800
	Opening Ceremony	1830
Wednesday, 8/04/04	Women's, Masters Races (2)	
	Warning	1000
	Juniors Races (3)	
	Warning	1400 (approx)*
Thursday, 8/05/04	Women's, Masters Races (2)	
	Warning	1000
	Juniors Races (3)	
	Warning	1400 (approx)*
Friday, 8/06/04	Women's Races (2)	
	Warning	1000
	Masters races (1)	
	Warning	1000
	Juniors Race (3)	
	Warning	1400 (approx)*
	Informal Awards at Club	1700

\* The Race Committee may adjust the racing schedule and number and length of races according to weather conditions subject to the Sailing Instructions.

## RACING AREA

Races will be sailed on Lake Erie near Point Abino Ontario.

## SAILING INSTRUCTIONS

The Sailing Instructions will be available during registration beginning on Monday, August 2nd.

## ALTERATIONS OF RACING RULES

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

spinnaker and have it drawing immediately after the penalty. This changes RRS 44.2. When a boat takes the penalty at or near the finish line, she shall return completely to the course side of the line before finishing.

**PROPULSION:** RRS 42.3 (b) shall be altered to read: On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crewmember handling the sheet and the first block on the boom shall be used.

#### COURSES

The courses to be sailed will be published in the Sailing Instructions and may be Triangular, Olympic or Windward-Leeward.

#### APPEALS

While the right to appeal has not been denied for these regattas, the results at the end of scheduled racing will be considered final for purposes of qualifying for the North American Championships, and the results of any appeal will have no effect on qualifying positions for said event in accordance with RRS 70.4(a).

#### NUMBER OF RACES AND SCORING

Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules.

Nine (9) races are scheduled for Juniors. If six (6) or more races are completed, the worst finish will not be scored. If all nine (9) races are completed, the two (2) worst finishes will not be scored. This changes RRS Appendix A2.

Six (6) races are scheduled for Women. If all six (6) races are completed, the worst finish will not be scored.

Five (5) races scheduled for Masters. All five (5) races will be scored. No more than two (2) races per day will be sailed.

#### SUPPORT BOATS

Team Leaders, coaches, and other support personnel shall not go afloat in the racing area during the time interval between the Competitors Meeting and the Awards ceremony except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the Organizing Authority. The penalty for failing to comply with this requirement may be the disqualification of all boats associated with the infringing support personnel.

#### PRIZES

Prizes will be awarded to the top finishers in each fleet.

#### HOUSING

Information on local hotels and guest houses is available by contacting Ginny Daniels at [housing@buffalo2004.org](mailto:housing@buffalo2004.org) on the regatta website [www.buffalo2004.org](http://www.buffalo2004.org)

#### FURTHER INFORMATION

For further information, please contact the following persons:

Regatta Chairperson:

Anne Allen

email: [anne-allen@juno.com](mailto:anne-allen@juno.com)

716-834-4040; May – Aug 905-894-1627

International Lightning Class Association

Karen Johnson

P.O. Box 10747

Murfreesboro, TN 37129 USA

phone 615-89-FLASH (615-893-5274)

fax 615/893-5205

email: [office@lightningclass.org](mailto:office@lightningclass.org)

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St. Louis, MO 63117

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Above & Beyond Productions, Inc.

You can also order this video through the secure on-line Store from the Class website: [www.lightningclass.org](http://www.lightningclass.org) or by calling the Class office.



## ILCA 2004 WOMEN'S, JUNIORS', AND MASTERS' NORTH AMERICAN CHAMPIONSHIPS

To be completed and postmarked by July 14, 2004 to:  
International Lightning Class Association, P.O. Box 10747, Murfreesboro TN 37129

SAIL # \_\_\_\_\_  
BOAT # \_\_\_\_\_

Skipper \_\_\_\_\_

\*\*Age \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

ILCA Membership Card No.\* \_\_\_\_\_ US Sailing Membership Card No. \_\_\_\_\_

Boat No. \_\_\_\_\_ Boat Name \_\_\_\_\_ Hull Color \_\_\_\_\_

Fleet No. \_\_\_\_\_ Fleet Name \_\_\_\_\_ District \_\_\_\_\_

Local Newspaper \_\_\_\_\_ FAX \_\_\_\_\_

Crew \_\_\_\_\_ ILCA Membership Card No.\* \_\_\_\_\_

Address \_\_\_\_\_ \*\*Age \_\_\_\_\_

Crew \_\_\_\_\_ ILCA Membership Card No.\* \_\_\_\_\_

Address \_\_\_\_\_ \*\*Age \_\_\_\_\_

\* Skipper must be Active or Associate Member.

