

# Lightning eflashes

Newsletter from the International Lightning Class Association

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## NORTH AMERICAN CHAMPIONS

### MASTERS' NA CHAMPIONSHIP

Niantic Bay Yacht Club, Niantic CT, August 12-15  
*Colin Park*

The North American Championships this year brought a feeling of deja vu for me. The last time I had sailed in Connecticut was in the Sears Cup in Lightnings 44 years ago, sailing out of Noroton Yacht Club. The only thing I really remember about that series was the profound impact a thunderstorm can have on the wind. We were representing the Royal Vancouver Yacht Club and had never really seen a thunderstorm - we learned quickly that you have to sail towards the storm and hope it isn't a big one.

For the Masters and the regular NAs the sailing was close and conditions were pretty good for Long Island in the summer. And we didn't get affected by the black out. The first day of the Masters we had a weakening system northerly. On the way out we noticed that the wind was on both shores and not much in the middle, and the current was huge. We had a second in the first race and blew a good comeback in the second race with brain-dead tactics (by me) at the finish line to come in third. Dick Hallagan and Jack the Elf both won a race. Day 2 had a southwesterly that looked like it would build a little by the end, but didn't, and a thunderstorm chased us in after one race.

Going into day 3, Dick led us by a point with the Elf looking OK if there was a throw out. The last three races were sailed in a southwesterly that again would attempt to build but then give up. Joan Hurban won race 4 with Chris Vann second, ourselves third and the Elf 18th. We had a horrendous next to last race but Dick stuck with us, so we both sailed our throw outs leading to a finale which saw us virtually tied. We made the decision before the start to get right early. We had a bad start at the boat end but got to the right first and won going away - a good end to a tight series. Dick was second, John Hughes third and George Fisher fourth. George led many of the races early but lost out by doing the "right" thing. Unfortunately for him, tacking 100 yards under the layline was not right for this regatta.

Thanks to Rob Ruhlman for sailing with Karen and me again. The NAs this year were Karen's and my 19th and 20th Lightning NAs - good fun, looking forward to many more. ●



*President's Cup Champs  
Family Brickell*



*Junior Champs  
Team Schon*



*Masters Champs  
Team Park*



*Women's Champs  
Team Colantuono*

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## President's Column

Paco Solá



I could not attend the NA's and missed the presentation of Number One to Mystic Seaport during the WJMs. I was told both events were superbly organized, although attendance was lower than expected but I guess it was mostly due to the Worlds in April and this not being a qualifying year.

I would like to congratulate Allan Terhune Jr., Katie Terhune and Kristen Terhune for winning the North Americans in such convincing fashion! And to top of a great sailing season, they recently won the US SAILING's U. S. Championship of Champions. Their win is a win for the Lightning Class too, demonstrating our class' competitiveness.

It is also appropriate to thank Mary and Sandy Huntsman for pulling together the donation of Number One to Mystic Seaport, a task that Mary initiated as Class President. I know some don't quite agree with what we have done, but I am certain that this crazy idea will be appreciated and thanked in the near future, when people can visit Mystic and appreciate our heritage.

Down here we are getting ready to sail the South Americans in Salinas in November. Teams from Argentina, Chile, Colombia and Peru (and Ecuador of course) will show up, which will make interesting competition in what we believe is one of the nicest places to sail in the world. Humpback whales should start migrating again by then so it will be less likely that we encounter one of

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these beautiful mammoths on our port tack!

Thanks to all who decided to elect us for a second term. Jim, Steve, Carter, all the VPs and I will try our best to keep our class running smoothly during this coming year. The big items in the agenda are still the same: junior sailing, international scope, sustained membership. We will continue to look at ways to accomplish these long term goals, all critical to our survival. We do have some pressing issues in the short run, especially related to our operating budget, and our publications.

I am having fun, it is a lot of work, and though we have had our missteps, I still quote Churchill when the going gets tough: "success is going from failure to failure without loss of enthusiasm" or something close to that!

Enjoy your remaining sailing days.  
I will!

[President@lightningclass.org](mailto:President@lightningclass.org) ●

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## Chief Measurer's Column

Carter Utzig

The old adage is to say something when you have something to say. So now I do. Three things:

Congratulations on getting Lightning Number #1 to Mystic Seaport and that you to all that worked to get it done. These are the types of things that will pay dividends long term if we leverage it.

We are going to rewrite the specifications and related documents as well as clean up the by-laws, rules governing and constitution. Why are we going to do this? To clean them up (take out the inconsistencies, easier to read and fit the ISAF standards as possible) and incorporate existing interpretations and rulings into the specs. It is not to add new stuff that the class has not voted on. Any new ideas will be submitted to the class as a separate item for debate and vote. So now is the time, get us your ideas that will make the experience of sailing a Lightning better and less expensive while still keeping us a one design class with a long heritage. Colin Park has volunteered to lead this effort. We will vote on the new documents at the next NAs. We will use the web site to drive discussion and thoughts so get out there and generate some ideas.

The third thing is a perennial favorite. Should we increase the use of electronics on the boat? More specifically, should we use a VHF radio to call people over early? There is a tremendous amount of information, debate, ideas, etc. on this topic across all classes - domestic and international. So I encourage you to read it, get smart, and then debate the issue because there are a lot of good thoughts out there. For those of you who do not have access to the web, let me summarize the information for you:

In favor debate:

- There are many keel boat classes currently using the VHF to call people over early as well as communicate with the competitors on the course for a myriad of reasons. Yes, the SIs can be written to make this all legal. The reasons that the "not in favor" crowd claim do not appear to be an problem; e.g. protests because your boat was the last one called.



- Race committees should provide a service to the competitors
  - it should not be an adversarial relationship. Hailing people is a service that helps competitors enjoy the race more.
  - Who cares if you can hear the race committee talking about what they see on the course. Everyone can hear it; therefore, everyone has the same advantage.
- People who travel to regattas spend a lot of money and there is nothing worse than going around the whole course only to realize that you were over early and your chance of winning, or even placing are gone. So let's make it easy to inform people that they are over early so they can correct the situation and get back to having fun.
- VHF cheap

Not in favor debate:

- Using VHF to call people over early will fundamentally change the game of starting. People will be more aggressive since they know that they will be notified.
- If you don't have a VHF, you are at a disadvantage and, therefore, it raises the cost of racing Lightnings.
- People will cheat – with a VHF they will talk with each other and share knowledge amongst a few thereby putting others at a disadvantage.

Let me tell you where I stand before we discuss this any further: I don't know yet. I have no agenda but we need to take a stance after we all think this issue through.

Think about these things for awhile:

1. Our class is a large one with many groups of individuals that sail the Lightning for many different reasons. Some race in local fleets, some travel to far off spots to compete at the top levels, some do not even race - they cruise with their families, some just occasionally take out the old family Lightning for a peaceful sail in the evening. The point is that we are a class of many desires and maybe one rule or specification does not fit us all. Maybe there are some ways

## YOUTH WORLD UPDATE

February 28 – March 6 2004

Lightning Youth World Championship, Sao Paulo, Brazil

Time is running out in getting your team to the second annual Pacific Cup Regatta hosted by the Salinas Yacht Club. If you are planning on attending please get in touch with Paco or myself and let us know. This is a great regatta for practice for the upcoming Lightning Youth Worlds in March.

I would like to congratulate the two USA teams that qualified for the 2004 LYWC at the Junior NAs in August. Ben Spiller and his team from Wisconsin and Robert Ramirez and his team from Florida. Third place and alternate Meagan Ruhman and team are waiting in the wings in hopes of being able to attend as well.

To all International District Commodores: A reminder that you need to let the Class know whether you are going to be sending any teams to the 2004 Lightning Youth World Championships. Your response is required by November 1, 2003. This information is needed for planning by the 2004 LYWC Committee and by the Class to determine if additional slots are available for those counties that fill their quota.

Keep an eye on the ILCA website and the Flashes for further information as time gets closer. ●

that we can have rules and specifications that allow us to remain a one design class and are tailored to each of our needs. Walk into a store today and look for laundry detergent and you will see what I mean. 14 different types of Clorox bleach not one.

2. Many times we argue against change because "it is not the way it has been". But if this stuff was available back then when it all started, would it have been used?

