

Lightning eflashes

Newsletter from the International Lightning Class Association

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BRAZIL'S TOMMY SUMNER WINS YOUTH WORLD CHAMPIONSHIP

With a result that will surely displace soccer in popularity in Brazil, Thomas Sumner, Pedro Soares and Mark Pineda of Brazil won the 2002 Lightning Youth World Championship, held at Newport Yacht Club, Rochester, NY, USA on July 6-10.

Conditions during the sailing on Lake Ontario ranged from light and lumpy to medium and lumpy. While the winds did not swing around during the races significantly, there were plenty of 10-20 degree shifts as well as puffs and lulls to allow for significant position changes, both upwind and downwind.

13 very competitive teams participated from 5 countries (Brazil, Greece, Ecuador, Chile and the United States), with all teams rounding at least one mark in or near the lead. Many thanks to the Central New York District Skippers who loaned



their boats for the regatta and the juniors did a great job caring for the boats, especially during the boat changes that occur between every race.

Reports from the winners will be published in the September Flashes.

1	15152 BRAZIL	Thomas Sumner, Pedro Soares, Mark Pineda/São Paulo	(8)	3	1	1	2	6	13
2	14056 USA	Erik Johnson, Karl Johnson, Kate Brush/Richmond, VT	2	1	(12)	2	5	8	18
3	15103 USA	Travis Maier, Meredith Pelton, Robert Ramirez/Fort Myers, FL	(10)	6	3	3	4	2	18
4	14361 GREECE	Sotiris Stoumbos, Bill Papadakis, Dimitris Stathopoulos/Piraeus	3	4	2	(10)	8	4	21
5	14334 GREECE	Mihalis Koulianos, Helias Grapas, Antonia Koulianou/Athens	9	(10)	7	5	1	1	23
6	14692 USA	Andrew Brennan, Wade Schon, Jimmy Roe/Brick, NJ	1	8	5	4	(11)	9	27
7	14674 ECUADOR	Jaime Santa Cruz, Charles Plaza, Sebastian Herrera/Los Ceibos	4	7	4	9	(10)	7	31
8	14780 ECUADOR	Julio Velez, Mauricio Rumbela, Jorge Norero S./Los Olivos	5	9	11	(13)	3	5	33
9	14454 CHILE	Pablo Herman V., Manuel Gonzalez, Iñaki de Aretxabala/Cristobal Colón	6	5	10	6	7	(11)	34
10	15069 USA	Ward Detwiler, J.B. Shumaker, Perrin Fortune/Grosse Pointe Park, MI	(12)	2	6	11	9	10	38
11	14673 ECUADOR	Juan Santos, Renato Aguilar, Carlos Febres Cordero/Guayas	(13)	11	9	8	12	3	43
12	14892 BRAZIL	Marcelo Bellotti, Pedro Parente, Hendrik Cuppen/São Paulo	7	12	(13)	12	6	13	50
13	14957 USA	Ryan Ruhlman, Maegan Ruhlman, Aaron Bailey/Bratenahl, OH	11	(13)	8	7	13	12	51

President's Column

Colin Park



An interesting year. I have had a lot of fun, and some aggravation. I have met many Lightning sailors that I didn't know before and, in the process of trying to apply our rules, have learned a lot about how other classes work. I have learned a lot about class organization.

I had two goals for the year. One was to increase communication in the class. I can't judge how successful we have been, but you can. Please let us know, and continue to send your suggestions in.

The other goal was to increase membership. I don't have the information right now to tell you how many members we had compared to the same time last year, but I hope we are on the right track because we need to be, if we want to maintain the services we have at the cost we have. One thing that will help track membership is that we are now back on a January to January renewal schedule.

Hope to see a lot of you at North Cape.

Colin president@lightningclass.org ●

OFFICIAL NOTICES

MEETINGS

The Governing Board Meeting at North Cape Yacht Club during the 2002 North American Championship will be a dinner meeting at the Dolce Vita Restaurant in Monroe MI on Monday August 12. The Annual General Meeting will be at North Cape Yacht Club on Tuesday, August 13, dependent on the weather.

DUES RENEWALS - REMINDER

At the St. Petersburg general meeting it was passed that our dues should be paid on a calendar year; January to January. It was also passed that all new members joining on or after June 1 of any year, will have their first renewal due January of the second calendar year after joining. After consideration and discussion of how to phase this in and after posting the question in the President's column, we plan on phasing it in as follows:

All renewals paid before September 1, 2002 expire January 2003. Renewals coming due on or after September 1, 2002 expire January 2004. The rationale is that many of the few renewals coming up in the fall were probably recent new members and they should get the extra partial year. It is also felt that almost all of the big group of renewals in May and June and some at the NAs in August are members who were on the old January to January program, but let it slip, or they are skippers/crews who didn't join until they got to Districts or NAs.

In Memoriam: Len Pratt

The Lightning Class has lost another truly outstanding Sailor and legend in the organization. Len Pratt was killed in a car accident in Colorado June 30, while heading east with Bonnie, his daughter.

Those who know Len will bear witness to his fierce competitive nature as well as his extraordinary love for teaching all he knew, to make his fellow competitors even more competitive. He was a consummate gentleman, a master of the sport and a true champion. He spent a great deal of his time promoting the class and working to build participation at all levels. The Pratt Trophy is so named because of the outstanding contributions Len made to the New England District and the Class. After he felt he could no longer compete at the level he enjoyed, he took up golf with an equal abandon. Len was able to consistently shoot his age, having never played the game before, typical of his complete focus and dedication to success in everything he endeavored. He will be deeply missed.

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FLEET BUILDING 101

All,

This is what we are doing at Lake Norman Yacht Club (Davidson NC, just north of Charlotte) to support our fleet and hope to build it. This is a copy of our July news letter from our club.

LIGHTNING FLEET

Pete Marriott

The Lightning fleet was quite during the month of June. On June 8th Carter and Pete had Clay Rumble and Jack McNeary drive their boats during the club series. Jack was ecstatic that he was able to beat a "bunch of young whippersnappers" on Carter's boat. After the racing we reminisced about past sailing over some wonderful alternative beverages.

The Lightning fleet will be supporting the Sears Cup with our boats on July 13 and 14th. This should be wonderful competition among some of the best junior sailors in the country, I would suggest you come up to watch! I would like to again thank those members Carter Utzig, Sam & Cindy Bookey for loaning their boats and those non-members from around our district Bill Sloger, Pam Barron, Bob & Sharon Harkrider, Dick Mayne & Tom Schroder for the loaning of their boats and time. I am curious to see which boat takes the most number of first places. The future of sailing is in the juniors, I encourage you to let one take the helm on the next club series!

During July Carter and Pete will be traveling to Rehoboth Bay, Delaware to compete in the Atlantic Coast Championship, this should be a great summer regatta with 50 of the best Lightning sailors from the east coast competing off the waters of Delaware.

The Lightning fleet welcomes anyone who is interested to come out and sail with us. Call me if you are interested in crewing or taking the helm.

Remember building strong local fleets builds a strong district! Let me know what I can do to help you get out on the line!

See you on the water,

Pete ●

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TO BE BLUE FLEET OR NOT TO BE

Mark Bryant

Myth You never win the championship if you win the qualifiers.

FACT Several have won both the qualifiers and the championship. This has happened to the same helmsman more than once.

Myth By busting the qualifier winner chops, you can goof them up - play the old mind game.

FACT You're obviously attempting to play with a real good sailor. Does the phrase "been there, done that" come to mind? I could go through stats in 78, 80, 84 just for the heck of it but I won't. There are a whole bunch of other sailors who have won both series. Don't discount the number of times the defending champion hasn't sailed in the qualifiers and gone on to win back to back.

