

Lightning eflashes

Newsletter from the International Lightning Class Association
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2002 CAZENOVIA – ONE DAY REGATTA

Logan McReynolds (with help from Dad)

Willow Bank Yacht Club, Cazanovia NY,
September 21, 2002

This regatta was to be a training event for my Junior crew. We had accepted an invitation from the Ecuadorians who visited during the Youth Worlds to sail in the Copa del Pacifico (a junior regatta) to be held at the Salinas Yacht Club December 6-8, 2002. Eliza Pope-Collins, my front-crew, couldn't come to Caz so it was a good time for my dad to coach Joe Raitte on flying the spinnaker. We love sailing at Caz because of its great sailing and awesome chili. It has wind like our own Irondequoit Bay (read very shifty and puffy) but unlike the bay, almost NO powerboats. The competition is always good at Caz. This year we were facing locals Dick Tuttle, Clay Murphy, and Federico Miera (past Colombian National Champion!) who are always tough on home turf. We also trade a lot of tacks with Ed Seyerlein and Landy Atkinson at regional regattas. Also in the mix was the tough two-time Junior NA's Champion John Boxberger. Some of the rest we did not know and were not sure where we might stack up. And of course, there was the venerable Dick Hallagan, always a champion.

continued on page 20

CLAUDIO BIEKARCK WINS BRAZILIAN NATIONAL CHAMPIONSHIP



*Top 3 in Brazil (from left) Cláudio Biekarck (1st) with Gunnar Ficker and Marcelo da Silva, Torsten Bojlesen (3rd) with Frede and Fábio Bojlesen, and Mário Buckup (2nd) with Telma and Marc Buckup
The fleet in São Paulo approaches the jibe mark*



President's Column Paco Solá

This might not be the busiest sailing season, but that does not mean your class officers are not hard at work! There are lots of things going on so let me fill you in on some details:

Yearbook - I'm happy to say that as you read this we will be printing the 2003 Yearbook. It looks terrific and we plan to have it ready for mailing by the Worlds in Miami. We sincerely hope you like it and please do send in your comments when you get your hands on it!

Worlds - I spent some time with Bill Mauk last month in Miami going over details. I am truly amazed at how organized these guys are, they even send us minutes of their weekly meetings in which they go over every little detail. 11 countries will be represented which I believe has not happened in many decades, a fact that makes us very proud since it has been a goal for the Executive Committee to widen the scope of the class. All that said, the World Championship promises to be one of the best Lightning regattas ever (and I'm biased for Salinas!), so if you are not sailing but you happen to be near Miami do join the party.

Online database - After so-many-hours there is no point counting them Mark has finished our web based DB which is in the testing phase as I write. Once ready it will



help the class office maintain all our records in one place but most importantly, it will allow us members to directly access information about members, boats, fleets, officers, archives, etc. This will be a big break in how we run our class in the near future.

North Americans - With this much going on we haven't worried about the NAs yet but Brian and the organizers are way ahead of us. NORs are

ready and will be published shortly and a preliminary schedule is ready too. I personally look forward to the showcase of Lightning #1 during the week of the WJMs at Mystic Seaport.

PanAms - Dave Sprague has been busy coordinating with the Organizers at Dominican Republic to have our class well represented. We have offered to arrange boat charters and shipping, among other things, which has impressed them as how well organized we seem to be (or appear to be!).

Youth Worlds - The Executive Committee has received one bid for the 2004 Youth Worlds which will take place in South America. We are expecting another country to bid for the venue and then we will review their proposals and announce. The Youth Worlds should be one of our most important regattas and I intend to devote as much personal time as possible to make it a success for years to come.

I'm off on vacation with Daniela and the kids tomorrow. I will be in Miami and St. Pete during the Southern Circuit but will not sail. Hope to see you around!

Paco

President@lightningclass.org ●

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From the Historian

Mary Huntsman



The season starts:
Wonderful stories from some of our past members are being sent to me – most of these will be on the Web. The one that resulted from Trivia is a gentleman, Ray Walvoord of Williamson, NY.... He bought the kit! And still owns and sails the boat.

“In 1942 I built Lightning #898 JOHANNA, using a Delta frame kit, as shown in Lightning Trivia May 2002. At that time I was dating a girl named Lorraine. I still own JOHANNA and Lorraine and I have been married for 56 years. I have pictures of building of the boat and of us sailing her in 1942 and in 2002. We sail on Lake Ontario out of Pultneyville, NY. Is there anyone else who has owned the same Lightning for 60 years?”

Can anyone else can tell such a story?

We will have his pictures and more on the Web soon.

I am starting to hear from several past owners from Long Island and the Hudson River. Do you have a story or know some of our older (er, long-time) members who can give us some stories - that is, our history?

See you on the Circuit and at the International Masters and Worlds.

Mary
historian@lightningclass.org●

IN MEMORIAM - Claude Lambelet

The Lightning Class and the Switzerland Lightning District recently lost one of their long-time members when Claude Lambelet passed away last month. Our condolences go to his family and friends worldwide. ●

ILCA ADDRESSING SERVICE

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

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The new and improved Lightning Training Video is now available!