3. Things evolve - if they don't, they die over time. Things that evolve uncontrolled die, too. And evolution is based on history and a heritage.

So get out on the Lightning forum and generate some thoughts or send me an email (or letter – I know everyone doesn't have email). We will survey people to see what they think.

Carter

Measurer@lightningclass.org ●

## IN MEMORIAM

Holly H Bagdonas reports sad news from Fleet #1 in Skaneateles.

"With great sorrow I must inform you of the unexpected death of my dad, F.J. Haas.

"Dad had been a Lightning owner, skipper, crew, enthusiast over 40 years, owning #2389 from the mid-50's to 1969, when he bought #11154. He sailed his beloved *Blitzens (I and II)* on the Long Island Sound as well as Skaneateles Lake. Dad and his *Blitzen II* were a constant "fixture" during each anniversary and local regattas hosted in Skaneateles.

"Rumor has it he had "close ties" with Intrepid of the America's Cup races of the 1970's."

Our deepest sympathies go out to his family and Lightning family. ●

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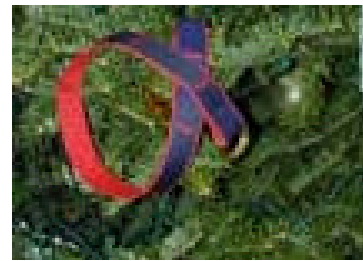
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## MINUTES GOVERNING BOARD MEETING

August 16, 2003, Saturday Morning

The lovely home of Paul and Gisell Myerson

Chief Measurer Carter Utzig called the Meeting to order at 8:30am and roll call was taken. Present: Chief Measurer Utzig, Secretary Jim Carson, Treasurer Steve Davis; Vice Presidents: Joe Buczkowski, Jack Huntsman, Jamie Brickell, Brian Hayes, Mary Huntsman, Karen Park, David Sprague; District Commodores (or delegates): Bill Bogardus (CAD), Neil Hayes (CRI), Colin Park (FL), Tom Allen (LE), Mary Huntsman (MET), Kate Brush (NE); Past Presidents Anne Allen and Sandy Huntsman. Proxies held by chair: 18; proxies held by others present: 9. Quorum established for holding meeting.

Secretary Carson read President Paco Solá's report:

Dear friends,

I regret not be able to be with you today. Personal business kept me from making the trip this year and enjoying a nice week of sailing. But still I have to fulfill my duty as President so here is my written report.

This term has gone way too fast but I feel a lot has been accomplished. Not enough but a lot. It is amazing how much work this job comprises, and how much fun it is to share responsibility with such enthusiastic people. So, first and foremost I would like to thank my executive committee, who have been great. But especially, my personal thanks go to Jim Carson, the best Secretary a President can have.

The Vice Presidents here will report in depth on current items, so I would like to report on what were my main priorities when we started a year ago: youth participation, international participation and sustained membership base.

On youth sailing we have made slow but strong progress. For starters we have proposed not to charge entry fees to juniors in order to promote their participation. We are also going forward with the Pacific Cup in Salinas, and we hope to keep it an annual invitation to all kids who want to sail and have fun. This year in particular we hope that the event will be a primer to the Youth Worlds in Brazil next year, which we are actively promoting, thanks to the great job our VP John Atkins is doing. This objective should be an ongoing concern for all members so all suggestions are appreciated.

On international participation we are breaking even. On one hand we had a hugely successful Worlds in Miami, one of the best of its kind, thanks to Bill Mauk and the Florida District. We had excellent participation from three continents and we had great sailing and social activities (did you hear about the Ecuadorian Party?) that tied us closer together. But on the other hand, after a long and intense battle, we were left out of the Pan Am Games, after having been present at every edition of the sports event. I can only thank those who fought the

most, especially Dave Sprague, the support we found in all countries and authorities (not all of them though) and even among other classes was amazing, although the effort in the end was futile.

We need to look further and find other ways to promote the class in an international scale. Hopefully a better alternative than the Pan Ams will arise. The mike is open on this issue too; please let us hear what you think.

Finally, on membership renewals, I am happy to report that we are showing numbers much like last years, so our renewals are not dropping which makes me hope we are reversing a trend. It is early to tell but we have made some decisions that help keep our members' interest: for example we are again advertising in Sailing World, we finished the new training video and we held the worlds at a very popular overseas venue. The reworked Yearbook has also helped.

Our numbers look good, as you will see from Steve Davis' report. We did however plan for the 2003 budget to be an interim one, because of all the changes we wanted to apply. Some have impacted us already, like the savings we have had so far in publishing Flashes and the yearbook. Some others will impact the budget next year, like separating printed flashes from the active membership dues, as we have successfully done with crew dues.

This is all I have to report for now. As you can see, our initial enthusiasm and commitment to the future of the class is still here, although the results are not there just yet.

Thank you for entrusting to us such a big treasure, the ILCA.

Treasurer Davis reports that we have about \$11K in the bank, about \$137K in the ILCA Fund, and about \$20K in the Limbaugh Fund. The Fund money is all held in a Charles Schwab account; all interest is credited to the Limbaugh Fund and reinvested; this interest may and will be used to sponsor youth sailing. Right now it looks like we'll be about \$30K in the black. Our budget has been steady at \$120-130K for many years. The future depends on many things. One of the things we want to do, accounting-wise, is make sure to credit dues paid in the year they're meant for, not just in the year the check is received; otherwise we have to wait until the end of the year when people pay dues for the following year, in order to come near budget where membership money is concerned. ILCA money was used to pay off the outstanding balance for Lightning #1. There is an ongoing effort to replenish this to the ILCA. Mary Huntsman will pay the difference if this money is not collected. After discussion, it was felt that a date to have all money repaid would promote "urgency" to potential donors, as well as reassure the membership that money will be repaid. David Sprague motioned for August 1, 2004, seconded by Anne Allen, none opposed.

Jamie Brickell asked how we are doing on new boat sales. Tom Allen reported from the builders perspective, which is also reflected in the Class' income that new boat sales are down. Although our membership may be staying steady, boat royalties have been declining.

Secretary Carson reports that membership is staying fairly steady. We have received a request from Bill Clausen to re-activate Fleet 99 in Great Bay, Central Atlantic District. Motion made to accept re-activation when fleet dues and paperwork is received. Secretary Carson noted that Fleets who do not pay yearly dues are automatically suspended according to the By-Laws, and there is no need to vote on these suspensions.

Secretary Carson reviewed a list of "Items for Consideration in 2004".

\*This list includes the ruling made by the Executive Committee concerning the sail numbers being proposed as an amendment to By-Laws for Spring 2004 Meeting. The ruling precludes "fictitious numbers" and the proposed amendment will also provide for this. Ruling was approved unanimously.

\*Our Class documents are in need of some changes; many of these are "house-keeping changes" to bring them all in agreement with each other and to keep "rulings" with the Rules or Specifications they alter, confirm or clarify.

\* Revisit Rules on VHF

\* Revisit OCS (perhaps related to VHF issue)

\* Format and rules for entries to the World Championship

\* Format, venue and time for WJM NAs, especially Women's.

\* Office expenses: the office is a big expense, we will be exploring ways to revitalize it to make is more efficient: what can we changes, add, delete; outsourcing, sharing expenses with other classes. Treasurer Davis notes that our costs are down, but our revenue is not up. Chief Measurer Utzig emphasized the need to keep value up. Mary Huntsman urges everyone with ideas to share them with the Executive Committee, don't just talk in the parking lot.

Other actions involving the Executive Committee:

\* 2004 Youth World Championship has been awarded to Brazil.

\* 2005 World Championship has been awarded to Chile.

\* Several Rules and Rulings were reaffirmed.

\* Actively campaigning (although unsuccessfully) to remain part of the Pan Am Games.



\* Web site advertising.

\* A boat raffle was considered, but it was decided that it was not a good time, based on other fund raising projects and outside considerations.

\* President Solá appointed Caroline Schneider-Hoedemaker to be editor for the 2004 Yearbook.