Myth When the previous year's champion plays golf instead of the qualifiers, he loses.

FACT Yea, right. Just ask Bruce Goldsmith. Can we all say "three-peat"? 73, 74, 75. Bruce was absolutely at the top of the sailing game. Not only in Lightnings but in other boats as well. I really did get tired of seeing him almost hike, sometimes. Great job.

Myth 31 points you're a safe bet for the Blue fleet.

FACT I qualified in 1971, last boat in with 29 points. The boat total will vary to a mean average of 33. The general thought is that 35 points works. I think Rob Ruhlman has a better idea on this - ask him.

Myth 40 points is too many for the Blue fleet.

FACT There have been a few situations where 41 points made the cut. This really depends on the number of sailors from other continents who are in the top 30 or so. The Lightning class rule is exceptional. The rule allows for non-North Americans to qualify and then an additional boat is added to the fleet for each international competitor. Plus the current champion, if they don't sail the qualifiers. This has created some large fleets.

Myth I need to be aggressive, all the time.

FACT Sure go ahead, until it catches up with you. Having watched many sailors trying to make the Blue fleet, the mistakes are there - OCS, DSQ and a list that goes on, on. Don't

change your style of sailing, it's like riding a bike. You will improve with determination, NOT by being AGGRESSIVE.

A little personal history, 1983 the head case was to kick butt. After a couple of easy victories we were ready for the big guns - sailed against them and won - showed them to play around. You got it. I sailed in the wrong division. Fortunately, the fourth and final qualifier was sailed.

Myth I'm sailing well, won a race at the districts - I can qualify no problem - I'll just sit back relax and do it.

FACT You've just found the world of no return. The districts are a whole lot different than the NA's qualifiers. First off, you have about a dozen past champions that are pretty serious about making the blue flight. Then you have a dozen or so sailors that are going to make the cut, come hell or high water. Then the Masters come around. Don't wait for this group to get going. They have enormous amounts of ability and desire to make the cut for the 30th straight year. Then you have the Junior and Women teams. They're not backing off. I tried that with my youth team. The response isn't printable. WHERE DO YOU FIT?

Myth These sailors aren't that good.

FACT With the Worlds being in North America, they are that good. The list is way too long to print. I will say that about 15 different boats could win the NA's. Don't attempt to fool these sailors, it just won't happen. The Florida sailors will attempt to make the cut. The Worlds are at Coral Reef Yacht Club - there are several sailors on the fringe.

HOW DO YOU QUALIFY.....

Eliminate all break downs. This means to go through your entire



program. First, look at your boat and replace anything that shows even the slightest wear. Be very confident that the boat is as well equipped as YOU need it to be. The boat I'm sailing on has had the spar redone with new halyards etc. The boat is now in a fiberglass shop having the hull rigging redone. Our new sails will be delivered after the districts and tested prior to the NA's. Our boat will be sailed with the new rigging, sails and team well before the qualifying begins.

Have your team in place. This event is not the place to try to practice. Your team ideally is in place about a month or so before the trials.

Housing is usually the toughest obstacle. Get it done. Comfort and ease of sailing goes a long way to be or not to be a Blue Fleeter....**GOOD LUCK.....**

Mark Bryant's Lightning résumé is extensive: 73 crew Southern Circuit Champ; 74 crew Southern Circuit Champ; 75 and 79 World Champ crew runner up; 75 NAs crew runner up; 76 JR. NAs champ; 78 NAs crew Champion; 80 Miami southern circuit; 80 North American champ; 81 mid winter and Southern Circuit Champ; 81 NAs 3rd; 82 South American Champ; 82 NAs 3rd; 83 NAs 6th; 84 North American champ; 85 2nd Southern Circuit; 85 NAs 9th; 86 2nd Southern Circuit; 86 NAs 4th; 87 NAs 7th; 88 NAs 5th; 89 NAs 7th; 90 NAs 9th. ●

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IDB Adventures in Wooden Boating

Joel Thurtell

Here is my general principle: Anything that can be done well in a fiberglass boat also can be done – usually better – in a woodie.

So when a reader asked if I thought it was possible to install a block-and-tackle hoist system in a wooden boat, my instant reply was, Hey, anything that can be done well in ...

Well, you know the refrain.

But in this case, I had more than principle on my side. I knew the block-and-tackle would work in a wooden boat.

How?

IDB

When my wife was growing up, there was a guy named George in her neighborhood whose response was always the same whenever someone mentioned a special project. No matter if it was cooking a cow underground with charcoal, sawing the stern off a boat and replacing it or vinting wine for the whole block, George would always say, "I done it before." Then he would proceed to lead the neighborhood to complete the project.

His nickname was IDB George.

So call me IDB Joel, because when it comes to the block-and-tackle, I DUNNIT BEFORE.

What I am about to describe can be done in a fiberglass boat, also, and there are many glass boats out there that use a winch for raising the centerboard.

In the plug's case, it was not a matter of replacing an old winch system. Until I started drilling holes for this (to me) new way of raising the centerboard, there was no system at all in this 1965 wooden boat. There was no hardware of any kind on this boat when I bought it, so I was free to install whatever I wanted without reference to any history in this boat.

That's not to say that I personally had no experience dealing with Lightning centerboards. At 120 pounds, the steel keel of a Lightning is definitely an item to be reckoned with. Until the plug, every Lightning I'd owned, wood or plastic, had used a winch to raise the board. I am not a fan of the winch, although it worked reasonably well.

Still, I always found the winch a bit hard to use, and I hated it when the lines that inevitably hang from the console – control ropes for barber-

haulers, jib halyard uphaul, lines for tightening the jib – would wind themselves under the centerboard rope. That happened often enough that I developed a perpetual fear of having it happen during a critical time, say a jibe or in a really heavy wind, or when I've been daydreaming and run aground at high speed. There I'd be trying to haul up that 120-pound hunk of steel and half a dozen ropes are tangled in its winch.

The winch also had another drawback, though I didn't know there was a cure for it. With a winch, there is no drag on the board as it falls. When you uncleat the centerboard rope, that board races down the trunk like a guillotine. Woe unto anyone whose fingers get caught between the board's steel pin stopper and the top of the centerboard trunk.

The fellow who sold me my first wooden Lightning, #5885, had watched that steel stopper smash his daughter's finger when the steel board came walloping down. He replaced the steel board with an aluminum board. The lighter aluminum board didn't drop nearly as fast as the steel board. Of course, there was some sacrifice in stability because all that weight under the boat helps keep it upright.

Even before I bought the plug hull, I had decided that it would have a block-and-tackle centerboard hoist because it sounded like a smoother, easier way to raise that heavy slab of steel.

I didn't design the system myself. I had lots of help from Nickels Boat Works, from whom I bought a kit of parts with a drawing that showed how to mount the hardware and, just as important, how to string the block and tackle.

Referring to that drawing, the system is pretty straightforward, but on a woodie there are two key considerations: Where to attach the hoist in the bow, and how to cleat it where the skipper and crew can get to the hoist rope in a hurry.

All my previous boats had a simple cam cleat screwed or bolted to either a crosswise seat or to the centerboard trunk itself to secure the centerboard rope. The Nickels system calls for a cam cleat on a swivel that rotates 360 degrees. This is a big improvement over a fixed cam cleat, as skipper and crew can reach the centerboard hoist rope from forward, amidships or aft, and they can

haul on the rope from any position. With a fixed cam cleat attached, say, to the centerboard trunk, the crew might have trouble reaching the rope, and even the skipper can get to it only from one side of the boat. And he has to haul the rope from one direction, usually from aft.

The swivel cam cleat is a great improvement, and it could be installed in a winch system as well. But on a woodie, there has to be some way of mounting that swivel cam cleat near or on the centerboard trunk. At first, I thought I could simply screw the swivel apparatus to the trunk, but the cleat needed to be to the side of the trunk and above it in order to swing around in circles.