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing correct techniques for tacking, gybing, crew communication, spinnaker hoists and take-downs, plus much, much more. Send \$24.99 plus \$4.99 shipping/handling to:

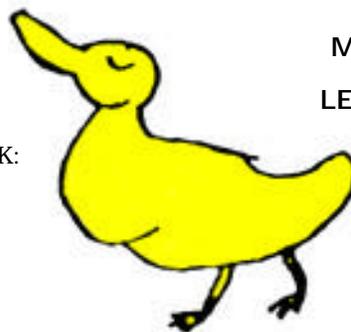
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Above & Beyond is owned by Lightning skipper and crew, Rick Bernstein. Rick has donated much of his time and effort and video expertise to producing this project. Rick is a former North American Champion, Runner-Up World Champion, Canadian Champion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

Profits from the video go directly to the International Lightning Class Association.

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NOTICES

REMINDER ALL DUES ARE DUE IN JANUARY!

Remember that the dues calendar now runs from January to January, so everyone should pay up NOW! Your membership will run through January 2004.

REMINDER FLEET DUES ARE DUE!

To maintain good standing with the Class, each fleet is required to pay Annual Dues of \$25.00 in January. Next month, we will begin publishing a list of delinquent fleets.

WINTER MEETINGS

Special Meeting: called by the Executive Committee for an exchange of information and ideas between the Executive Committee and Membership.:

St. Petersburg Yacht Club, St. Petersburg, FL

5 PM Thursday, March 13, 2003

(Immediately preceding the Contestant's Meeting for the Midwinter Championship)

Governing Board Meeting: called by the Executive Committee to approve proposed amendments to the Rules Governing various Championships and the Specifications and to ratify Executive Committee Rulings:

Doubletree Hotel, Miami, FL

8 AM Saturday, April 11, 2003

(Breakfast Meeting)

Annual & Midwinter Meeting (combined): Both required by the Constitution:

Coral Reef Yacht Club, Miami, FL

After Worlds Racing, April 12, 2003

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Florida: \$500 minimum premium. Some counties excluded.

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JUNIOR SAILING CONTINUED

Mark Bryant

Since my last junior article I've received many very positive e-mails. Very pleased that so many would voice an opinion. **THANK YOU!** Now bring a Junior Team to the North Americans and the Lightning Class will be the premier junior 3-crew sailboat of the century. A number of e-mails were from juniors. I don't know how they found the time but I like it. Most of these juniors didn't quite know how to get out of their current boats and into a Lightning. I used three basic answers. First, the Lightning is a very interesting boat to sail because you have to THINK. Second, the challenge of understanding backstay, jib halyard, prebend and working with a team of three should be enough to expand your sailing horizon. The third, if you can sail a Lightning, you'll be able to sail any boat well. Keep THINKING and here are some ideas to consider.

Sail with your friends... I had the good fortune of coaching at Edison Sailing Ctr. here in Florida and received a High School Team from Naples. To my surprise the team consisted of 15 young ladies and 5 guys. This team had the most FUN and by far received the most attention. My other Edison team was mostly guys who were more than willing to assist in the high school practices. The Saturday sessions that followed were truly unbelievable. Fifty plus kids sailing and having FUN. So, bring a friend or two and teach them to sail, or for that matter



bring the whole school or church for a day of sailing Lightnings. The big picture is to have FUN with someone you will enjoy having fun with. Who knows where it may lead. A truly great young lady sailor, Meredith Pelton, joined the Edison Lightning team and ended up participating in the Youth Worlds. Will you be next?

Sail with your parent or parents.... There are many great sailors around that were home grown. To mention a few there are the Swanson ladies, Fishers, Mac Donald, Stark, Gonzales's, Bryant's, Roseberry and the list goes on. The real important part here is to allow the junior sailor to steer, enjoy the competition, participation and the FUN of sailing the competitive Lightning. The year I won the Buffalo Canoe Club Lightning Fleet Championship, I had my ten-year-old daughter sail with me; John Humphrey was my fellow teammate and really enjoyed the sailing. It was

important to win, don't get me wrong. However, having my daughter sailing was more important. Take note, parents.

Contact your favorite sailors and ask to go sailing.... Over the years I've had several young sailors ask to sail with me. I said, "Sure, when do you want to do this?" Then the excuses came about this sport and that sport. Sure, competition for young athletes is hot and heavy and each coach thinks his/her sport is the most important. But, remember this. Unlike contact and other physically demanding sports, sailing is a sport you can follow for the rest of your life. Give it a try. You just might get hooked. When I was young (many years ago!) past world champion Bruce Goldsmith asked me to sail. The following year Jack Mueller asked me to sail the Southern Circuit. Jack was the current world runner up at that time. The next year I got a call from past world champion Bill Shore and I sailed with that team for many years. Maybe you won't be that lucky but it never hurts to ask.