Chief Measurer Utzig congratulated the Executive Committee on accomplishments. His biggest concern is that we have to rewrite our Specifications, which will necessitate a rewrite of all our documents. Jack Elfman and Colin Park updated the Rules Governing a few years ago. George Fisher updated a lot of the old language in the Constitution. David Sprague noted that ISAF has a standardized format for all documents. The ILCA's documents were grandfathered in, but we should get as close as possible. Mr. Sprague estimates it will take at least a year of work by someone with a good legal mind. It will require several reviews by several people before it even comes to the Governing Board. In the course of rewriting, there are a lot of ongoing discussions that we should settle beforehand. M. Sprague suggested we list these topics and discuss them - beyond the parking lot, possibly using a new on-line forum to track discussion from members. Mr. Allen asked about the make-up of the committee; Mr. Utzig replied that all Measurement Committee and Technical Committee will be on it, and there will be more than one committee. The consensus is that the right person to coordinate the committees will be found within the next 30 days. This coordinator will drive what goes where and assign each to separate committees. Bill Bogardus volunteered.

John Atkins submitted the following written report:

I apologize for not being able to make the Governing Board Meeting but family matters take precedent. I have been keeping in contact with Torsten in regards to the progress on the 2004 Youth Worlds. The Notice of Race has been published. Next is to get a Registration form out and we will try to make this happen about the same time as the Website activation. Torsten and Committee (and from his e-mails it sound like there are quite a few involved as this point) hope to have the Website up in September. The major yacht clubs in Sao Paulo are involved. After going through this in 2002, it appears that they are on track. If anyone has particular questions or concerns please let me know and I will do my best to address them. I have also sent the first of a few e-mails to all country VPs and District Commodores with the NOR attached and asking for commitment of their country by November 1st. After that date the championship will be open for countries filling their quota to request for an additional spot. Below is the text from Torsten's report

" The following is an update of our organization and how our plans are developing.

We have established a complete organization, with people responsible for each item on the agenda, as defined by Torsten, following the guidelines you sent. Just to give you some of the areas:

Dates: (Torsten, Roberta Cosulich and Jimmy Sumner - status: OK): These are the people who are organizing the lake availability with the local sailing federation and making sure that we have the calendar well sorted out for the dates of the races.

Sponsorship: (Torsten & John Bennett - OK): We are launching the Sponsors Booklet on August 23rd, at a cocktail to be held for potential sponsors, fleet captains, sailing federation directors and special guest: Robert Scheidt, Lars Grael, Tommy Sumner (current Champion) and Amir Klink among other ex World Champions such as Mario Buckup will be talking and have allowed their names to be associated with the Championship.

Boats, Usage, Construction, Measurement and Insurance: (Jimmy Sumner, Mário Buckup and Pedro Soares - On going) - Besides the boats already available that belong to the existing Fleet, one of the key strategies is for sponsors to have boats built with their names. More will be known on the success of this after the official launching cocktail on 8/23.

Race Commissioners: (Bocciarelli, Frede e Fábio Bojesen - OK) - They have already addressed and established the names for the key participants with the sailing federation.

International Judges: Will address this further on.

ABCLI Association (Torsten e Enrico - OK)- This will establish all the legal requirements for the Brazilian Lightning Association.

Organizing Clubs: CCSP and YCSA with Fevesp (Torsten e Boccia - OK)

Press Coverage: Ranata Cuppen and Cecilia Bennett - On going and with several PR's at the 8/23 cocktail

Internet Site: Torsten & John Bennett - We are expecting our site to be available, at least partly, by early September. A sample will be shown at the 8/23 meeting.

I can also tell you that there are many other people not mentioned that are involved in organizing a great Youth Worlds. With the entrance of YCSA, one of the most important sailing clubs in our country as part of the organizing team, we have raised the involvement of many sectors.

As you know, the 2007 Pan-American games will be in Brazil, and we want to also show the world that the Lightning Class should definitely be a part of these games.

Please let me know if there is anything specific you want to address, and we will get you the information.

Kind Regards and good winds Torsten"

In addition to the Youth Worlds, I have been working with Paco on the 2003 Pacific Cup. I included the NOR for the Pacific Cup in the e-mail to the VPs and DCs to let them know of this regatta. I will be in Ecuador for the Pacific Cup but I'm not certain I will make it as the dates were changed after we made our travel reservations. Hopefully I'll be there for the last

day of racing. I also am scheduling time to be present at the Youth Worlds.

Respectively Submitted, John Atkins

Jamie Brickell reported that the new training video has been a big hit. The next videos he'd like to see are a (mast) tuning video as well as a short "promo" video. Rick Bernstein has all the footage from the 2000 NAs.

Brian Hayes reports that the turnout for this NAs is down, but he feels for historical reasons (usually down following the Worlds). The event was able to attract a big sponsor, Charles Schwab, which helps everyone, both running and sailing. There was discussion concerning the quota system. We need to address this when the turnout looks to be low. The quota system works, but we do not want to exclude anyone from any district when the turnout is so low. We want to emphasize the quota system because it supports the District Championship and encourages memberships, but we do not want animosity. The Executive Committee can change the initial quota at the request of the host club.

To promote the WJM, Mr. Hayes would like to consider making it a stand-alone event. Part of the problem with hosting the event as a stand-alone is that the entry fees are so low as to make it a money-loser. Secretary Carson motioned that we approve the 2005 NAs to Sheboygan and the 2005 WJM to Milwaukee, stressing that the format is open to change; none opposed. Several ideas were proposed: run the WJM as a long weekend preceding the NAs with a week in between; separate Women from Juniors and Masters; separate from NAs in time by months and geography.

The dates for Buffalo are not yet set, so we can explore that flexibility. Theresa Colantuono will be contacting women, juniors and masters about timing. The Sears Cup is the 3rd week in August next year in Lightnings in Vermont. We do not want to conflict with that. This year Women and Masters sailed together, which cost the Women a few boats. "Good" women sailors do not see this as a great place for strong competition. The trend in schools all over the country seems to be starting earlier in August and/or going to year-round calendars, which may hurt junior participation in the future.

Jamie Brickell again reported that the training video was a big success. We also have crib notes from the North U book available for Lightning Labs. He does not feel we are utilizing the District Commodores enough. In many cases, incoming Commodores fail to notify the Class office. Ultimately he would like to spread the Labs beyond the "usual suspects" (teachers) and into a week rather than just a weekend. Steve Davis reported that he attended a lab in conjunction

with the Lighthouse Regatta in Fond du Lac with David Starck, and it went very well.

Mary Huntsman reported that the Mystic party was wonderful. The Museum was very impressed with the turnout. Ms. Huntsman is working still on gathering historical documents, and thanks everyone for support, stories, photos, etc.

Karen Park reports that she has a list of comments and notes from the 3+ year-books she completed, which she will forward to President Solá and to Ms. Hoedemaker. She has some concern with having "professionals" produce the yearbook; what will happen when their boss can't or won't do it again? Mr. Sprague led a round of applause for Ms. Park.

David Sprague reports that at the Fall ISAF Meeting, we can change the advertising code back to what we have used for years. The Pan Am Games are a problem. The internal fight that affected the Class was making the PAG a mini-Olympics versus keeping it quite separate from the Olympics. If it stays the way it became this year, the Lightning

will be out. It is possible that the Lightning could be used in a Women's event. Mr. Allen states that being a women's event is wonderful, but the biggest reason we want into the PAG is to drive fleets in South America; this is critical to South American participation. Mr. Sprague will push for getting the Lightning back in as a fleet boat, and, as a fallback, accept a women's event.

Mr. Hayes noted that international growth in South America will have to go beyond Pan Ams. We want to stay an international class. Mr. Horwitz recommends we support presence of Lightning fleets at the big boat shows in both Europe and South America. After more discussion, the Executive Committee is charged with, within the next 45 days, getting a committee formed on good boat show exposure. We know our strength is at the grass roots level, but we need to find out how to advertise at shows.

Steve Horwitz offered a final follow-up to the Worlds: wonderful turnout, wonderful competition, and wonderful weather. After the final accounting, the

Worlds Committee presents a check for \$1500 to the ILCA Fund!

Jamie Brickell reports on the Masters-Format Committee, with which he was charged at the last NAs. What he found was that most people polled, who had competed at Masters in last 4 years, want to keep the 130-year age requirement (only one opposed). General consensus was no more than 2 races per day. Most supported additional trophies for legends and many would pay a higher entry fee to see more trophies. Some saw positives in eliminating the 130-year requirement for sailing with sons, daughters, or grandkids, but no consensus on how that would be controlled. Report accepted by Board.