I decided to build a post that could screw onto the side of the centerboard trunk. The post would have to hold the swivel cam cleat high enough that it could rotate without hitting the trunk. As it turned out, because my mahogany centerboard trunk has a ledge on top, my post needed a notch at its top so that it could hold the cleat above the trunk while allowing the post to clear the ledge. The photos illustrate the situation.

I looked around my shop and noticed some pieces of Honduran mahogany left over from the seats I had made. I glued three pieces of three inch wide by 3/4-inch thick mahogany together with WEST System epoxy, clamping them for 24 hours. I then used my newly refurbished antique Delta 14 bandsaw to cut a slant or bevel on the triple lamination because I wanted it thick at top to accommodate the swivel mount, but I thought it would look cooler if it tapered towards the bottom.

The post performs another function. The rope from the block-and-tackle needed to be fed through a big cheek block near the floor to make the 90-degree bend from horizontal, following the boat bottom, then turning sharply upward to pass through the swivel cleat.

I used my router to round the corners of the swivel post. I also painted the post with lots of coats of varnish, then screwed it into the centerboard trunk through countersunk screw holes.

I was not confident that the post would last. The screws can't sink very deeply into the centerboard trunk without hitting the steel board itself, and I was afraid the post

would work lose. I had a fallback plan involving placement of a fixed cam cleat on the side of the centerboard trunk, but never installed it.

The post works fine. There is no sign that it is even beginning to come loose.

At the bow, I had already installed a bow eye which ends in two bolts that extend through the stem into the interior of the bow. Under the nuts and washers that secure the bow eye inside, I placed a stainless steel strap with two holes to fit around each of the bow eye bolts. I bent or arched the strap to make room between strap and stem for a heavy steel shackle to be secured underneath the strap. I tied the bow end of the block and tackle rope by means of a bowline to this shackle. The bow end of my block-and-tackle system is anchored under that steel strap that is firmly held in place by the two bolts of the bow eye.

There are actually two rope parts to the system — the first and shortest part is the rope attached by bowline knot to an eye strap that is screwed into the port side of a vertical mahogany strut that acts as a deck support. It is bolted to the top and bottom of a frame roughly a foot ahead of the mast step. From the eye strap, the rope runs aft through a block that is attached by shackle to the top leading edge of the centerboard. From this centerboard block the rope runs through a cheek block screwed to the starboard side of the vertical strut opposite the eye strap for the rope end. From the strut, the rope leads to the becket (a metal loop on a block which allows a rope to be tied to the block) on the double block where it is tied with a bowline. The triple block part of the system is shackled to the bow eye.

Here are the hardware parts needed for the block-and-tackle system:

Harken 129 – triple block

Harken 128 – double block with becket

2 X Harken 092 – cheek block on strut and guide for rope on CB trunk side

Eye strap – secures rope to strut

Harken 125 – block at top of centerboard

U shackle – secures block to centerboard

Harken 132 – large cheek block bends rope up to swivel cam cleat

Harken 860 swivel and 150 cleat – swivel cleat

Rope – 5/16-inch, 11 feet and 40 feet

My system is a 10:1 system. That's what the diagram supplied by Nickels Boat Works tells me. To remove the mystery from that statement, I went to my physics-loving son. Abe drew a picture of a weight being hauled upward by a pulley system. "Work equals force times distance," he said. In a 10:1 pulley system, the force you need to apply will be one-tenth of the weight you need to move. That is, one-tenth of the force you would need to apply if you didn't have the pulleys. Also, the distance you pull the rope with a pulley system will be 10 times as great as it would be without the pulleys. Hence the long, long rope up there in the bow of my boat.

While the force required to do the work is reduced, the amount of work remains the same. If the object to be moved weighs 100 pounds, with a 10:1 pulley system, 10 pounds of force would be required. And for each inch the object is lifted, 10 inches of rope must be moved.

Thus, on a Lightning, lifting a centerboard weighing 100-120 pounds would require roughly 10 pounds of force.

If you want an even easier pull, a 12:1 system is possible, says Jennifer Armbruster at Nickels. The 12:1 system uses a Harken 130 triple block with becket in place of the Harken 128 double block. The long rope should be 45 feet long.

Nickels has 10:1 kits with hardware and rope for \$167.44. The 12:1 kit costs \$193.22.

I was not aware there was a 12:1 kit when I installed my system. I would have gone for the 12:1 system had I known, but most likely will leave the 10:1 system in place. The idea of crawling into the bow half a dozen times or more to replace something that already works fine does not attract me. Also, the reduction in force needed to do the work does not sound like it would be worth the effort.

I followed the Nickels drawing, including attachment of the rope by means of strap eye to the strut or brace. The photo shows this strut. Dave Nickels warned me that if I hit a big bump while trailing the boat, that strut could snap. Better to tie that rope to a strap eye screwed into the keelson, Dave says.

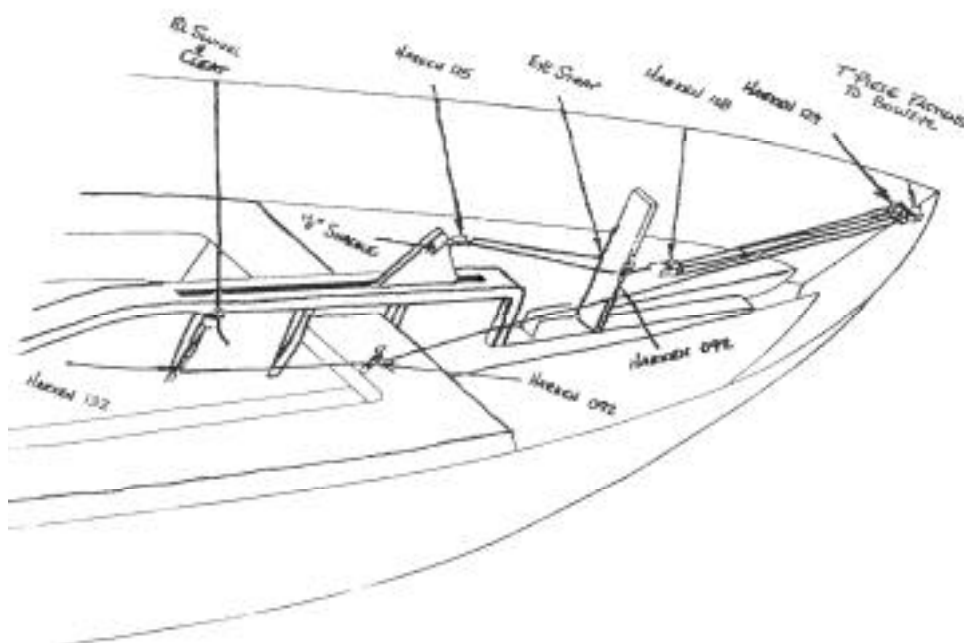
How do I like the block-and-tackle? Great! Fantastic!