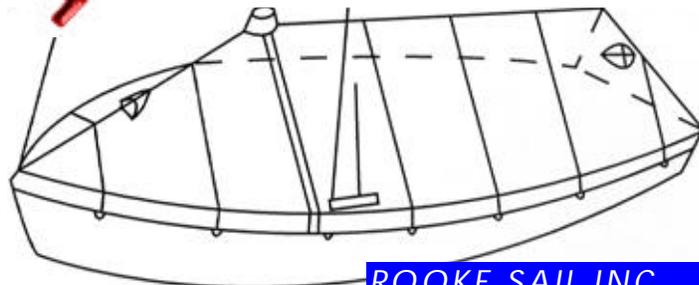
I've got some ideas for the class and for our adult sailors; how they can foster junior Lightning sailing and assure the future of the class that I'll save for another time. In the meantime, go Lightning sailing and have FUN. See you at the Junior North Americans.

Two-time North American Lightning Champion Mark Bryant can be contacted at Mark@usacoachwon.com or contact the ILCA class office at www.lightningclass.org. ●

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NORTH SAILS

DIRTY WASH Adventures in Wooden Boating

Joel Thurtell

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Ever hear a lie so often you find yourself repeating it?

Not long ago, I caught myself nodding in agreement when somebody invoked that old chestnut: "Of course, no wooden Lightning could hope to compete with a modern glass hull."

Wait a minute! I'm the last person to agree with that whopper!

But there are plenty of people who truly and deeply believe the lie that says plastic is faster than wood.

I understand where this comes from.

We are conditioned through advertising in every medium to believe that new is better than old.

No professional builders are turning out wooden Lightnings, and it seems to follow that a bright new boat - plastic, of course - ought to out-perform an old woodie.

There is some merit to this, but the argument has nothing to do with the hull.

Setting the hull aside for a moment, there are several variables in this equation.

First, there is the reason why I would never compare my wooden boat's performance against other boats, be they wood, plastic, cardboard, you know whatever.

The skill of the skipper is very important.

Twenty years ago, I found a bedraggled old wooden Snipe lying bottom-up behind the Diamond Lake Yacht Club near Cassopolis, MI. Apparently, despite having two young sons and a challenging newspaper job, I didn't think I had enough to fill my spare time and wanted to restore it. I tracked down the owner and while striking a deal, he took me to his boathouse on Diamond Lake and showed me his prize. It was a beat-up old wooden Snipe with a fresh half-inch sheet of plywood for a deck. He hadn't bothered to paint the plywood, but was racing the old Snipe with its bare deck.

And he was winning. Winning against newer glass boats.

Seems he had a knack for finding the wind ahead of other sailors and so with this unpretentious hull he was beating the competition.

In a worn-looking woodie.

Besides the skill of the skipper, rig is important.

First, the mast: The old wooden box masts create more drag than the aerodynamic oval aluminum masts of modern boats. And the new masts can better shape the sail by flexing backwards.

The new boats have all kinds of efficiencies in the rig that are missing in the simple, older boats. An upwind traveler, for instance, as opposed to the old Crosby rig for managing the mainsail. Block and tackle as opposed to a winch for handling the heavy centerboard. Even minor improvements give a newer boat an advantage. I noted on the latest Nickels boat a take-up reel on the rear of the centerboard trunk. It allows the skipper to raise and lower the spinnaker, freeing crew to handle jib and spinnaker control.

My woodie, *Plug Nickel*, is in Fenton now waiting for the Nickels Boat Works people to install a spinnaker halyard take-up reel.

Which brings me to my next point: There is no reason why an old boat can't be rigged just as a new boat is set up. Besides making sure the skipper is qualified, you can even the playing field by rigging the boat for efficient handling.

Weight is a variable. I was discussing this column with my editor, Karen Johnson, who said she suspects the early builders may not have paid much attention to lightening their hulls. They built them sturdy, but not necessarily light. Moreover, the older boats had planks that absorbed water and swelled to make the vessels watertight. Glass boats don't gain weight at the mooring.

But if you keep the hull on a hoist or trailer, the weight gain issue should not be a big factor. And *Plug Nickel* was the last generation of woodies

and its planks are glued together to keep water out. I've never weighed the plug, but it rides quite high in the water and I've assumed that its weight must be competitive.

We've eliminated all but one variable: Hull shape.

The quest for the fastest bottom prolonged my project of converting an industrial artifact - the plug - into a sailboat. The workers at Nickels & Holman had covered the bottom of their male mould with layers of plastic as they re-shaped the hull in hopes of making their boats faster. In the view of David Nickels, they never succeeded in improving the original shape.

In the late 1950s, a boatbuilder in Ohio was also looking for ways to eke more speed out of the Lightning design.

Skip Etchells was still in the era of wooden boats, so he didn't have to mess with moulds and chemicals.

Instead, he pushed the Lightning design tolerances and came up with a radically new shape that was demonstrably faster than anything else in the class.

The Etchells boats were so fast that some people began looking hard at his hulls and asking whether what he'd built was truly a Lightning.

"Cheater boats," Karen Johnson calls them.

That episode in Lightning history is the class association's "dirty laundry," says Johnson.

It's interesting to me, because it demonstrates that wooden boats can be made to sail fast. But it also follows that anything that can be done in wood can also be done in other materials.

George Fisher of Columbus, Ohio remembers the Etchells chapter well, because as a Lightning sailor and an attorney, he defended the class association against Etchells' lawsuit.