Colin Park presented the Slate of Officers for 2004 (see following page). Notables on the slate are Theresa Colantuono as NA Liaison, Brian Hayes as Southern Circuit Liaison. This slate will be voted on at General Meeting.

Adjournment 10:00 am

Respectfully submitted,  
Karen Johnson, Executive Secretary ●

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NOMINATING COMMITTEE  
COLIN PARK  
MARY HUNTSMAN  
BILL FAUDE (Chairman)



## MINUTES GENERAL MEETING

August 18, 2003, Monday afternoon  
Cedar Point Yacht Club

Secretary Jim Carson called the Meeting to order at 3:40pm and roll call taken. Present: Secretary Jim Carson, Treasurer Steve Davis; Vice Presidents: Joe Buczkowski, Jack Huntsman, Jamie Allan, Jim Allen, Jamie Brickell, Brian Hayes, Mary Huntsman, Karen Park, David Sprague, Richard Walsh; Fleet Captains (or delegates) from: 6,11,12,34,54,69,70,75,85,126,129,146,187,215,226,262,266,279,

301,326,329,488,502,509,511. Proxies held by chair: 15; proxies held by others present: 11. Quorum established.

Secretary Carson asked if we could dispense with the reading of the minutes, moved, seconded, approved.

Executive Secretary Karen Johnson read President Paco Solá's report:

See Governing Board Minutes.

Treasurer Davis reports that we have about \$11K in the bank, about \$137K in the ILCA Fund, and a little more than \$20K in the Limbaugh Fund. The Fund money is all held in a Charles Schwab account; all interest is credited to the Limbaugh Fund and reinvested. The budget was set to show a small profit at the end of the year; due to a number of factors, the profit margin will be less than budgeted: membership dues are not as high as we'd expected, both sail and boat royalties are down. Treasurer Davis displayed the lovely brochure which President Solá put together describing our Funds and how to contribute to them. He also pointed out the assortment of Lightning "stuff" which will be on sale after the meeting.

Secretary Carson reports that some of the membership problem is confusion since we're reverting back to calendar year; but on the whole membership is staying fairly steady. He stresses that we all have a duty to contact fellow fleet members who are not yet Class members and explain what a great bargain Class membership is: a good membership base increases the value of your boat. Fleet 99 in Great Bay, Central Atlantic District, has been approved for re-activation, pending receipt of fleet dues and paperwork. Secretary Carson noted that Fleets who do not pay yearly dues are automatically suspended according to the By-Laws, and that list has been published in Flashes.

Secretary Carson reviews a list of Executive Committee Actions and "Items for Consideration in 2004". He encourages questions and discussions on these topics - please address these to the Executive Committee, rather than just talking about them in the parking lot.

\*This list includes the ruling approved by the Governing Board concerning the sail numbers This Ruling will be proposed as an amendment to the By-Laws for the Spring 2004 Meeting. The ruling precludes "fictitious numbers" and the proposed amendment will also provide for this. The ruling reads:

"Pending a review of the By-Laws, the sentence in Article VIII, Section 4 stating that the mainsail and spinnaker must carry the number of the sailboat will not be enforced. However, all other rules and specifications with respect to sails will apply."

Reason: This By-Law has not been rigorously enforced for many years and places a burden on those chartering boats or borrowing sails.

\* 2004 Youth World Championship has been awarded to Brazil.

\* 2005 World Championship has been awarded to Chile.

\* Several Rules and Rulings were reaffirmed.

\* Actively campaigning (although unsuccessfully) to remain part of the Pan Am Games.

\* Web site advertising.

\* A boat raffle was considered, but it was decided that it was not a good time, based on other fund raising projects and outside considerations.

\* President Solá appointed Caroline Schneider-Hoedemaker to be editor for the 2004 Yearbook. She has already started so start working on your reports. Go back to your fleets and have reports written up before November 1.

The list of future considerations includes:

\* Revisit policy and rules on OCS and VHF

\* Review formula for awarding Worlds slots

\* Update our Class documents to clear up duplications and conflicts. A team is being assembled to go through all documents, but it will take a year or more. Please volunteer if you want to help - we need input. ISAF has standard formats, which we will be using as guides.

\* Updates to boat comfort?

\* Review scoring system.

These open items will be posted in a forum on the web for member input.

Assistant Measurer Joe Buczkowski presented a report from Chief Measurer Carter Utzig. A big thank you is due to everyone who served on Measurement and Technical Committees; thanks also to everyone who sent in challenging emails. All decisions made by the

Measurement Committee have been published in Flashes and on the web. Open items review

- Spinnaker pole measurement - specification will stand as is, measuring overall pole length rather than to a bearing point.

- Shroud tension keeps coming up - leaving as is for now.

- The measurement team here has found some long booms; we believe the variability is people-based.

- Rewriting Specifications, which will be a part of the overall documents review.

Jack Huntsman was introduced as the other Assistant Measurer on hand.

Vice Presidents' Reports:

Jamie Allan (Canada): Canada is seeing new sailors, and we hope to see them in new boats and joining the class. Canada will have a team for the Youth Worlds. The Canadian Open next year will be the first weekend in July in Montreal, at the same time as the Jazz Fest.

Jim Allen (Internet): we have a strong internet presence. The Forum is slow but we are in the process of improving it. The Forum is the best vehicle for archiving; the Lightning-L list is more real-time. There is room and a need for both.

John Atkins (Youth Championships Liaison) submitted a written report:

See Governing Board Minutes.

Please see Jim Carson after the meeting if you have any questions.

Jamie Brickell (Education) reported that the new training video has been a big hit, with over 300 sold. The next videos he'd like to see are a (mast) tuning video as well as a short "promo" video. A show of hands indicates that these would also be popular. Lightning Labs have not been taken advantage of as much as they should. We have good teaching materials (two videos, crib notes from the North U book, upcoming videos).

Jamie Brickell also reports on the Masters-Format Committee, with which he was charged at the last NAs. What he found was that overwhelmingly the people polled, who had competed at Masters in last 5 years, want to keep the 130-year age requirement (only one opposed). General consensus was no more than 2 races per day. Many Masters felt that 55 is "too young" and would like to see a 2nd set of trophies for older Masters. Some saw positives in eliminating the 130-year requirement for sailing with sons, daughters, or grandkids, but no consensus on how that would be controlled.

Secretary Carson read a quick report from Dean Cady, reviewing his actions on Notices of Races, Sailing Instructions,

Rulings, and Interpretations. Mr. Cady recently had heart surgery but is doing well.

Secretary Carson thanked Steve Horwitz and the 2003 Worlds Committee from Miami for the \$1500 donation they made to the ILCA Fund. David Gorman led a round of applause for Steve Horwitz himself, for his skin screening clinics during the Worlds - Dr. Steve was practicing medicine while the rest of us were out sailing.

Brian Hayes (NA Liaison) thanks everyone for coming and for attending this meeting (even the ones who fall asleep). The WJM at Niantic went well. The NAs are also going well, congratulations to Bob Martin and his teams. The Dave Perry seminar last night was a huge success, too. The 2004 NAs in Buffalo are tentatively set to start August 4. The 2005 NAs have been awarded to Sheboygan and the 2005 WJM to Milwaukee. He reviewed some of the discussion concerning the format for the WJM, stressing flexibility in time and venue to attract more competitors.

John Faus mentioned the two teams from his club; he recommends that we might have gotten more and/or gotten them to the NAs if there were no conflicts with other "junior" focused events (420 nationals, CORK).

Judy Hanlon from Metropolitan District addressed the quota issue. This was a low turnout year but there were two skippers from her district unable to

come to this event because their quota had been filled. She pointed out that other classes have no quota systems, although they still require participation in the District Championship. Secretary Carson told the group that we will be reviewing this quota system as well as the one for the Worlds. Mr. Hayes pointed out that even when we reset the quota, it's a shame to leave people on the beach in a low turnout year. We don't want to devalue the District Championships, but it is sometimes difficult to schedule for the NAs, if you're not sure you're going to qualify. Bill Fastiggi pointed out that only one District filled their quota this year, so lowering the quota would not have had a big impact on the turnout, even though it would have had a big impact on those two skippers affected. Ric Larson feels that distance, time and cost are the bigger roadblocks. The perception is that this is an expensive family vacation. Mr. Hayes hastened to introduce Theresa Colantuono as the incoming NA Liaison, and stressed that all these comments should be forwarded to her. Ms. Hanlon volunteered to help.