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

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August 6-9 Women's, Juniors' & Masters'
August 10-16 North American Championship

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

August 1-2	Lake Erie Junior Districts, BCC	August 17-18	Squam Lake Regatta, Squam Lake, Holderness, NH
August 3-4	The Gorges Regatta, Ithaca NY	August 24	1 day (Sat.), Onondaga (CNY)
August 3-4	Sweetcorn, Susquehanna (DIXIE) Peter Pundt ppundt@pheaa.org	August 24-25	Northern Chesapeake Fleet 192 Regatta, Havre de Grace MD fleet192@comcast.net
August 3-4	Higgins Lake Invitational, Higgins Lake Sail Club, MI	August 24-25	Lohja Open Finland
August 10-11	Downbay Regatta, Little Egg Harbor YC	August 24-25	Harvest Regatta, Silver Lake
August 10-11	Wellfleet Regatta, Chequessett YC, Wellfleet, MA	August 24-25	Brian Hughes Regatta, American YC, Newburyport, MA
August 10-11	Al Morris Regatta, Yale Lake WA	August 24-25	Wilmington Regatta, Wrightsville Beach
August 17-18	Bowen Memorial, Mission Bay, San Diego CA	August 31-September 1	Copa Automovil Club de Colombia 2002, Bogota Fleet 73
August 17-18	Ranking 5/6, Jyväskylä, JVS Finland	September 6-7	Harvest Moon, Atwood
		September 7-8	Surf City Yacht Club Annual Regatta (multiclass), Surf City Fleet 196 (CAD)
		September 7-8	Whitecap, Pontiac Yacht Club, MI
		September 7-8	Massabesic Fall Regatta, Massabesic YC, Manchester, NH
		September 7-8	Harvest Regatta, Eugene OR
		September 8	Fleet #1 - 1 day (Sun.), Skaneateles (CNY)
		September 14-15	BCC Fall Regatta, BCC
		September 14-15	PA Governor's Cup, Lake Wallenpaupack

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 Registration: 8:30AM-11:30AM
 Cont. Breakfast: 8:30AM-10:30AM
 Lunch: 11:00AM
 Skipper's Meeting: 11:30AM
 Harbor Gun: Noon
 Races 1-3: 1:00PM
 After Race Refreshments: 3:30PM
 Dinner/Door Prizes: 5:00PM

Schedule - Sunday, Sept. 8
 Harbor Gun: 9:00AM
 Races 4-5: 10:00AM
 Lunch/Awards: Immediately after the final race
 No race will be started after 1PM

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September 21-22

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Chicago Corinthian Yacht Club

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September 14-15 This One's for FUN! Devils Lake YC MI
 September 14-15 PACIFIC COAST CHAMPIONSHIP,
 Eugene OR
 September 14-15 Augusta, Strom Thurmond Lake, GA
 September 21 Canon Business Solutions Manahawkin
 Bay Championship for Frank Temme,
 Sr. Trophy, Surf City Yacht Club (CAD)
 September 21 Caz 1 day (Sat.), Cazenovia
 September 21 Bow Lake Regatta, Bow Lake, NH
 September 21-22 SMSA Fall Invitational, Solomons MD
 Fleet 508 (DIXIE)
 September 21-22 Ranking 6/6, Tuusulanjärvi Finland
 September 21-22 Cotton Pickin' Regatta, Arkabutla
 Reservoir, Hernando MS (MV)
 September 21-22 Red Flannels Regatta, Chicago Corinthian
 Yacht Club (MW)
 September 21-22 Bare Bones, Mansfield OH
 September 27-29 Copa Salinas - Tomine, Club Nautico
 Portillo
 September 28-29 Fall Classic, Cedar Point YC
 September 28-29 Hoosier, Lake Wawasee, IN
 September 28-29 Waccamaw, Lake Waccamaw SC
 October 5 Riverton Fall Regatta, Riverton YC (CAD)
 October 5-6 Ice Breaker, Crescent Sail Yacht Club MI
 October 5-6 Snowball, Buckeye Lake YC, OH
 October 5-6 Atlanta Cup, Lake Lanier, GA
 October 12 Last Blast, Nyack Boat Club NY

October 12 Fall Blowout, North Cape Yacht Club MI
 October 12-14 CAMPEONATO NACIONAL 2002,
 Club Nautico Muña, Colombia
 October 12-14 Fall One-Design, Perry Yacht Club,
 Meridian KS
 October 12-13 Leaf Peeper Regatta, Malletts Bay BC,
 Burlington, VT
 October 12-13 Seattle Regatta, Seattle WA
 October 13 Frostbite (Sun.), Ithaca NY
 October 19-20 Frigid Digit Fall Championship,
 Severn Sailing Association (DIXIE)
 October 19-20 Chris Young Memorial Regatta,
 Coconut Grove Sailing Center,
 Miami FL
 October 19-20 Fall In, Cowan Lake Sailing Assn OH
 October 26 Pumpkin Bowl, Barnegat Light YC (CAD)
 October 26-27 Borderline Regatta, Kerr Lake NC
 October 27 PNW District Team Races, VLSC,
 Vancouver WA
 November 2-3 Bluenose, Harbor Island Yacht Club,
 Nashville TN
 November 16-17 Turkey Regatta, Mission Bay, San Diego
 November 23-24 Copa Livesa 2002, Club Nautico Muña
 November 30-December 1 Thanksgiving Regatta,
 Davis Island Yacht Club, Tampa FL
 December 7-8 Regata Obregon, Bogota Fleet 73
 December 26-29 Orange Bowl Regatta, Coconut Grove
 Sailing Center, Miami FL



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 "A" indicates amateur builder building own boat.

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	*15145 Laurie Branch 304 Van Buren Ave Olean, NY 14760	U
CONNECTICUT/RHODE ISLAND		
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DIXIE	*32 Laurie Torres, 5619 Ravenal Lane, Springfield VA 22151	50
INDIANA	10884 Monty Chandler, 1165 Water Street, Charlestown IN 47111	U
	*12392 Andrew Davis, 1215 East Fordice Road, Lebanon IN 46052	270
LONG ISLAND	9692 Robert Litman, 89 Kirkwood Avenue West, Merrick NY 11566-4235	U
METROPOLITAN	14198 Donald Okner, 30 Hillside Road, Sparta NJ 07871	25
MICHIGAN	6530 Jim Newtown, 324 Clinton Street, Owosso MI 48867	U
	15142 Joel Humphrey, 2050 Willow Beach Street, Keego Harbor MI 48320	54
NEW ENGLAND	2885 Russell Davignon, 225 Westwood Drive, Montpelier, VT 05602	U
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PACIFIC NORTHWEST	6442 Mark Bickford, 6822 NE Bergman Road, Bainbridge Island WA 98110	U
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	A15157 James Doty 23225 Aspen Cove Circle, Meridian ID 83642	U
SOUTHEASTERN	A15149 William Nixdorf, 217 Forest Hill Drive, Asheville NC 28803	U
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NORTH SAILS

HALLAGAN WINS DOC GILBERT POTOMAC CUP

Pierce Barden #14941

May 4-5, Leesylvania Park, near Washington DC

Dick Hallagan topped 36 Lightnings to win the 2002 Doc Gilbert Potomac Cup held on May 4-5 just south of Washington, DC. Competitors from seven states attended. Hallagan, who won the regatta in 2001, did not win a race but finished consistently in the top five in every race to capture the win again.

Saturday's weather allowed three races to be completed in light to medium winds and varying conditions. Race 1 saw several lead changes and wind shifts that turned the upwind legs into downwind legs and vice-versa. Several boats had a chance to win the race as the breeze filled in from behind on the short downwind leg to the finish. Most boats went high to protect their wind, creating some "discussion" when it was time to bear away to the finish line. By a stroke of luck, Pierce Barden and team used the puff to edge the group from behind by staying low and avoiding the luffing match. Rounding out the top five were Frank Gallagher, Steve Constants, Ron Baerwitz, and Hallagan.

For Race 2 the Race Committee properly adjusted the course to the wind direction and competitors found the wind to be more stable. Peter Denton and team won the race followed by Hallagan, Jamie Brickell, Constants, and Baerwitz.

Race 3 provided the most wind of the weekend, allowing the fleet to spread out considerably. Barden won the race followed by Chandler Owen, Hallagan, John Butler, and Nabeel Alsalam.



HallaganTeam: (L to R) Lori Foster, Dick Hallagan, and Hendrix TenEyck win the Potomac Cup with consistent top 5 finishes.