In those days, said Fisher, there was no way a boat builder could learn just how far off the specified measurements his hull could be and still be certified as a Lightning. Moreover, boatbuilders generally paid a measurer to certify that their hulls complied with the specifications laid out on the class blueprints.

In practice, no hull was perfect, and measurers would forgive a builder whose hull shape strayed a bit far from the specs at one or two places.

Because the class didn't publish these variations, Etchells ordered 100 or so measurement certificates

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continued next page



Uncle Mills today. Photos from Cort Steck

and figured out the amount of variation, or tolerance, for each measuring point on the hull. Those points are known as stations.

Having established the accepted variation for each station, Etchells proceeded to push that envelope by designing a boat that was slimmer than other Lightnings and had a distinctly different hull shape.

He decided that the Lightning was "overboarded," and so he made his centerboards smaller and lifted the centerboard pivot pin four or five inches. A smaller board means less drag underwater, so this gave his boats an advantage on tacks with the board down.

If he was challenged, Etchells could simply say, "You approved this or that other boat with such and such a variation at this or that point, so you have to approve mine."

Except that Etchells' variations were not in error. They were a brilliant design, says Fisher.

But Etchells went overboard in another way. The Lightning hull should have a curve as it tapers upward from the rear of the centerboard to the transom. "He thought that should be perfectly flat," said Fisher.

Even with his liberal set of tolerances, he couldn't flatten the bottom as it approaches the stern and have it conform to the rules. But with a friendly measurer, he might get away with blatantly violating the specs.

So he made the bottom flat before the transom and he installed a sort of pimple just behind the centerboard slot. This protrusion was about an inch or so in diameter and about an inch and a half high. It had one purpose: To provide a false reading for any measurer inclined to close his eyes and pretend it represented a true bottom.

This bit of dirty wash floated to the surface after an Etchells boat owner named Bill Cox won the North Americans in 1956 and people wanted to admire his fast boat.

"Everybody noticed this hump on his boat, and they figured out what Etchells had done," said Fisher.

Bill Cox had his boat re-shaped.

"He won the next year," said Fisher.

Etchells was ordered to put the curve back on his boat bottoms and lower the centerboard.

Cort Steck owns an Etchells Lightning, hull number 6350, *Uncle Mills*.

"The boats were all legal but got the reputation as rule beaters because they were well ahead of their time," contends Steck. He sails *Uncle Mills* in Florida.

"Basically, Etchells' design philosophy was to get the minimum wetted surface area as possible," says Steck. "He did this by getting the centerline of the keelson as low as allowable for the forward 2/3 of the hull and the chines as high as possible. Then he would develop as much curvature in the bottom between the two lines as possible. This would give you as round as possible hull sections, the most displacement and hence the least amount of wetted area. Also this gave the forefoot an entry that didn't pound too much in a chop."

"The other thing he did was to tailor the aft third of the boat for the type of conditions he wanted the boat to excel in. For a good upwind boat and one that would perform well off the wind in light air he would give it more curved sections aft. For ones that he wanted to be better reaching boats he would give them a flatter and straighter run aft. This is exactly what he did with the series of Star boats that he built."

"Etchells just knew how to design the proper shape for this type of

boat, and he know how to build a hard chined boat well too, light weight and stiff," said Steck.

But Etchells turned off many Lightning people after the class excluded the hump and the high centerboard.

Etchells sued the class for a million dollars. He became very unpopular and eventually dropped his lawsuit.

Maybe logic prevailed: If he'd won and extracted a cool million from the class, the defendants, who were left all his market, would have been left with no money to buy his boats.

"In credit to Etchells, even though he went overboard and went out of tolerance, some of his ideas about the shape of the Lightning, particularly the bottom and the narrower centerboard slot were followed by other builders and got into the mainstream," said Fisher.

"As brilliant as he was, if the tolerances had been published, he would have built an extremely fast Lightning," said Fisher.

Now the tolerances are published.

Etchells boats were well-built and they are still fast.

They can still compete against newer boats.

Jody Swanson won the Youth Worlds in 1984 in an Etchells boat.

So, when you hear somebody say wooden Lightnings are inherently slower than plastic boats, think of Skip Etchells and his cheater boats.

Even after his dirty secret came out and his boats were sent to the cleaners, they were - and are - very fast Lightnings.

Wooden Lightnings.

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at finder@radiofinder.com or 734/453-8303 ●

If it wasn't for Lightnings...

...Layline would not be in business!

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

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

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

Harken's "New" cam cleats and Bullet Blocks were the coolest thing since sliced bread. I had been sailing Lightnings with Rick Ferguson. Anybody remember Rick? He was "sick" and had all of the latest go fast toys.

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

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

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

The light bulb in my young, innocent and limited mind lit up and I thought, "Hey, here is a market opportunity". I took the big leap. Now, 16 season's, later I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

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

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

Walt



A.



C.



D.