\*\*Age as of 12/31/04. FOR JUNIORS: neither Skipper nor Crew shall have attained his/her 20th birthday by December 31, 2004.  
FOR MASTERS: skipper must be at least 55 years as of 12/31/04; total crew age must total at least 130 years.

FEES: All \$ US.

WOMEN: Entry fee, if postmarked by July 14, 2004, \$45.00. If entry fee is post-marked after July 22, 2003, \$75.00.

For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

JUNIORS: Entry fee, if postmarked by July 14, 2004, \$35.00. If entry fee is post-marked after July 22, 2003, \$60.00.

MASTERS: Entry fee, if postmarked by July 14, 2004, \$60.00. If entry fee is post-marked after July 22, 2003, \$90.00.

For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

Entry fee enclosed \_\_\_\_\_

Membership Dues Enclosed \_\_\_\_\_ Active Membership is \$45; Associate Membership is \$26; Crew Membership is \$10.  
Crew Membership may be upgraded to Associate for \$16.00 or to Active for \$35.00.

Total number of persons in party \_\_\_\_\_

I agree to abide by the regulations and sailing instructions for this event. In consideration of the acceptance of this application for entry in the ILCA 2004 Women, Juniors, and Masters North American Championships, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the ILCA, Buffalo Canoe Club and Fleet 12 and/or the regatta Race Committee (including their officers, employees and affiliated volunteers) from all liability in connection with any injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act, or omission either negligent or otherwise by any person or entity. (Advise your insurance agent of this release of responsibility.)

Signature of skipper \_\_\_\_\_

(If Skipper is under 18) Signature of parent \_\_\_\_\_

Date of arrival \_\_\_\_\_ (All skippers must be on hand no later than Tuesday, August 12, 2003, 6:00 pm)

NOTE: YOU MUST HAVE THE MEASUREMENT CERTIFICATE FOR THE BOAT YOU PLAN TO SAIL.

OVAL MASTS MUST HAVE AN APPROVED CERTIFICATION OR A SERIAL-NUMBERED DECAL.

If I qualify I will enter the North Americans - Yes \_\_\_\_\_ No \_\_\_\_\_

(Note: To enter the North Americans via this Championship, the Skipper must be an Active Member of I.L.C.A. and have not qualified via their District Championship eliminations)

## Notice of Race

## INTERNATIONAL LIGHTNING CLASS ASSOCIATION

## 2004 North American Championships

[www.buffalo2004.org](http://www.buffalo2004.org)

Buffalo Canoe Club

Crystal Beach, Ontario, Canada

August 6-13, 2004

**ORGANIZING AUTHORITY:** The 2004 North American Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 12 & The Buffalo Canoe Club, and has been sanctioned in accordance with the bylaws of the ILCA.

**RULES:** The regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing Association (USSA), and the Rules Governing All Area Lightning Class Championships (Class Rules).

**CATEGORY:** Regatta is designated Category C in accordance with Appendix 1, regulation 20, restricted as follows: Advertising on hull only.

**ELIGIBILITY:** Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules.

US and Canadian entries shall qualify for participation in the Championship through their District Championship. Quota will be as follows:

- \* One (1) boat for each ten (10) registered in their district
- \* The Hosting District (Lake Erie) may have double quota.
- \* One (1) boat for every three (3) boats from a district that sailed in the Blue Fleet in the 2002 North Americans

In addition, members of the Executive Committee, the Vice President of North American Championships, the North American Champion and the World Champion do not have to qualify and shall not count toward a District's quota; the Executive Committee may permit skippers from outside North America to compete; one or more skippers not previously qualified through their District may qualify from the Women's Masters' and Juniors' North American Championships.

**ENTRY REQUIREMENTS:** A completed entry form accompanied with the entry fee must be postmarked on or before July 19, 2004 for the Championship. The entry fee is \$295. USD provided the entry form is postmarked on or before July 19, 2004. For entries postmarked after July 19, 2004 the fee is \$345. USD.

Entries must be mailed to:

Executive Secretary  
ILCA  
P.O. Box 10747  
Murfreesboro, TN 37129 USA

Entry forms are available from each District Commodore and from the Executive Secretary.

**REGISTRATION:** Registration and measurement will be held from 0800 to 1800 on August 6, 2004, and from 0800 to 1300 on August 7, 2004. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of Buffalo Canoe Club and to release BCC, fleet 12, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.

**MEASUREMENT:** Boats must hold and present a valid

Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

**BOAT STORAGE:** All boats must be on the grounds of Buffalo Canoe Club and remain in the water by August 7, 2004 @ 1700hrs for the duration of the regatta except by written permission from the Principal Race Officer (PRO).