Frank&Pierce: Frank Gallagher, the top Fleet 50 finisher, chases Pierce Barden, who came in second, despite two bullets and a second.



*Chandler&Ron: Chandler Owen, sailing Doc Gilbert's boat, sails high of Ron Buchanan.
Photos courtesy Nabeel Alsalam*

Fleet 50 and Beck's beer served a great steak dinner on Saturday night that was enjoyed by all despite the rain that poured down on the party. Sailors used this opportunity to swap stories from the day and relax.

Sunday's weather brought drifting conditions for Race 4 making it tricky to fill the spinnaker on the downwind legs. Star Mikell and team ghosted to the weather mark first in their brand new Lightning and never looked back, winning the race handily. They were followed by Todd Johnson, Constants, Brickell, and Hallagan.

The wind increased slightly for Race 5 and Gallagher and team found the conditions to their liking, posting the win by a large margin. Barden, Denton, Jim Dillard, and Hallagan followed in that order.

Final regatta results yielded Hallagan on top followed by Barden, Constants, Baerwitz, and Denton.

Thanks are in order to Washington, DC Fleet 50, the Race Committee, Beck's beer, and all of the organizers and volunteers that put together a great regatta. This regatta is one of the better spring events on the calendar and I highly recommend attending next year.

Results published in June Flashes ●

HERNANDO DESOTO REGATTA

Dr. Bob Cotton 14645

May 18-19, Beautiful Arkabutla Reservoir, Hernando MS
Seventeen competitors from Memphis, Nashville, and Jackson Mississippi gathered at beautiful Lake Arkabutla for the annual Hernando DeSoto Regatta staged by the Delta Sailing Association. The passage of a strong cold front Friday afternoon set the stage for two days of racing in a cool north breeze. On Saturday, a NNW wind blew 10-20 mph with gusts into the twenties. Success depended on staying in phase with the oscillations and keeping the mast out of the water. In regard to the latter, 4 teams spotted the rest of the fleet an advantage by capsizing: Mandy Hofmeister and Bill Baxter (the younger) in the second race and Max Shelton and Chan Owen in the first race. As a matter of fact, Chan managed two separate capsizes on the first leeward leg as he worked to orient new crew to the subtleties of heavy air seamanship. At the end of Saturday's 3 races, Bill Killebrew and our team led the pack with 5 and 4 points, respectively, followed by Frank Bermel (13 points), Batton Kennon (14 points) and Ian Lacour (17 points) rounding out the top five.

As usual, the Memphis fleet provided unparalleled hospitality. For Saturday night's gala, sailors enjoyed a sumptuous feast of world class barbecue in the main ballroom of the Hernando Hilton, followed by spirited efforts to achieve a variety of

body movements enjoyed by all. Several members of the group also danced.

Sunday morning was cold and breezy with the wind building to 10-15 out of the NNE. We blew the first start, fouled another boat, and arrived at the weather mark at the back of the fleet. Luckily for us, Mark Stanley pulled our chestnuts out of the fire by spotting new wind filling in from the east. Bruce Campbell (the "anti-Bruce") facilitated a flawless gybe-set, allowing us to sail over top of the fleet on our way to third place around the leeward mark and eventually a second for the race fol-

lowing a bullet by Mandy. Bill Baxter (the younger) rejoined the event for the final 2 races, finishing first in both. Going into the final (6th) race, we were tenuously in first with 13 points followed by Bill Killebrew with 14 and Frank Bermel with 18. We finished a conservative 4th in the last race, behind the aforementioned Baxter in first, Bill Killebrew in second and Ian Lacour in third. Lynn Jones rounded out the top five. Over the best five-of-six-race series, we managed to eke out a first with a one-point margin over the Killebrew team.

See Results Page 22 ●

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KEUKA CHAMPAGNE REGATTA

Bob Wardwell

June 1-2, Keuka Yacht Club,
Keuka NY

With the Youth Worlds scheduled for Newport YC in Rochester the Keuka Champagne regatta was move to early June versus the normal weekend the end of June. This year conditions were cool and windy compared to normal Keuka weather and may have contributed to a slightly smaller but no less enthusiastic fleet.

After a one hour postponement the RC set up for the first race in a westerly ranging from 15-30mph. West wind a Keuka means it is coming right over the hill which makes for interesting windshifts. The windward-leeward courses created some interesting downwind action, the key being able to gybe at the right time. Three races were completed with only one capsize. At the end of racing Saturday the top three were: Wardwell, Wilday and Dodge. Wine tasting and dinner followed the day's racing. Who can ever forget the famous mid 70's "Moon" over Keuka.

Sunday the wind went more North and velocity decrease creating more holes and opportunities. We hung to win followed by Jed Dodge, Skip Wilday Dick Hallagan and Federico Meira. Our crew of Billy and Mike Healy did an excellent job of keeping us out of trouble Saturday in the wind.

Lunch followed racing and then the awarding of beautiful trophies hand-crafted by Leon Fontier. If you have never been to Keuka put it on your calendar for next year!

See Results Page 22 ●



CAZ BASH REGATTA

Bob Wardwell

June 15-16, Willow Bank Yacht
Club, Cazenovia NY

The weather forecast for the weekend was not promising, cool temps and rain. Well it still rained but the sailing on Cazenovia Lake was exceptional. No one expected wind from the South that allowed regulation windward leeward courses on a Lake a half a mile wide. Three great races were sailed Saturday followed by Dinner from the famous Dinosaur Barbecue in Syracuse.

Sunday the wind shifted more to the West creating typical Cazenovia conditions, short legs, lots of shifts. The rain held off until, yes you guessed it, people were putting their boats away. After five races the top five were: Wardwell, Hallagan, Dodge, Murphy and Bush.

Many thanks to Dave Bull the perennial RC and the members of Willow Bank YC who put on a great regatta. I was fortunate again to have Billy and Mike Healy helping me around the race course.

Put Caz on your schedule for next year! ●

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CALIFORNIA DISTRICTS AT CLEAR LAKE

Scott Finkboner

June 15-16, Clear Lake CA

The San Francisco Lightning Fleet 372 last year finally succeeded after 15 years of trying in convincing the California sailors Clear Lake CA's South Lake would be a good venue for the districts. It sure turned out to be better than advertised. Clear Lake is located approximately 100 miles north of Richmond, Ca. I had a firm commitment from my foredeck crew Matt Stringer several months ago. The last and only other time he sailed with me was last December. He knew a friend who lived in Redding, Ca, Meaghan Harte. She had little experience but would work out fine, Matt said. The Richmond YC brought their R/C boats with Elissa Hall manning an inflatable. Other fleets included thistles, 29ers Intl-14's, and El Toros.

Matt ended up flying to meet her and her young son and her mother in Sacramento mid week and met up with me at Clearlake on Friday for a practice sail. The prevailing wind is generally a westerly in the 10-18 kts range on a beautiful large lake setting surrounded by golden grass rolling hills and green oak trees. Visibility was about 100 miles. We ramp launched from a beautiful public park with ample area to set up the boats.

Friday afternoon we set up the boat and went out and practiced for about 2 1/2 hours. The conditions were fantastic. I learned this was the



first time Meaghan had ever been in a sailboat! She picked up everything very fast. Her positive attitude and quick wit made for a fun and successful weekend of racing and socializing.

On race day there were 3 scheduled races followed by 3 on Sunday with one throwout. However, the wind played a few tricks on us. In the first race the wind died to a 4 kt easterly. As the fleet approached the windward mark, the wind went 180 and Ron Smith rounded first and just took off. We were second, followed by the Brewers.

In the second race the wind built to 15 kts. However, the Brewers, Ron and Ted surprisingly started one minute early and were scored OCS.