A. Race Master

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

T040

List \$785.00/Layline **\$694.75**

B. Bailers

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

A564133 Super Max List \$113.00/Layline **\$108.00**

A564136 List \$88.00/Layline **\$83.00**

Internal New Large Gasket

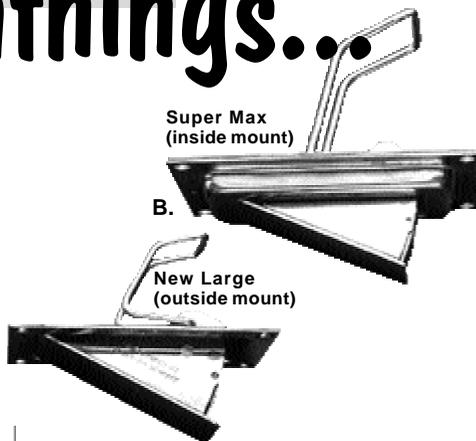
A574194 For a little piece of foam **\$13.00**

C. Small Harken Aluminum Cleat

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

H338

List \$20.65/Layline **\$17.55**



Super Max (inside mount)

B.

New Large (outside mount)



E.

D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H₂O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

E. Competitive J22 Boathandling

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

H4938

Layline **\$45.00**

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- Rudder Cover: \$65

UPCOMING REGATTA CALENDAR

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

2003 CHAMPIONSHIP REGATTAS

2003 SOUTHERN CIRCUIT

- March 8-9** Savannah Deep South, Savannah Yacht Club, Savannah GA
- March 11-12** Miami Midwinter, Coral Reef Yacht Club, Miami FL
- March 14-16** St. Petersburg Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL

2003 WORLD CHAMPIONSHIP Coral Reef Yacht Club and Biscayne Bay Yacht Club, Miami FL USA

- April 8-11** International Masters Championship
- April 11-19** World Championship

2003 CALIFORNIA CIRCUIT

- April 27-May 2** King Harbor Yacht Club and Mission Bay Yacht Club

2003 NORTH AMERICAN CHAMPIONSHIPS

- August 12-15** Women's, Juniors', & Masters' Niantic Yacht Club, Niantic CT USA
- August 16-22** North Americans Cedar Point Yacht Club, Westport CT USA



- March 9 Lightning Simulator and boat repair clinic, Fleet 192, Concorde Pt Sails and Rigging and Tidewater Marina (DIXIE)
- March 15-16 Spring Fling, Jackson Yacht Club, MS (SO)
- March 21-23 Olympic Classes Regatta, Alamitos Bay Yacht Club (CA)
- April 26-27 Long John Regatta, Monmouth Boat Club (METRO)
- April 26-27 Cottonwood Regatta, Catawba Yacht Club, Charlotte NC (SE)
- May 3-4 Doc Gilbert Potomac Cup, Fleet 50 near Washington DC (DIXIE)
- May 3-4 Mid-Continent, Carlyle Sailing Association (MV)
- May 3-4 Southern District Championship Regatta, Jackson Yacht Club, MS
- May 10-11 Florida Junior District Championship, Edison Sailing Center, Ft Myers FL
- May 17-18 Early Bird, Cedar Point Yacht Club (CTRI)
- May 17-18 Voodoo Regatta, Lake Norman Yacht Club, Davidson NC (SE)
- May 24-25 PRSA Spring Regatta, Alexandria VA (DIXIE)
- May 25 Commodore's Tune Up, Surf City YC (CAD)

HEY WOODY!

Why wait for the 70th of 75th? We could have fun doing our own regattas on a yearly basis just like owners of classic cars like to show off their handiwork. Please contact me with your location, boat #, and phone #. Comments/suggestions welcomed. Craig Thayer- Fleet 10 fabricraft@a-znet.com

May 28	Florida District Masters Championship, Edison Sailing Center Ft Myers	June 28-29	Central Atlantic District Championship, Metedeconk River Yacht Club, Brick, NJ
May 29-June 1	Florida District Championship, Edison Sailing Center, Ft. Myers	June 28-29	Champagne, Keuka (CNY)
May 31	Sodus One Day, Sodus NY (CNY)	June 28-29	Dave Fitch Memorial, Spofford Lake NH
May 31-June 1	Magnus Pederson, Nyack Boat Club (METRO)	July 12-13	Centrals (CNY)
May 31-June 1	Lighthouse Regatta, Fond du Lac WI (MW)	July 12-13	New England District Championship/ Brian Hughes Regatta, American Yacht Club, Newburyport MA
May 31-June 1	Lake Champlain Spring Regatta, Malletts Bay Boat Club (NE)	July 13	Long Island District Championship, Orient Yacht Club
May 31-June 1	Wrightsville Regatta, Carolina Yacht Club, Wilmington NC (SE)	July 19-20	Central New York District Championship Henderson Harbor
June 14-15	Caz Flash Bash, Cazenovia NY (CNY)	July 19-20	Evans Regatta, Green Bay Sailing Club (MW)
June 14-15	Dixie District Championship, Solomons MD	July 26-27	Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
June 20-22	Midwest District Championship, Chicago Corinthian Yacht Club	July 26-27	GYA Championship, Pass Christian Yacht Club (SO)
June 21-22	Metropolitan District Championship, Monmouth Boat Club, Red Bank NJ	August 2-3	The Gorges Regatta, Ithaca (CNY)
June 14-15	Ohio District Championship, Indian Lake	August 9-10	Sweet Corn, Susquehanna Yacht Club, Long Level PA (DIXIE)
June 21-22	Southeastern District Championship, Carolina Sailing Club, Raleigh NC	August 23	Onondaga One Day (CNY)
June 21-22	California District Championship, Mission Bay Yacht Club, San Diego	September 6	Skaneateles One Day (CNY)
June 21-22	Indiana District Championship, Wawasee	September 6-7	Leukemia/Presidents Cup, PRSA, Alexandria VA (DIXIE)
June 21-22	Texas District Championship, Fleet 35, Dallas	September 6-7	55th Annual Regatta, Surf City Yacht Club (CAD)
		September 6-7	45th Annual Whitecap Regatta, Pontiac Yacht Club (MI)