Mary Huntsman (Historian) reported that the gifting of Lightning #1 was made at the Mystic Seaport Museum last week. She thanked Franz Edson for coordinating a wonderful reception there. The Museum was very impressed with the turnout. Lightning #1 is now safe and in a place it can be taken care of and displayed it will be a year or two before it is

on permanent display because Mystic is still working on a new building. Ms. Huntsman is working still on gathering historical documents, and thanks everyone for support, stories, photos, etc. Jim Carson led a round of applause for Mary for all her work on gathering funds and materials.

Karen Park (Yearbook) reported she had no report; Tom Allen led a round of applause for her hard work on the Yearbook over the last several years.

David Sprague (ISAF Liaison) reports that the Pan Am Games are a problem. He wants to make the boat more comfortable for the crew in front. We all cheered him for his hard work anyway.

Richard Walsh (Canada) seconded Mr. Allan's report.

Mary Huntsman presented the Slate of Officers for 2004. Motion made to close nominations and cast vote for slate; seconded; unanimous. (See list of Officers elsewhere in this issue)

Jamie Brickell made an impassioned plea for everyone to sell their 14000-series boat to a new sailor and buy a new 15000 boat for himself or herself. He points out that classes are not built by new guys buying new boats, but by old members selling used boats to new guys; old members then buy new boats.

Adjournment 4:45pm

Respectfully submitted,

*Karen Johnson, Executive Secretary* ●

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## STEALTH CLASSIC

## Adventures in Wooden Boating

Joel Thurtell

Copyright 2003 by Joel Thurtell

I'll tell you all about my stealth plan for sneaking a photo of *Plug Nickel* into WoodenBoat Magazine later.

Right now, let me confess how hotly my ears burned this morning as I read a WoodenBoat article about choosing sails for your classic boat.

Wait a minute – is *Plug Nickel* a classic boat?

Let's see. It was the last production Nickels & Holman hull made of wood, thus representing the very end and one hopes pinnacle of the wooden construction era.

And it was the mold for making many fiberglass boats.

It is the very personification of both tradition and transition.

I'd say that's about as classic as a boat could get.

And that lands me in real trouble.

Because according to WoodenBoat author Maynard Bray, I am a real bad guy.

You see, I chose – deliberately and with premeditation plus heavy doses of forethought – not only to put modern sails on my boat, but I outfitted it with a modern oval aluminum mast and aluminum boom.

Woe unto me.

Why did I do this?

Simple. I wanted to prove that an old wooden hull could be as fast as a modern Lightning if it were rigged like a latter-day boat.

My reason was also simple. It occurred to me that if I could demonstrate my boat's ability to compete with modern glass hulls, it would encourage other people to view woodies as something more than cottage boats with their skegs firmly pointed towards the nearest landfill.

It might help save some old Lightnings.

But for the purist, all this is special pleading.

"In my opinion," wrote Mr. Bray in the July/August 2002 WoodenBoat,

"The modern strap-her-down-and-drive-her racing mentality has no place aboard a precious classic!"

What this author would like to see on classic woodies is the old Egyptian cotton sails sewn in narrow horizontal strips, or modern facsimiles of that material.

"Appearance counts more than performance," writes Mr. Bray, adding that "those wooden hulls cannot withstand the loads imposed by modern rigs without ultimately suffering structural damage."

Pretty strong stuff. That attitude may explain why WoodenBoat declined to run a photo of *Plug Nickel* in 2001, the summer after I launched it for the first time since Dave Nickels built it in 1965.

Naïve enthusiast that I am, I had sent photos of *Plug Nickel* under sail. But the sails were modern cut racing sails – one-season beauties I bought used from a serious racer who replaces his sails annually.

Worst of all, my spars in that photo are aluminum.

I have, in fact, been told my boat is not truly a woodie because of those metal spars.

But for a long time I've had this stealth idea for getting my boat's mug in WB magazine.

First, I get my hands on a wooden mast and boom.

No problem. I have them.

Correction: Four masts and six booms, actually.

Approximately. I've lost count.

Hey, a little redundancy never hurt anybody except English teachers, right?

So some bright spring day, winter dead and gone, instead of installing the regular metal mast, I would instead step the wooden spar and sail away with a 100 percent wooden boat and one of my professional photographer friends snapping away.

Then, film safely in the can, I'd pull the wood mast and pop the metal one back. WoodenBoat would never know I was not always sailing an "all

woodie."

But for that one-time photo op, I have in storage a nearly new bright white sail with the metal tracks specially sewn on for a wooden mast. Perfect.

Or it would have been.

Now I read that I'll be needing to consult with a sailmaker to buy some Dacron that imitates the old off-white cottony color.

Imagine how much this appearance counting more than performance is going to cost.

I don't plan to ask.

I'll keep sailing with my modern rig.

Forget the photo op.

By the way, that rig did pretty well last summer when I got around to racing it.

Of course, everything is relative.

After our Pontiac Yacht Club White Cap Regatta in early September, I was feeling pretty good. My neighbor asked me how we did in the races. "Well," I said, "Twice we came in next to last."

"I'm sorry to hear that," he said.

He has no idea how great it feels to be in a sailboat with a boat trailing behind you.

You don't exactly forget that the rest of the fleet is ahead, but there is excitement in these little two-boat duels over who won't be tail-end-Charlie.

I raced with one token wooden spar – the spinnaker pole.

One of the boats I beat was a 2003 Nickels.

Very gratifying.

Neophyte racer that I am, I thought it couldn't make any difference. Was I wrong. The clasps are so primitive that you have to reach to the pole end with your hand and place the guy inside clasp. That wooden pole is now in my loft – I bought a new metal pole. Much more efficient.

I found courage to race in the White Cap after placing next-to-last in a race earlier in the summer when Salo Korn, an experienced skipper from our club, crewed.

That we beat one boat was amazing, considering all the glitches.

Salo listed them: Spinnaker guys reversed. Shrouds sloppy. No compass. He charitably skipped that heavy wood spinnaker pole, but urged me to replace the flat wooden tiller extender with one that has a universal joint. The tended to snag under the deck and jam itself at inopportune moments.

After the race, my pal and former Detroit Free Press sailing writer Wylie Gerdes, who was riding on the committee boat, told me *Plug* was

## Used Lightnings & Lightning Equipment

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really scooting despite the skipper's ineptness.

After the race, another club member approached me with a huge grin. "Did you know your spinnaker was up sideways?"

Know it! How could I not know? Numbers were up and down, not left to right.

But what matter? They were the wrong numbers anyway.

Eying my dirty sails, another racer remarked, "We've got to get you some new rags."

By the White Cap, I had a compass and a brand new tiller extender with a U-joint – what a marvel! I had somewhat haphazardly tuned the rig. Sails will come later.

I learned that it's not enough to have the equipment under control.

The skipper must know his stuff, too.

He has a few things to learn if *Plug Nickel* is to compete for real.

But there were times in the White Cap when the *Plug* was in the melee. Cruising through a cluster of boats under spinnaker – it happened more than once – crew member Pat Beck would whisper, "It's not good form to say this out loud, but we're passing those boats!"

With more improvements in equipment and some skipper enhancement, *Plug Nickel* can be in the running.

Regardless of what WoodenBoat says about stressing the old wooden hull, my antique block-and-tackle boomvang will be next to go in favor of one of those high-pressure level deals.

Next month I'll take on the "performance vs. appearance argument again as we look at a big surprise that came in the mail.

Photos of a 1952 Lightning named *Surprise* with its quaint and antiquated rig.

Should the owners keep their boat as a floating museum or update it?

That's a hard one. Glad I have a month to mull it over.

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

## Wooden Mast vs. White Pine: The Lightning Wins Again

*Jim Force*

It was like no other sound I'd ever heard. An ominous crushing, snapping noise coming from high above as I backed our old woodie Lightning (#6039) down the gravel driveway to the lake ramp.