That left Molina and I for a match race of sorts. After spotting Molina a 720 I finally clawed back to catch him at the 2nd windward mark. After rounding the final leeward mark to the finish Mike got a little lift on my weather hip and crossed the finish line ahead to take first.

In the 3rd race on Saturday we had a clean start, tacked to port and led all the way to the weather mark on the 2x-w/1 course. Molina caught Brewer for 2nd. We led Molina by only 2 points after 3 races.

We all gathered at the nearby park for a fantastic barbecue after sailing. Everyone shared what they brought.

On Sunday morning there were whitecaps at 6am when I awoke hopefully assuring good winds for the day. We got excellent starts in each of the 3 races going on starboard for a short distance tacking to port for the long tack to the right. We played the shifts leebowing when necessary and led at every mark in each race. The 5th race consisted of a long twice around olympic course about 2 hours in length.

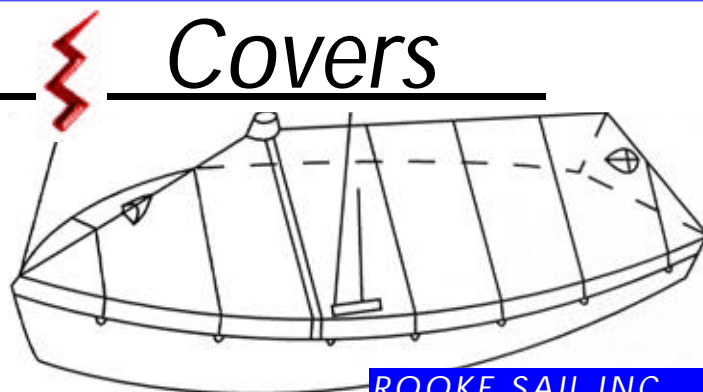
Matt did a super job of calling the tacks. He is an awesome sailor and also draws his strength as a fitness coach. Having Meaghan on board was a pleasure. She contributed immeasurably to our success. Not bad for her first sailboat ride-winning the district championships!. Thanks Matt and Meaghan!

See Results Page 22 ●

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2002 CONNECTICUT GOVERNOR'S REGATTA

Bill Healy

June 22-23, Niantic Bay Yacht Club, Niantic CT

The 53rd running of the Connecticut Lightning Governor's Regatta is the toughest little regatta you will ever sail. Sailed on June 22-23 at Niantic Bay Yacht Club, which happens to be the host of the 2003 Women's, Junior's and Master's championships, 18 Lightning showed up to do battle to claim the largest and probably oldest Lightning trophy still in existence.

Six past North American Championship winners were present at this regatta making it one of the best tune-ups of the season. Ched Proctor sailed with his sons Tom and Charlie finishing 8th, Brian Taboada with '95 team mate Theresa Coluntuono finished 6th and Mike Breault who won the NA's with Tim Healy in '97 sailed with Harry

Mattison and Elizabeth McCance finished 13th after missing the first race and suffering a breakdown. We also had current Atlantic Coasts Champions Dave and Nina Peck sailing with Nicole Breault finishing a close second to eventual winner Bill Healy, Tim Healy and Jo Ann Jones. 3rd place went to Gianni Cuccio, Ellen Stark, and Larry Coluntuono. And finishing fourth was past Atlantic Coast winner Don Barrett sailing with wife Donna and daughter Adrian.

A SW wind of 8-15 knots greeted the sailors for Saturday's first race. The race to the right side of the course was on. Bill's team took advantage of a good boat end start to get right first with Dave Peck and Gianni Cuccio just behind. Bill's team won the race easily with Dave and Gianni battling it out for second and third with Dave's team winning out.

The start of Race two had the same conditions as race one, but the forecast was for the wind to back to the South in the afternoon. It did about one minute after the start and teams heading for shore were caught in the great circle route to the mark. Keith Taboada played the first beat perfectly and won the race handily over brother Brian, with Peck in third.

Everyone was now aware that the left was the way to go to get the South breeze, and the pin was a little favored. Tim noticed a J27 sailing great right angles up under the shore by the weather mark so we opted for a weather end start with George Peter right with us. George Pinched us off and he was first to the mark, us second and Don Barrett third. We were able to pass Peter downwind for the lead and win. Brian Taboada and Dave Peck fought back to second and third respectively.

Sunday brought a SE breeze that could unpredictable shift 15 degrees either way at any time. We decide that the left would pay as it usually does in an easterly so we started at the pin with Brian. We had good speed and were able to cross everyone to get to the mark first and win the race with Brad Thompson second and Keith third.

We had a decent lead of seven points on Dave going into the last race so we just needed to stay close to him to win. Dave had a disastrous first beat while we were able to round fourth or so. With the breeze dying to below 5 knots and the breeze going slightly left we loosely covered Dave for the next two legs. As the wind became lighter and more left on the last leg we elected to stay on port, which was the closest tack to the finish while Dave went hard left. It paid for Dave as he went on to roll out of the left with four other boats while we drifted too far to the right. Dave nearly pulled off another Governors Regatta win but we managed to hang onto sixth.

The 54th running of the Connecticut Governor's Regatta will be held on July 21-22 to accommodate teams that want to sail in the same waters that the WJM Championships will sail on. Teams are welcome to leave their boats at NBYC for the WJM.

See you all next year and try to claim the coolest trophy ever made. It puts the America's Cup Trophy to shame.

See Results Page 23 ●

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Indianapolis Sailing Club,

Indianapolis IN

15 Lightnings with their crews gathered at the Indianapolis Sailing Club on Saturday morning, June 22nd. After the registration process was completed and Mike Franceschini had inspected all boats for the proper safety equipment, the skippers gathered at the Race Committee boat to meet with Race Chairman Fields Gunsett. Sailing Instructions were reviewed and questions answered.

Then the wait began for even a smidgin of wind. But alas, none appeared so the fleet adjourned to the Clubhouse to wait. We were honored this year to have Colin and Karen Park attend and participate along with Steve Thomas as their 3rd crew. During the wait, Colin outlined alternatives in case we couldn't race and then he led a discussion about effective racing techniques and strategy on small lakes like Geist.

After another hour or so, there was still no wind so races were cancelled for the day with everyone instructed to be ready at 9 a.m. on Sunday morning.

When Sunday morning arrived, there was still very little wind but all were instructed to proceed to the race course and say some prayers on the way out. At about 9:30, wind appeared from the south and accelerated to 4 knots, the lower limit for hosting a Lightning regatta. Fields Gunsett seized the moment and started the race over a short windward leeward course. The wind held over four of the five legs with the Fleet tightly bunched. All slowly inched to the finish line to complete the only race for the Regatta.

Jeff Schmahl repeated as District Champion, with Craig Cobbum, a multi-year prior champ in 2nd place, followed by Ken Woods of the host Fleet 270 in 3rd. After the boats were secured, prizes to the first three places and the District Trophy were presented before the sailors dispersed, sad that only one race was held but happy that they would not have to return the following week.

See Results Page 23 ●



*District Commodore Ken McGinity congratulating winners
Becky McClees, skipper Jeff Schmahl and Stu Webster*



*Ken McGinity congratulating 2nd place crew
Ann Heidema, skipper Craig Cobbum and Ron Lester*



*Ken McGinity congratulating 3rd place winners
skipper Ken Woods, Laura Leglise and Benoit Reiss*

THE DAVE FITCH MEMORIAL REGATTA

Alex Gemmell

June 28-29, Spofford Lake Yacht Club, Spofford Lake NH

We all were proud to have participated in the first Dave Fitch Memorial Regatta. Four races were completed on Saturday in light and shifting northwesterly breezes. Bretton Gardner took top honors with Spofford's own Ben Wallace second and Patrick Zackary third.