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- September 20 Cazanovia One Day (CNY)
- September 20-21 SMSA Fall Invitational, Solomons MD (DIXIE)
- September 20-21 25th Manahawkin Bay Cup, Surf City Yacht Club (CAD)
- September 20-21 Red Flannels, Chicago Corinthian Yacht Club (MW)
- September 27-28 Fall Classic, Cedar Point Yacht Club (CRI)
- September 27-28 49th Annual Hoosier Regatta, Wawasee Yacht Club (IN)
- October 11 Last Blast, Nyack Boat Club (METRO)
- October 12 Frostbite, Ithaca (CNY)
- October 11-12 Leaf Peeper, Malletts Bay Boat Club, Colchester VT (NE)
- October 18-19 Hospitality Regatta, Jackson Yacht Club (SO)

ATTENTION FLEET AND DISTRICT SECRETARIES:
 A complete schedule by District will be published in April.
 Please send your schedules by March 10th.

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No 81

Name: *Mr. Lucky*

Address: _____

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E-Mail: _____



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**Win a Handmade
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 1 Central Avenue, St. Petersburg, FL 33701

No 81

Prizes! Raffle Tickets!

These are prizes you can buy for as little as \$5: A day or two of expert local-knowledge coaching from a former North American Champion, a new set of sails, or how about an elegant American Flag afghan handmade by a Lightning sailor? Several exciting raffles will be held in support of the 2003 World Championships.

Raffle tickets will be on sale during Southern Circuit, but if you want to get the jump on your friends and competitors, contact Amy Smith Linton (aslinton@aol.com) for tickets and details.

NOTICE OF RACE

37TH ANNUAL CALIFORNIA LIGHTNING CIRCUIT

APRIL 27 - MAY 2, 2003

REGISTRATION FEE - \$70 FOR ALL SERIES*

APRIL 27 - 28, SUNDAY, MONDAY - 5 RACE SERIES AT KING HARBOR YACHT CLUB
280 YACHT CLUB WAY, REDONDO BEACH, CA 90277
310-376-2459

CONTACT WENDELL HARTER AT 310-374-6003 OR WWHARTER@AOL.COM

APRIL 29, TUESDAY - TRAVEL DAY. BOATS MAY BE BROUGHT TO CORONADO YACHT CLUB AT
1631 STRAND WAY, CORONADO, CA 92118
619-435-1848

APRIL 30, WEDNESDAY - 17 MILE MARATHON FROM THE BAY BRIDGE TO MBYC

MAY 1 - 2, THURSDAY AND FRIDAY - MISSION BAY YACHT CLUB SERIES
1215 EL CARMEL PLACE, SAN DIEGO, CA 92109
858-488-0501

OCEAN RACING THURSDAY, BAY RACING FRIDAY

TROPHIES will be given to the top 3 skippers in each of the three series, and to the top 5 skippers and crew overall. In addition, there are perpetual trophies for the winner of each series, for the Overall winner, and for the woman (or women) who sails every race (as skipper or crew on the same boat throughout) and has the best score.

THESE RACES will be governed by the Racing Rules of Sailing (2001-2004), the prescriptions of the USSA, the rules of the ILCA and the Racing Instructions of each event.

THESE RACES are open to all Lightnings.

SCORING will be in accordance with ILCA scoring. All races are scored.

REGISTER by mail: Make check out to Lightning Fleet 194
Mail to Edna Johnson
6392 Amberly Street
San Diego, CA 92120

OR YOU MAY REGISTER SUNDAY, APRIL 27 AT KING HARBOR YACHT CLUB.

For more information: Jeff Coppens at 760-591-7860 or email jeffcoppens@aol.com
Or Edna Johnson at 619-583-6476 or email KirkEdna@aol.com

IMPORTANT: MBYC no longer allows campers or tents overnight. If you plan to camp, try
Campland on the Bay at 858-581-4230 (between 8 a.m. and 6 p.m.)

*\$25 each for KHYC and MBYC series; \$20 for the Marathon. Only those skippers registering for the entire Circuit will be eligible for the Overall trophy.

INTERNATIONAL LIGHTNING CLASS ASSOCIATION
2003 Charles Schwab North American Championships
Cedar Point Yacht Club
Westport, Connecticut
August 16-22, 2003

ORGANIZING AUTHORITY: The Charles Schwab North American Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 126, 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) 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 (Connecticut/Rhode Island) may have double quota.
- One (1) additional boat for every three (3) boats from a district that sailed in the Championship BlueFleet in the 2002 North Americans.