"Dad! No! Stop!" hollered our daughter Kabby, walking alongside the boat, holding the bowline and suddenly realizing what was happening 25 feet in the air.

Our wooden mast was going head to head with a giant white pine hanging over the ramp approach, out of our normal sight line.

As Kabby later described it, the mast hooked forward like a clenched nail as the spreaders and jumper struts took on the branches, pressured by the backing car and trailer.

Unable to see what was going on, but sensing disaster, I stopped the car and began to pull forward. But the backstay had snagged one of the branches in a perfect headlock at the top of the mast. As I looked into the mirror, the bow of the boat suddenly reared up like a wild horse and the boat lurched sickeningly to one side, pivoting on the back bunk.

Sure that our woodie was about crash onto the driveway and ruin the day if not the season, I hit the brakes and held my breath. The boat teetered but

stayed balanced on the back bunk, literally suspended from the pine bough above.

By now my wife and daughter were holding up the transom to keep the boat from falling completely off the trailer, or ending up swinging from the tree like a hanging victim. I took my wife's place while she ran to get help. Soon, a catamaran owner raced up and helped hold the boat in place. Luckily, our leverage created just enough slack in the backstay to release the clevis pin and let the stay swing free. Then, all of us pushed the boat forward into its proper position on the trailer.

I felt like someone who had just run a stop sign but narrowly missed a serious collision. My sense of terror and stupidity was slowly neutralized by several deep breaths and the realization that everything was OK.

In the four years since I'd launched from this ramp, the trees had overgrown the approach until there was only a narrow opening over the middle of the driveway. Unwittingly, I simply hadn't looked in enough directions before starting to back up.

But in the battle of wooden mast vs. white pine, our 47-year-old hollow glued spar had won. We went on to have a very nice sail that day, even with a bilge full of pine needles and cones. ●

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# If it weren't for Lightnings...

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

You've all 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 "gently slipped" under and all that water rushed 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. The local store tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything (W.M.), and 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, 17 seasons later, I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

*If it weren't for Lightnings*, I might have a real job, my own boat, and the time 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.

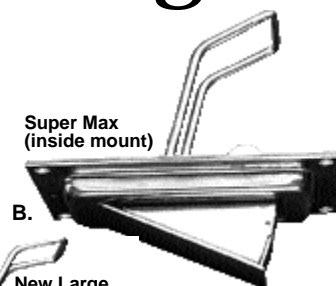
*Walt*



A.



C.



B.

New Large (outside mount)

D.

### A. Race Master

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A564133 Super Max

List \$113.00/Layline \$108.00

A564136 New Large

List \$88.00/Layline \$83.00

Internal New Large Gasket

A574194 For a little piece of foam

\$13.00

### C. Small Harken Aluminum Cleat

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

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November 6-9 Salinas Yacht Club, Salinas Ecuador

### 14th YOUTH WORLD CHAMPIONSHIP

February 28-March 7, 2004

Clube de Campo de Sao Paulo (Lightning Fleet 462)

Guarapiranga Lake, Sao Paulo Brazil

### 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

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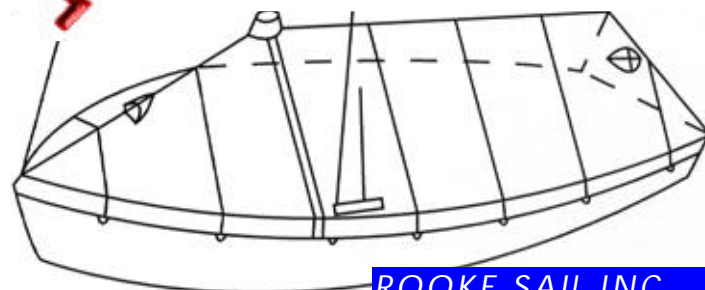
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	8502	Larry Burt, 236 West Penn Avenue, Robeson PA 19551	U
INDIANA	8614	Thomas Atz, 155 East Market Street, Suite 307, Indianapolis IN 46204	U
LONG ISLAND	9457	Steven Palmer, 35 Tarkill Road, Ridge NY 11961	U
MICHIGAN	*9699	David Deatrack, 220 Hursley, Sault Ste. Marie MI 49783	U
	*12927	Alan Suydam, 33810 State Street, Farmington MI 48335	54
	15191	Sean Fidler, 1301 Wyandotte, Royal Oak MI 48067	U
	15193	Michael Norris, 1595 Sage Court, Grand Rapids MI 49525	204
MIDWEST	*9232	Jeff Fjeldheim, 710 Timber Hill Road, Deerfield IL 60015	5
	15189	Paul Reak, 1704 Cherry Street, West Bend WI 53090	187
MISSISSIPPI VALLEY	*6446	Harry "Hammer" Jackson, 1905 West Forest Avenue, Decatur IL 62522	74
	*13173	Jennifer Baetz, 718 Brookridge Drive, Webster Groves MO 63119	U
	*14533	Jan & Robert Mattix, 325 Harbor Drive, Old Hickory TN 37138	262
	15169	Batton Kennon, 938 Spinnaker Lane, Cordova TN 38018	274
NEW ENGLAND	*4291	Virginia Biddle, P.O. Box 1059, Blue Hill ME 04614	U
	*13727	Robert Lodder, 12 Prospect Street, Trumansburg NY 14886	U
	*14345	Brian Gibbs, 981 Marston Road, Whitinsville MA 01588	U
OHIO	*14242	M Andrew Sees, 121 Rancindin Road, Butler PA 16002	36
PACIFIC NORTHWEST	4938	Dave Bechtel, 7429 NE 129th Street, Kirkland WA 98034	U
	*6633	Kenneth Jones, 38258 Hood Canal Drive NE, Hansville WA 98340	U
	A15192	Kevin Burgess Boisen, 17366 NE 160th Street, Woodinville WA 98072	U
SOUTHERN	*13170	Jeffrey Reisch, 114 Engman Avenue, Bay St. Louis MS 39520	62
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## DOWN BAY INVITATIONAL REGATTA

Little Egg Harbor Yacht Club NJ,  
August 9-10  
*Franz Schneider*

The Little Egg Harbor Down Bay Invitational Regatta has its roots in the traditional Down Bay Cruise of the 1930's. Once a year sail boats of all types would make their way from the northernmost reaches of Barnegat Bay into Little Egg Harbor. They would put into the Little Egg Harbor Yacht Club for a weekend of fun and sailing competition. While today most people trailer their boats there are still an abundance of boats rafted to the docks and moored in the harbor.

The traditional date for this event has always been the second weekend in August. For the first time in years this did not conflict with the Lightning North American Championship and as a result there was a record number of Lightnings participating. On the starting line, there were twenty-one boats from twelve different fleets located as far away as Denver and Hampton Virginia.

The weather forecast called for less than ideal conditions. But in the end sailing conditions were excellent and while the Saturday evening festivities got a little wet, it did not dampen the enthusiasm of the group. A large tent covered most of the dance floor and those outside of

its protection didn't seem to mind at all.

Starting lines were good and square with the fleet evenly distributed along them. Winds were generally fairly steady from the southeast in the range of 15 knots. Saturday races were on the light side and Sunday it was significantly stronger. Courses were the windward leeward type with an off-set marker and a well positioned leeward gate

Representing the Toms River Yacht Club, Allan Terhune, Jr. sailing with Katie and Kristen Terhune, made a clean sweep of the series with three bullseyes. Second place went to Surf City's Steve Warren. Sailing with Randy Swartley and Jen Ryerson his finishes were 4, 4, & 2. Third place went to another Surf City boat sailed by Tim Robinson. His crew was Fran

and Andy Temme. Their finishes were 2, 2 & 8.

Little Egg was its usual good host. Accommodations are always a problem, but with help from some of the other clubs on the Island, most people found a comfortable place to stay. After the races refreshments were made available in the launching area. Everyone enjoyed the Saturday evening dinner dance. After the Sunday race lunch was served and trophies were awarded as the boats rigged for the trip home.