There was no wind on Sunday until about 1:30 PM. Unfortunately, most boats were packed for the return trip home, by the time the wind settled in for the afternoon.

Dot Fitch provided a collage of pictures from prior sailing events and composed a poem which was read at the closing trophy presentation. The regatta held extra meaning for all of us who had experienced Dave's enthusiasm and encouragement.

I would simply add the poem which Dot read to us which is to be appreciated by all from the perspective of a wife, mother, Lightning sailor and grateful Spofford Yacht Club member.

See Results Page 24 ●

In Loving Memory of David H. Fitch, by his wife, Dot
at the David H. Fitch Memorial 39th Annual Spofford Lightning Regatta 2002

There was a Fitch named David
Of whom we're very proud!
You know he loved the sailing
And enjoyed the Lightning crowd!

Perhaps you knew my David
And know my words are true;
If you never had "the Honor,"
I'll share some thoughts with you.

He's famous for his smile,
His friendly, honest way,
And he could steer a sailboat
On a calm or windy day!

He was a super skipper
And as your friends will tell,
He kept his cool when racing,
And we NEVER heard him yell!

For 40 years of racing
I loved to be his crew;
We seemed to be good teammates
In all we tried to do!

I'm proud to say our children
Are Hot Shot sailors, too;
That's Laura, Jon, Tom, Debbie
Watch out - their kids are crew!!

Dave was an able captain
You know he loved to race,
And some of you have called him
A Pro, a Champ, and ace!

Respected on the Race Course,
He won a race or two,
We loved to sail on Spofford
And on the circuit, too!

New England is a challenge,
You sailors know your stuff,
And racing in the Nationals
Was fun for us, but tough!

Hooray for all you Skippers,
and, yes, the Loyal Crew;
Most skippers cry out loudly,
Without them what WOULD we do?

My thanks to Spofford Yacht Club,
For races, trophies, lunch!
For cookouts, and a cocktail bash,
Aren't they an awesome bunch?

The people make the gathering,
The Regatta's really great,
The David Fitch Memorial,
Next year, just save the date!

My thanks to you for coming
To share your talents well;
I almost hear Dave saying
"I think you ALL are SWELL!"

So keep the racing spirit,
Be FIRST one at the Pin,
And sail your gorgeous lightning,
May EACH ONE OF YOU WIN!!

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- Agreed Value Policy; 2% deductible/\$200 min.
- \$300,000 Watercraft Liability.
- \$1000 Medical Payments.
- \$500 Personal Effects (\$250 deductible).
- Uninsured Boater Coverage equal to liability limit.

Estimated premium table:

	Value	\$4000	\$6000	\$8000	\$10,000	\$12,000	\$14,000	\$16,000
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

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

Additional coverages and premiums: \$500,000 liability add \$20.00. Trailers: \$1.50 per \$100 (\$100 deductible).

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- Andrew Scrivan
U.S. Sailing Team



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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. Aaarrrrrggghhh. 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.

Wait



A.



C.



D.

Super Max
(inside mount)

B.

New Large
(outside mount)



E.

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**

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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REGATTA RESULTS

HERNANDO DESOTO REGATTA 2002

May 18 & 19, Lightning Fleet 274, Arkabutla Lake, 17 Boats, 6 Races, 1 Throwout

1	14645	Bob Cotton	2	1	1	2	(7)	4	10
2	14680	Bill Killebrew	1	2	2	4	(5)	2	11
3	13966	Frank Bermel	7	3	3	3		(dsq)	18
4	14706	Mandy Hofmeister	3	(14)	8	1	3	9	24
5	14969	Batton Kennon	5	5	4	(8)	6	7	27
6	13703	Ian Lacour	6	4	7	(10)	9	3	29
7	14357	Bill Baxter	8	6	5	6	(12)	8	35
8	14270	Roy Robbins	11	(13)	9	7	8	6	41
9	11999	Bill Baxter III	4	dnf	dns	(dns)	1	1	42
10	14666	Crit Currie Jr.	9	7	(dnf)	11	4	13	46
11	14338	Lynn Jones	13	8	10	13	(14)	5	49
12	14149	Harmon Dunathan	10	12	13	5	10	(dns)	50
13	14809	Rob Hempel	12	9	6	(15)	11	12	50
14	11311	Ralph Allen	14	10	12	12	15	(dns)	63
15	11737	Chan Owen	dnf	dns	(dns)	9	13	10	68
16	13258	Posey Hedges	15	11	11	dns	dns	(dns)	73
17	15128	Max Shelton	dnf	dns	(dns)	14	14	11	75

LIGHTNING CHAMPAGNE REGATTA

June 1 - 2, Keuka Yacht Club, Hammondsport NY, 20 Boats, 5 Races, No Throwout

1	14825	Bob Wardwell	1	3	1	2	4	11
2	14923	Jed Dodge	5	2	5	3	1	16
3	14725	Skip Wilday	2	4	4	5	5	20
4	14855	Dick Hallagan	7	5	2	7	2	23
5	14369	Federico Meira	3	7	3	9	8	30
6	14654	Bob Bush	6	1	7	16	3	33
7	14418	Clay Murphy	4	10	6	4	9	33
8	14808	John Boxberger	10	6	8	6	6	36
9	14932	Mark Fleckenstein	11	9	9	14	7	50
10	14397	John Atkins	8	8	12	12	11	51
11	14311	David Nasca	9	11	10	11	12	53
12	14917	Malcolm Hendry III	13	12	13	8	13	59
13	14949	Landy Atkinson	dns	dns	11	1	14	68
14	14968	Byrne O'Brien	dns	dns	15	10	10	77
15	14431	Leon Fontier	12	dnf	dns	13	15	82
16	14799	Jesse Miller	dns	dns	16	15	16	89
17	7949	Scott Degoyer	dns	dns	14	17	17	90
18	10705	John Barnes	dns	dns	dns	18	18	99
19	14416	Paul Schnipelsky	dns	dns	dns	19	19	101
20	14119	Brent Gillette	dns	dns	dns	dns	dns	105

CALIFORNIA DISTRICT CHAMPIONSHIP

June 15-16, Clear Lake CA, 7 Boats, 6 Races, 1 Throwout

1	14904	Scott Finkboner, Matt Stringer, Meaghan Harte	2	(2)	1	1	1	1	6
2	14305	Mike Molina, Ron Snitsinger, Laurel Snitsinger	(4)	1	2	3	3	4	13
3	14846	Michael Brewer, Dick Brewer, Dave Anderson	3	(7ocs)	3	2	2	3	13
4	13869	Ron Smith, Alycia Thomas, Peter Beecher	1	(7ocs)	4	4	4	2	15
5	13247	Ted Goldbeck, Tom Kulaski, Katie Kirk	5	(7ocs)	5	5	5	6	26
6	13608	Matthew Frymier	6	6	6	6	6	(6)	30
7	13626	Dave Anderson	6	6	6	6	6	(6)	30



*Racing on beautiful Clear Lake in northern California.
Photo courtesy Scott Finkboner*

CONNECTICUT GOVERNOR'S REGATTA

June 22-23, Niantic Bay Yacht Club, Niantic CT, 18 boats, 5 Races, No Throwouts

1	Bill Healy	1	6	1	1	6	15
2	Dave Peck	2	3	4	7	1	17
3	Gianni Cuccio	3	5	3	8	8	27
4	Don Barrett	8	4	2	12	2	28
5	Keith Taboada	7	1	14	3	11	36
6	Brian Taboada	4	2	11	16	5	38
7	Brad Thompson	5	9	7	2	15	38
8	Ched Proctor	6	7	8	9	10	40
9	Franz Edson	11	11	6	4	9	41
10	Don Brush	13	10	9	5	7	44
11	George Peter	9	15	5	DNS	3	51
12	Chris Vann	10	12	17	13	4	56
13	Mike Breault	DNS	8	13	6	14	60
14	Tim Millhiser	14	14	12	15	12	67
15	Bill Sebestyen	12	13	16	14	13	68
16	Jim Gardner	16	17	15	10	16	74
17	Bob Martin	17	18	10	11	DNS	75
18	Neil Hayes	15	16	DNS	17	DNS	86