In addition, members of the Executive Committee, the Vice President of North American Championships, the reigning North American Champion and the Reigning 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 received on or before July 21, 2003 for the Championship. 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.

The entry fee is US\$295.00 provided the entry form is received on or before July 21, 2003. For entries received after July 21, 2003, the fee is US\$345.00.

REGISTRATION: Registration and measurement will be held from 0800 to 1800 on August 15, 2003, and from 0800 to 1300 on August 16, 2003. 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 Cedar Point Yacht Club and to release CPYC, fleet 126, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.

SCHEDULE OF EVENTS:

Friday, Aug. 15	08:00-18:00	Registration and measurement
Saturday, Aug. 16	08:00-13:00	Registration and measurement
	14:00	Warning Practice Race
	18:00	Skipper's Meeting and Opening Ceremony
Sunday, Aug. 17	10:00	Warning Qualifying Race 1&2
Monday, Aug. 18	10:00	Warning Qualifying Race 3&4
Tuesday, Aug. 19	10:00	Warning Championship Race 1&2
Wednesday, Aug. 20	10:00	Warning Championship Race 3&4
Thursday, Aug. 21	10:00	Warning Championship Race 5&6
Friday, Aug. 22		Make Up Races if necessary

The Race Committee may adjust the racing schedule to suit weather conditions.

BOAT STORAGE: All boats must be on the grounds of Cedar Point Yacht Club by 1200 August 16th, and remain on the grounds for the duration of the regatta when not sailing except by written permission from the Principal Race Officer (PRO).

RACING AREA: Races will be sailed on Long Island Sound off Westport, Ct.

SAILING INSTRUCTIONS: The sailing instructions will be available during registration beginning on Friday August 15, 2003.

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.

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 throwout only if 4 races are completed. In the Championship series there will be one throwout only if 6 races are completed.

APPEALS: The right of appeal is denied for the Qualifying Series in accordance with RRS 70.4(a).

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 turn of 360 degrees 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 Rule 35.

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, 2002 vs. 2003, and the Thermis Trophy is awarded to the highest placing skipper who is sailing in the Championship division for the first time.

SUPPORT BOATS: Team Leaders, coaches, and other support personnel shall not go afloat in the racing area as defined in the sailing instructions between the skippers meeting and the finish of the last 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.

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
 http://www.lightningclass.org/2003na.com/

Regatta Chairs:
 Bob Martin
 rhm@ntplx.net

Dick Thackaberry
 thackr@aol.com

BOAT OWNERSHIP CHANGES BY DISTRICT

*

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

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LAKE ERIE	A15163 J. Warren Mantha, 177 Martin Drive RR#1, Belle River ON NOR 1A0	U
MIDWEST	*10222 Eric Bennett, 540 Van Dyne Road #206, Fond du Lac WI 54937	442
NEW ENGLAND	14955 Robert Smith, 208 Woods Hollow Road, Westford VT 05494	301
PACIFIC NORTHWEST	3757 John C. Iverson, 1354 East Santiam Street, Stayton OR 97383	U
	*10541 Paul Webster, 10904 NE Shaver Street, Portland OR 97220	283
SOUTHEASTERN	12849 Fred Perril	365
	*15146 David Raley, 1122 Moore's Mill Road, Rougemont NC 27572	481

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Caz One Day from page 1

In the first race the, wind was from southwest at 5-7 – local knowledge was to start left and go up the east shore. Then about 10 boat lengths short of the layline, tack and get lift to mark. We tried this but had to bail right for clear air. In the meantime, a pack of boats scream in from the left. We were mid-fleet around the windward mark. Not looking too hot but not too bad considering the competition we were facing. Right after the offset, we jibed away from the oncoming spins. We were able to clear our air and ride down on the formulating puffs from the middle of the course and punched out in front. We took a conservative take down. Considering we were just training Joe. Around the mark I made sure that we had a clean rounding to gas the competitors behind us. This went along with our tactic to cover to stay ahead in last windward leg. We got the bullet. Dick Hallagan finished second, Dick Tuttle was third, and Box was fourth. Wow! What a way to start a regatta!

In the second race, the wind was shifting slightly right and puffy. We worked the middle left from a great start at the boat end of the line. We were first to the mark. From the weather mark to the offset was a

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mess: the spin did not set quite right, it rose too soon, and it was flogging because we could not lay the offset with it flying. In the meantime, the wind shifted right. We lost distance to boats behind. We were then able to jibe right away and almost no one followed. We went low downwind and managed to stay ahead. We were first around the leeward mark. Again, we focused on a great mark rounding. Upwind I covered Dick Hallagan and ignored the rest of the fleet. We kept between Dick and the finish, which is an amazing feat by itself. Landy Atkinson squirted past but we were closely behind. A great second place finish. Clay and Box finish 4 and 5, very close together. At this point we have 3 points, Dick has 6, and Box has 8 or 9.