**SCHEDULE OF EVENTS:**

Friday, Aug. 6	08:00-18:00	Registration & measurement
Saturday, Aug. 7	08:00-13:00	Registration & measurement
	14:00	Warning Practice Race
	18:00	Skippers Meeting and Opening Ceremony
Sunday, Aug. 8	10:00	Warning Qualifying Race 1&2
Monday, Aug. 9	10:00	Warning Qualifying Race 3&4
Tuesday, Aug. 10	10:00	Warning Championship Race 1&2
Wednesday, Aug. 11	10:00	Warning Championship Race 3&4
Thursday, Aug. 12	10:00	Warning Championship Race 5&6
Friday, Aug. 13		Make Up Races if necessary
The Race Committee may adjust the racing schedule to suit weather conditions.		

**RACING AREA:** Races will be sailed on Lake Erie off Abino Bay.

**SAILING INSTRUCTIONS:** The sailing instructions will be available during registration beginning on Friday, August 6, 2004.

**NUMBER OF RACES:** There are 4 races scheduled for the Qualifying Series and 6 races scheduled for the Championship series. Both Series will be run in accordance with Class Rules.

**ALTERATIONS OF RACING RULES:**

Rule 44.2 will be changed to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full 360 degree turn instead of two.

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

When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used".

#### ALTERATION OF CLASS RULES:

Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within 30 minutes after the first boat sails the course and finishes will be scored "Did Not Finish". This will also change RRS Rule 35.

COURSES: May be Triangular, Olympic or Windward-Leeward.

APPEALS: The right of appeal is denied for the Qualifying Series in accordance with RRS 7 0.4(a).

SCORING: Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules. In the qualification series there will be one throw out only if 4 races are completed. In the Championship series there will be one throw out only if 6 races are completed.

SUPPORT BOATS: Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skipper meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

TROPHIES: Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup. Perpetual Trophies will be given to the North American Champion and the Runner-Up. In addition, a special Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship flight, the Swanson Trophy to the highest scoring woman in the Championships, the Thomas McDermott Trophy is awarded to the skipper who improves most in position in the Qualifying Series, 2003 vs. 2004, and the Thermis Trophy is awarded to the highest placing skipper who is sailing in the Championship division for the first time.

WORLDS QUALIFICATION: This event will be the US qualifier for the 2005 World Championship.

#### FURTHER INFORMATION:

For further information, please contact the following:

International Lightning Class Association

Karen Johnson

P.O. Box 10747

Murfreesboro, TN 37129 USA

phone 615-89-FLASH (615-893-5274) fax 615/893-5205

email [office@lightningclass.org](mailto:office@lightningclass.org)

<http://www.lightning2003na.com/>

Regatta Chairman

David Starck

[dstarck@mandtbank.com](mailto:dstarck@mandtbank.com)

# 2004 Lightning North American Championships



## Buffalo Canoe Club



## 2004 NORTH AMERICAN CHAMPIONSHIPS

### BUFFALO CANOE CLUB

REGATTA WEBSITE [www.buffa-](http://www.buffa-)

[lo2004.org](http://lo2004.org)

David Starck, General Regatta Chairman, has his committees in full swing to provide great racing at the East end of Lake Erie, as well as many special social events. The Women's, Juniors' and Masters' are scheduled for August 3 - 6th, followed by the NAs August 7 - 13th. Since this is a qualifying year for the Worlds, and both regattas are at the same site, we hope for a record turn out.

Anne Allen, Co-Chairman for the WJMs., advises that BCC members will provide housing for Women and Junior crews. Most of the members' summer homes and cottages are quite close to the club.

We will attempt to provide housing for the Masters on an if available basis.

Visit the regatta website, [www.buffalo2004.org](http://www.buffalo2004.org) for a preliminary motel list. The list will be updated shortly indicating which motels have rooms blocked off for the regatta, as well as providing information on two local campsites, Knights Hideaway and Sherston Shores. The finalized motel and camping list will appear in April *Flashes*. The Canadian motels are payable in Canadian funds. Since the U.S. dollar is currently worth 1.3 Canadian, the motel rates are reasonable, especially for U.S. participants. Remember to exchange your U.S. funds at the border.

The Canoe Club members have hosted 14 North American Championships as well as Junior and Senior World Championships. The club is situated on Abino Bay, framed by the Point Abino Lighthouse to the West and the Crystal Beach pier to the East. You and your family and crew will enjoy relaxing on our beautiful sand beach and as well as the Club's many amenities which include a snack bar and dining room.

Niagara Region also offers theater, one of the world's top collections of modern art, major league sports, casino gambling, the Fort Erie thoroughbred race track, and the wonder of Niagara Falls.