Many people at Little Egg were well impressed by the number of Lightnings and by the type of people sailing them. Hopefully, this will help to convince some to purchase one for next season. We look forward toward fielding another large fleet next year. ●



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## THE DUCK CHALLENGE 2003

Fleet 192 Havre De Grace MD,  
August 23-24  
Steve Constants

My daughter, Chloe, who is 11 years old, had been bugging me for weeks to allow her to crew with me at a regatta. The schedule presented itself with the "2nd Annual Duck Challenge" hosted by Fleet 192 in Harve De Grace, Md. Very conveniently located off I-95, Fleet 192 is only a few hours drive for many sailors from Washington D.C., Pennsylvania, and NJ. 21 teams came to compete and enjoy racing at the mouth of the Susquehanna River. My daughters' comments are in parenthesis (Dad, Look at those cool Duck trophies, I'd really like to win one of those.). To help complete this family affair was my brother Mike (Uncle Mikey) who did the bow.

Saturday presented itself with absolutely beautiful weather. 85 degrees and a North to NW breeze of 5-13 knots. Our race committee PRO John Heffner was able to run 4 races. Considerations had to be made in terms of which side to pass an anchored barge that was in the middle of the course in addition with dealing with the shifty breeze that presented challenges and opportunities, especially in the top third of the course. (Dad, if we can average top 5's we should do o.k.) Can you say math major! To follow is a brief summary of what I can remember from the races.

Race 1, Nabeel Alsalam from Fleet 50 in Washington D.C. found some nice shifts on the left side to round the weather mark in first. He held on and finished first. Maury Benbow, from Riverton NJ, sailed well to finish second. We were able to squeeze by Star Mikell, from Fleet 253, right at the downwind finish for 3rd. Star was followed by Jon Guth, from Fleet 329 and then Mark Sanford, from Fleet 192.

Race 2 found similar tight racing. At the finish Patrick Phelan, from Fleet 192 (sailing Green MOO MOO) was able to beat us out for the win. Following us were Maury Benbow, Jon Guth, and Nabeel Asalam.

Race3 was the awakening of team Johnson (Mr. Todd). Coming out of the North American's hangover, Todd played some favorable shifts and led for most of the race. At the finish it was Johnson, Nabeel, Patrick

(Green MOO MOO again), us and Mark Sanford (Don't worry about that bad start Dad, the next one will be better).

Race4 found Todd in NA's top form, out in the lead again. We stayed close until we chose the incorrect leeward gate. Todd won easily followed by us, then Maury, Jon Guth, Mark Sanford, and Pez Skelly from Fleet 192.

After a long exciting day out on the water, Fleet 192 opened the beer keg and we all had an enjoyable cookout as we all replayed the day's racing. For those who still had some energy left, it was time to head to Macgregor's and Coakley's, the local hangouts, for some late night revelry.

Sunday, PRO John Heffner was able to get two more races run in the dying Northwester. This would also be team Solomons' day, Fleet 508. Race 5 found Jon Guth leading much of the way in the shifty breeze, followed closely by Dave Meiser, from Fleet 508, who was just getting warmed up for the day. We managed a third, followed by Mark Sanford, Maury Benbow, and Pat McGee from fleet 50.

Race 6 had a start and unintentional restart at the first weather mark. The wind lightened as the fleet approached the weather mark, then died completely. Everyone had chutes up, twenty wide, and a Nascar style restart came when the breeze came back in. Don Behrans (Tikki Bar Don) who had rounded the weather mark in first, held his lead in the restart. Dave Meiser held second followed by us. Positions remained the same around the last leeward mark. Up the last beat to the finish Don had the task of covering both Dave and us. Dave got free to the left side as Don kept a hard cover on us on the right side.

Dave leebowed Don short of the pin layline. We were free to leeward and tacked onto the port layline to the boat which was heavily favored. Don waited too long before coming back onto port. We got our nose out on them and were able to just beat out Dave and Don for the win. With the six races, and a throwout in hand, there was some shuffling of final positions. We finished first followed by fellow SSA member Jon Guth in a tiebreaker over Maury Benbow. Local Fleet 192 Mark Sanford took fourth followed by Nabeel Alsalam.

As for my daughter, she had a great time. She not only flew the chute, she helped call shifts and roll-tacked with the best of them. She told me where I should be on the starting line, and she was always enthusiastic, no matter what was going on. And she was one of the major reasons we did well. Somehow I think she will insist on joining us for more regattas in the very near future.

And to Fleet 192. They ran a great regatta in a nice location that is easy to get to. Make sure you come next year and catch the excitement that is helping to build this fleet. ●



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## ONE DAY REGATTA AT FLEET #1

Skaneateles NY, September 6

Dick Hallagan

It happens once a year, the Lightnings return to its birthplace, Skaneateles NY. The faithful make this trip as often as possible. Beautiful village, beautiful Country Club, clear water, and the mystique of "this is where Lightning #1 first sailed in October 1938." The locals of Barnes, Honchanski, Spaulding, Deruscha, Penfield, Hider, Thomsen made it all happen. Thanks.

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Age								
0-5		\$109	\$127	\$151	\$168	\$179	\$189	\$199
6-10		\$122	\$151	\$172	\$194	\$206	\$219	\$232
11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
16-20		\$180	\$233	\$273	\$313	\$337	\$361	\$385
21-25		\$212	\$277	\$327	\$377	\$407	\$437	\$467

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It was a warm September day with lots of sun, and some west wind, but not a whole lot of wind. The puffs came and went as RC Bill Spaulding did complete four races that afternoon. Thanks. Sixteen boats and crews saw light air in CNY at its best. That is, if you like light air! Landy Atkinson, Liz Dodge, Alan McReynolds and I did win races. Avoiding the big one pushed Hallagan and Murphy to the top. Also, hull number handicap scoring saw awards go to Eddie Walton and Dan Pope.

Thanks to Fleet #1 for putting on this event. The ghosts of 1938 were everywhere and you could feel it in the air and water. Thanks to the sixteen boats and crews that entered this One Day Regatta and remembered the folks who launched Lightning #1 back in October 1938.

## THINK 2008 and the 70th ANNIVERSARY

Hallagan	2	4	3	1	10
Murphy	3	5	5	3	16
Dodge	6	1	2	9	18
McReynolds	5	8	1	6	20
Tuttle	4	6	11	2	23
Atkinson	1	13	6	7	27
Swartz	8	3	13	4	28
Gorman	9	10	4	5	28
Pope	7	9	7	8	31
Seyerlein	20	2	10	15	37
Atkins	13	7	8	11	39
Barnes	14	12	9	14	49
Thomsen	15	11	14	10	50
Little	11	15	12	13	51
Walton	12	14	15	12	53
Reynolds	dns	dns	dns	dns	64 ●

Editor's Note: MOST results are available on the Class website:  
[www.lightningclass.org](http://www.lightningclass.org)

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

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## 19TH ANNUAL MUDDY RUDDER REGATTA

Alton Lake MO September 6-7  
Rick Conaway

The Muddy Rudder Regatta was a real success this year, thanks to Graeme Wilson. Ten boats competed, a very high percentage of Fleet 486. Jerry Chapman (Comet sailor) crossed over to join the fleet, sailing Don McNabbs' Lippincott.

Saturday the air was light. Nelson Laffey (Comet sailor) Race Committee started the regatta with a pair of windward - leeward courses.

Race one - Mike Reed finished first, taking the advantage when Rick Conaway tacked to cover Jerry Wnorowski to the finish line.

Race Two The basic strategy for everyone was to seek out what little wind we had, latch onto it and steer clear of the cover of other boats, a tough order.

After lunch the winds picked up to moderate. Race 3 was a triangle and Race 4 a Gold Cup. Rick's crew Greg Polanik and Erick Waldschmidt did some great spinnaker work and tactical decision making, to get a pair of aces in races 3 and 4.

Plenty of A-B was available afterwards, thanks to Steve Wyers son-in-law. Graeme and wife Nancy opened their home to host a great Bar-B-Q with plenty of side hors d'oeuvres and suds.

Sunday, we arrived at the harbor to be greeted by thick fog and no wind. The temperature dropped to 60° overnight and the warm water combined to give the river a really beautiful look. The fog soon burned off and the wind filled in (kind of).