In the third race, the wind was more right with puffs from south and west. Our strategy was to work the middle left as it looked to have more consistent air. We did lots of short tacks to stay pointed at the mark. At the start I kept my closest competition, Dick Hallagan, from barging (messed him up big time) and he started about 10 minutes behind us (it was really only a about a minute but it looked like a lot to us). We worked our way to 1st around the windward leg. We had a big lead after a perfect set. Joe is really learning how to work the spin-naker at this point. We jibed right away from the mark and broke a horizon job downwind. We covered the fleet upwind. We won the race by a good margin. Dick did work his way to second by hitting the left side on the last leg. Federico, Tuttle, and Landy finish 3, 4, and 5. Now we have 4 points and Dick has 7 points. Most of the rest have had at least one bad race.

We docked for lunch thinking that if bad weather ends the racing we would win. Not a bad thought, but the racing was just way too much fun. Chili is always the menu for the Caz one-day regatta. It's awesome chili except for the heartburn and other factors, if you know the effects of really great chili . . .

In the fourth race, the wind was more west with weather mark set close to the high profile west shore. The weather forecast showed some rain clouds and some sprinkles. We had a good clean start and worked our way to the wind and played the shifts -- lots of tacks. We kept middle left where wind was a little more consistent. We got pushed beyond the port layline by John Boxberger and Federico Meira from the right. Downwind, the three of us went east (right) and waited to jibe. Some of

Editor's Note: More results are available on the Class website:

www.lightningclass.org

Recent regattas will be featured on the "Front Page" of the website, but all results are available through the "Results" section.

the fleet jibed at the weather mark and gained. We were just able to reach up and get in from of Landy Atkinson and Dick Tuttle to stay ahead of them to the mark. We rounded the mark, Federico ... Boxberger... me. Boxberger went right. But we felt there was more pressure to left and went that way. We didn't play follow the leader. Federico sat on us hard a couple of times. No hard feelings. We went back to the mid left and when we converged we were able to lee bow Federico and caught some wind. Things were very close now. I was going to lee bow Federico again at the finish but there was an overload of input from my tactician (my dad was yelling about something). I had a dilemma on what I could do and chose slowly. We had a painfully slow tack and had to pinch to make the finish while Federico sailed through cleanly with good speed to grab first place. We watched as Box and Sam Woods finish between us and Hallagan. Our lead is now 6 points. We are pretty giddy, as this is new ground for us.

In the fifth race, we were enjoying our regatta lead too much and were not staying in race mode. We were not even sure what the wind was doing. I was not ready for the start; we were not even close to the line after the gun went off. We were not in tune and were out of whack upwind. Lots of bad calls by tactician - Dad! He wasn't really being a tactician since he was telling me what to do and not giving me input. We rounded in the middle to the back of the fleet. We tried to get some puffs but were unable to and got nothing. We watched our opponents to leeward pass us one by one. We rounded 3rd to last and had a bad take-down with the chute in the water. We worked our way nowhere upwind. We had more bad calls by the tactician and myself and we finished 9th. Federico picks up another bullet. Ed Seyerlein is second and Jeff Shaw is third. Hallagan finished fourth to get back six points (so we thought, but we added wrong!). Ouch, we were scared! We were tied with Hallagan and Federico has gained ground with two straight bullets; the pressure is really on us now.

The sixth race. Now it is serious. We were tied with Hallagan and that is always scary. We worked our normal pre-start procedures of checking the line for square, getting a land site, watching the wind, and setting an upwind strategy based on what we see in the wind. We finally got back into race mode. We didn't have the best start; we were a little gun-shy. We worked our way to clean air in less than 2 minutes. The fleet sailed to nowhere on the left. We stayed in the puffs in the mid-right. We tacked on shifts with lots of short tacks to stay pointed at the mark again. We were 1st around the windward mark. We had a nice clean set and broke some good distance on the fleet. We squirted away on the last of a dying breeze. Our competition is now far back. We jibed right away for puffs formulating over to the left, facing downwind. Again, we caught as many puffs as we could and stayed low, lower than the mark, so when the puffs went away we could head up. We broke a huge horizon job. While the closest in points, Dick Hallagan, worked his way out of the mess of boats. If we stayed ahead, we would win. We paid close attention to the chute. There was more good work by junior crew, Joe Raite. We had a nice clean takedown and rounded clean and conservative. We tacked onto starboard. We rode nice wind on the starboard tack for 500 yards. We tacked again to port for a zephyr (great word for little puff) and it took us to the finish line. As we finished, we realized there would be a throw-out. Since we were tossing a 9, we knew we had won the regatta by a good margin. We sailed

When you win your first regatta, you get dunked!
Al carries Logan to the lake
Logan after the swim



at least a 1/2 mile away from the finish (in light air) before the competition finished, which added an exclamation point to the regatta.

On the way in, I had beer poured on me by my tactician and I got to drink the remainder J. We de-rigged and after the awards, my dad threw me into the lake. The water was freezing. Wow, what a great finish to a great regatta!

Thanks to all of our friends at the Willow Bank Yacht Club for such a fine regatta. Dick Ryczek did a great job as regatta chairman. We would like to especially thank Dave Bull for his great job in running the race committee. It was also great to see 15 Year old (I think) Brie skippering for her grandfather, Mick Barnes. Lightning families, aren't they great!! We hope to see you all there next year. ●

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