You can tune up for the NAs at the BCC's Eby Series, May 15-16. Our larger regatta is the Niagara Frontier Invitational Regatta on June 26 - 27. Or, you can race in the open Buffalo Canoe Club Tom Fallon Championships July 31-August 1st. Check out the racing section of the Fleet 12 website for these events. ●

## 2004 Lightning North American Championships



### Buffalo Canoe Club

The Class still has copies of the "old" video available. The cost is \$42 plus \$4 shipping. This older video is much more basic and is geared more to the beginner sailor rather than the beginner racer, as the new video is.

Contact the Class office to order.



## BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in blue type.

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

"A" indicates amateur builder building own boat.

\*

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

CENTRAL NEW YORK	15205	Bob Wardwell, 227 Ten Eyck Street, Watertown NY 13601	252
CENTRAL STATES	*13870	Betsy Beddow, 12506 East 35th Street, Tulsa OK 74146	U
CONNECTICUT/RHODE ISLAND			
	13889	David Marseli, 470 Glenbrook Road #3H, Stamford CT 06906	126
DIXIE	12417	Doug Taphouse, 14720 Braddock Road, Centreville VA 20120	50
	14096	Drew Hudson, 1313 Florida Avenue NW, Washington DC 20009	50
METROPOLITAN	15203	Sandy Huntsman, 130 Bodman Place Unit 12, Red Bank NJ 07701	70
MICHIGAN	12784	Leon Terrian, 7462 West Nestel Road, Houghton Lake, MI 48629	110
	13826	Peter Morley, Jr., 1216 Crestwood Court, Midland, MI 48640	110
MIDWEST	*13818	Joel LeMahieu, 4114 Broadway Road, Sheboygan Falls WI 53085	187
	*14958	Denise Strand-Cornell, N4489 State Rd 32, Sheboygan Falls WI 53085	187
	15137	Steve Adamski, 201 East Mission Road, Green Bay WI 54301	112
MISSISSIPPI VALLEY	15206	William Hofmeister, 3023 New Natchez Trace, Nashville TN 37215	262
OHIO	7998	James Bennett, 1750 B North Buck Road, Marblehead OH 43440	U
	15191	Eric Brandt, 735 Tree Bend Court, Westerville OH 43082	27
	15207	Steve Weeber, 1632 Tamworth Circle, Miamisburg OH 45342	303
PACIFIC NORTHWEST	2477	Rusty Campbell, 87460 14th Street SW, Bandon OR 97411	U
SOUTHERN	*14129	Guy Brierre, 4001 Metairie Heights Avenue, Metairie LA 70002	179
SWITZERLAND	13072	Segelclub Meggen, Postfach, CH 6045 Meggen	250
	12953	Roland Huwiler, Seewarte 12, CH 6045 Meggen	358
US@L	13858	Michael Taber, 3975 South Pinehurst Circle, Denver CO 80235	488

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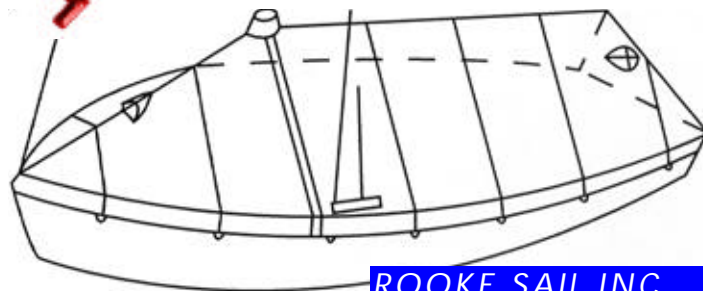
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Non-members 40¢ /word, \$10.00 minimum.

Send copy to Class Office by phone, fax, mail or email.

Classified ads are posted to the web site separately.

See Class web site for details on posting ads there.

14266 Allen, white hull, light green deck, 2 North M&J, new galvanized trailer, compass, new half cover \$6,900. Dave Pyle saildp@ec.rr.com; (910) 798-1712 (NC)

14400 Nickels white hull with yellow trim. Very clean, always dry sailed. Minimum weight. Full sided dry sail cover, traveling cover, mast cover. Set racing sails and other sails. \$8975 John Esser 414/352-4071 boswelless-er@aol.com (Milwaukee, WI)

14416 Nickels white hull. Excellent condition. New mast and standing rigging. 2 sets sails, good Shore M, J, S, New Haarstick spinnaker, galv trailer, stainless board, full covers \$8,500 Paul Schnipelsky paul\_schnipelsky@urmc.rochester.edu W): 5852757238 H): 5854612644 (NY)

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