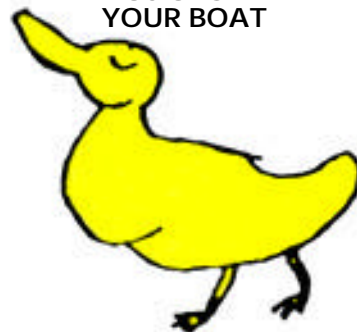
Race 5, Race Committee elected to do a triangle, but shortened the course in the light wind to windward - leeward before the first mark rounding. Rick just made the mark rounding in the 45minute limit. At the windward mark Graeme slid into the lead with Rick's indecision on which mark to go to. Graeme taking the win by a boat length followed by Rick.

The trophies were completely different this year, with a Lightning spinnaker scene printed in color on a mirrored finish plaque.

Fleet 486 would like you to come join us at the Muddy Rudder Regatta in 2004. ●

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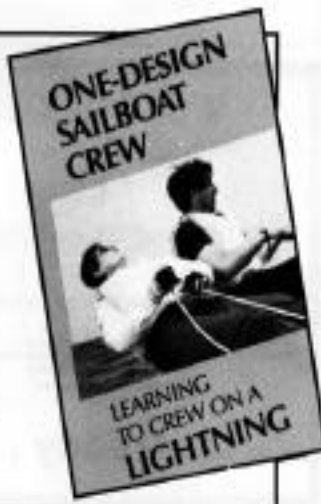
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## BOW LAKE ONE DAY FLASH

Bow Lake NH September 13  
*Bob Shapiro*

The 26th Bow Lake Lightning Flash Regatta is held every year in September. We invite Lightning sailors from around New England to join us for a day of racing, fun, comradery, food and drink. This year it was held on Saturday, September 13th. Five boats from Bow Lake were joined by boats from Lake Spofford near Keene, NH and Lake Massabesic in Manchester, NH. The nine boats sailed a total of 5 races, then enjoyed a fantastic dinner at the Grange, cooked mostly by Karen Hinds. Bow Lake sailors did well, taking three of the top five spots.

Winds were light and variable, but the weather was nice and warm, and there was some sunshine and no rain. Variable is the key word here, as the wind often shifted 90 degrees during a race (and sometimes back again). Pam and Werner Daigneault headed up the Race Committee, with help from grandson Michael, granddaughter Alexa, and friend Madison. A whole bunch of Boynton family members (Bob, Sandy, Laura, Adam, Joel, Kendell) manned one crash boat, while Wayne Donle and new bride Simone manned another one. There weren't any crashes or cap-sizes to deal with, but plenty of need to move the racing marks, to try and stay one step ahead of the wind shifts.

Scott Harrill was out with his brother Chuck, and Norb Church. Unfortunately, they came home to their house in Massachusetts at 5 AM the day of the regatta, got ready to go, and then promptly locked the car keys inside the house. We're sure this minor slipup had nothing to do with anything that may have taken place the night before, but it did result in them missing the first two races. We're thrilled to have the beautiful Jessie S out on the race course and look forward to seeing more of her and her crew next year.

John Boynton, along with brother Jamie and friend Ben Rogers, ended up in 8th place. Highlight of their day was rounding the windward mark in second place in the 4th race, and then (briefly) taking over the lead on the leeward leg. Way to go John! Amy Byron joined out-of-towners Joe Rosen and Alex

Gemmel. Amy took the chance to learn how to trim the chute, and is now an expert.

Paul Henkel came out from Spofford with Steve Shiner and Ben Somebody, to pull down 6th place. Local Mike Aversa sailed with his two daughters for the first time in a long time, and was looking good. A 5th in the last race brought him down into a tie for 4th place with Ken Deyett. Ken had his son KJ and friend Geoff Gibby on board. Ken wanted one more race in the worst way, but the last boat finished the 5th race at 3:59 and a-half PM, and we couldn't start a race after 4:00 PM, so in we sailed. Ben Wallace had an all family team of wife Karen and mother Kathy on board. Leading after the first 3 races, Ben had a couple of unlucky wind shifts in the last two races and ended up in third overall. Ben's racing was made possible by the masterful babysitting of 3-year-old Ian by Laurel Mitchell - Thank You Laurel!

Ned Hinds and Bob Shapiro fought it out for first and second place all day long. Ned had his "Best Crew on the Planet" team of Karen Hinds and Jeff Baker. Bob had his "Incredible Team" of Greg Shapiro and Stacey Baker. Tied after two races, Bob was 1 point ahead after 4 races. In the last race, Bob managed to stay just ahead of Ned, putting Ned in second place for the race and for the regatta. Bob finished in first place for the race and for the regatta. That's 3 wins in a row in the regatta for Bob; Ned and the others will be gunning for him next year. Come on out next year and help knock Bob off!

Trophies were presented to the top three skippers and crews. Lottie the Loon (a stuffed loon that makes the sound of a loon when you squeeze it - think On Golden Pond) was the coveted prize this year, together with gold medallions for each team member. The Martha Comstock trophy, which is presented each year to the sailor most exemplifying the spirit of sailing on Bow Lake, was presented to Bob Boynton. Bob shuffled quietly from skipper to support this year, allowing more generations of sailors to compete. Bob, we salute you, and thank you for all you have done and continue to do for Bow Lake sailing. ●

## HURRICANE ISABEL SPARES CAZ ONE DAY

Willow Bank Yacht Club,  
Cazenovia NY September 20  
*Clay Murphy*

Hurricane Isabel exited upstate NY late Friday night, leaving us with a great day on Saturday. The wind was typical west with big shifts and velocity changes. We had 3 races then broke for a lunch of homemade chili and French bread. No one asked for TUMS, so I guess it was good. The wind went a little more left so our R.C. Dave Bull had to reset the course. We got off 3 more races after lunch. I'd like to tell you about my tactical decisions but with my memory I can barely find my way home! I want to thank the eleven boats for showing up after the hurricane. A big thank you goes to my long time crew John Steiner and new crew AJ Murphy for doing a super job. ●





## LIGHTNING #9250 BEGINS NEW CAREER IN COLORADO YOUTH SAILING

Rocky Mountain Fleet 488, Denver CO,  
October 11-12  
*Marty Mulhern*

When Lightning #9250 was a new boat Robert Seidelmann of Fleet 26 in New Jersey sailed it to become the 1966 North American Champion at Buffalo Canoe Club. This summer #9250 began another career when the family of Harold Kohler Sr. of Fleet 104, Lavallette Yacht Club, Barnegat New Jersey donated it in his memory to a youth sailing program in Denver, Colorado. And this month it placed first in the first regatta in which it was sailed in Colorado.

It was a milestone for Colorado Lightning sailing when the first all-teenager team of Reeve Dunne, Megan Johnson, and Laura Stamets sailed in a regular regatta on October 11 and 12. The Columbus Day Regatta and

Colorado Cup were hosted by the Colorado Sail and Yacht Club at Chatfield State Park near Denver on a warm day with medium wind.

Because we recently completed a few repairs and updates to #9250 and needed to "fine tune" the list of things we still need to do this winter, Steve Davis loaned his Lightning to the youth team and for this regatta and he sailed #9250. Sailing with first time Lightning sailors Fred Gohl of the MC Scow fleet and Wayne Lemley, a Laser sailor, Steve won the regatta with 11 points after 6 races.

Many people helped make this youth Lightning in Colorado a reality. Steve Franks is the Director of Community Sailing of Colorado, a non-profit youth sailing organization that has taught sailing to hundreds of children during the summers. His program is built mainly around Optimist Prams but now extends to racing with Snipes and Lightnings, both of which have very active fleets in Denver.

Karen Johnson and ILCA spread the word and kept our ads in the Flashes for a least two years. When we were offered this boat, Jim Carson inspected it and made the trailer "road ready" before we picked it up. Jan and Steve Davis picked it up after the NAs this summer and towed it home to Colorado. Steve Davis and Marty Mulhern have been updating the rigging, making minor repairs, and have added floatation. We have also received donations of sails from Wallace Smith of Huntington Woods, Michigan and Jeff Linton of Florida.

Harold Kohler Jr. summarized it all. Speaking for his family he recently said "I'm glad to see the boat being used to promote the sport of sailing and I wish fair winds and following seas to all who sail her." ●



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Please submit your yearbook  
rosters, reports and photos  
immediately:

FINAL CUTOFF DEADLINE  
is November 15th.

Please submit articles in word, and  
rosters in Excel if at all possible

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lightningflashes

October/November 03

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