INDIANA DISTRICT CHAMPIONSHIP

June 22-23, Geist Reservoir, Indianapolis Sailing Club, Indianapolis IN, 15 Boats, 1 Race

1	14190	Jeff Schmahl, Stu Webster, Becky McClees
2	14940	Craig Cobbum, Ron Lester, Ann Heidema
3	14610	Ken Woods, Laura Leglise, Benoit Reiss
4	14678	Deb Probst, Adam Probst, Ashley Jerman
5	13657	Mike Franceschini, Ann Vaughn, John Benson
6	14359	Joe Lassaux, Frank Wilder, Michele Lassaux
7	12296	Pete McGinity, Ken McGinity, Desirae McGinity
8	14780	Colin Park, Karen Park, Steve Thomas
9	13910	Bill Allen, Tom Hadley, Peggy Lehman
10	14537	Walt Tinsley, Steve Tinsley, Ann Foster
11	14600	Brad Wagnon, Kevin Kelley, Mark Kelley
12	13954	John Leath, Scott Jeffers, Jennifer Leath
13	12392	Andy Davis, Jeremy Trids, Kelly Wacker
14	13279	Andy Cook, Zack Cook, Dan Cook
15	14475	David Wisler, Richard Hyman, Becky

OHIO DISTRICT CHAMPIONSHIP

June 22-23, Pymatuning Yacht Club, Jamestown PA, 28 Boats, 5 Races, No Throwout

1	15045	Matt Fisher, Greg Fisher, Rick Bernstein	5	1	1	4	2	13
2	14885	Dave Viereg, Mike Tomaro, Joey Poyma	8	6	4	3	7	28
3	15015	John Werley, Bertie Werley, Tim Borland/Tim Werley	3	11	2	2	11	29
4	14923	Jed Dodge, Bob King, Megan Hawn	1	8	5	10	6	30
5	14897	Kurt Andrews, Zach Austin, Mike Mirarchi	6	2	10	7	15	40
6	14867	James Taylor, Mike Kemp, Paul & Alicia Kemp	24	7	7	1	4	43
7	14957	Ryan Ruhlman, Maegan Ruhlman, Aaron Bailey	12	9	11	13	1	46
8	14345	George Fisher, Martha Fisher, David Alvarado	2	4	9	12	20	47
9	15112	David Werley, Greg Maras, Jonette Werley	19	3	8	17	3	50
10	14925	Mike Brock, Ann Millacci, Andy Hayward	26	5	3	16	10	60
11	15075	Rob Ruhlman, Abby Ruhlman, Scott Bailey	20	14	17	5	5	61
12	14208	Seth Young, Bridget Boyle, Molly Meacham	4	18	18	15	12	67
13	14848	Dan Hertzner, Ed Auer, Jose Isern	15	17	19	11	8	70
14	14952	Tom Varley, Kay Varley, Jon Varley	10	25	25	6	9	75
15	14445	Dave Gall, Dan Gall, Julie Moore	13	10	16	22	16	77
16	14546	Vic Maras, Marilyn, Bobbi Sundman/Samantha Maras	16	12	15	20	14	77
17	9653	Jack Mueller, Nancy Mueller, George Auer	22	19	13	8	17	79
18	11912	Nate Ireland, Bridget Creamer, Dave Ireland	9	15	27	14	18	83
19	14067	Eric Brandt, John Lehman, Stan Fuller	11	16	20	21	21	89
20	14110	Dick Pugh, Susan Ross, Jeff Ross	21	13	14	26	19	93
21	15000	Jack Borland, Anne Borland, Bridget Frymier	17	20	26	9	24	96
22	14579	Scot Werley, Nedra Lewis, Carolyn Werley	14	22	6	25	DNF	96
23	14573	John Woodall, Sarah Woodall, Jerry Balestrino	25	21	21	18	13	98
24	14420	Dean Caley, Kandi Caley, Marty Powell	18	24	12	24	25	103
25	14412	Terry Patrick, Irena Patrick, Jim Snelson	7	26	23	23	DNF	108
26	14657	Justin Proctor, Betsy Proctor, John Dunne	23	23	22	19	22	109
27	13935	Karla Varley, Matt Moes, Jason Ireland	27	27	24	28	23	129
28	14751	Ralph Meacham, Kate Meacham, Bev Boyle	28	28	28	27	26	137

MICHIGAN DISTRICT CHAMPIONSHIP

Presented by Mannington

June 29-30, Tawas Bay Yacht Club, East Tawas MI, 44 Boats, 6 Races, 1 Throwout

1	14807	J. Allen	3	1	1	1	>7	3	9
2	14780	C. Park	1	>ocs	4	9	1	1	16
3	14975	P. Wurtzebach	>17	6	2	4	8	2	22
4	14842	Hess	5	5	7	6	2	>10	25
5	15126	Dieball	6	4	>14	2	9	8	29
6	15141	Fidler	2	9	>12	7	5	6	29
7	14824	Hagman	15	>24	5	8	6	5	39
8	14464	Klaban	9	7	8	5	>24	14	43
9	14323	McCree	4	18	>30	13	3	13	51
10	15041	D. Nickels	11	8	15	17	>19	7	58
11	14567	M. Allen	10	15	9	12	12	>20	58
12	15155	Flack	18	2	>Ocs	16	20	4	60
13	14249	Sipel	12	22	11	3	14	>26	62
14	14049	Fernando	8	21	10	>25	11	17	67
15	14830	Laidlaw	16	11	17	>22	16	11	71
16	15010	Bennett	>24	3	16	10	23	21	73
17	14778	Wenzler	14	10	22	15	13	>23	74
18	14474	Decker	7	>25	18	23	18	9	75
19	15103	Davis	20	14	3	18	>25	25	80
20	14774	Vickers	22	>33	6	19	15	19	81
21	15069	Detwiler	28	19	13	20	>32	16	96
22	14649	Goldsmith	19	13	34	>37	21	12	99
23	14060	Butine	23	16	24	>29	28	18	109
24	14937	Princing	21	34	>35	21	4	30	110
25	14810	Maludy	25	12	32	14	27	>DNF	110
26	14577	Jacobson	26	27	27	>36	17	15	112
27	15048	Garrison	>Ocs	20	23	27	10	35	115
28	14760	Siegel	29	29	20	24	30	>36	132
29	14909	Johnson	>37	17	25	28	31	31	132
30	14147	Moody	30	28	>33	11	33	33	135
31	14543	Rothenbuhler	31	23	29	26	>35	29	138
32	14510	Hodgson	13	26	21	>DNS	DNC	DNC	139
33	15120	Mathers	33	>34	26	30	29	24	142
34	14775	Schofield	27	31	28	34	>38	22	142
35	14899	K. Nickels	36	30	31	>38	26	27	150
36	14856	Williams	34	32	37	33	22	>38	158
37	14767	Beaubien	35	>37	19	31	37	37	159
38	14503	Peet	>40	36	36	32	34	34	172
39	14854	Bukowski	32	38	40	>Ret	36	28	174
40	14468	Severin	38	>39	39	39	39	32	187
41	14652	Nagel	39	>DNC	38	35	40	Ret	190
42	14779	Davis	>42	41	42	41	41	38	203
43		Sabotka	>42	41	42	41	41	38	203
44	14519	Kerst	>42	41	42	41	41	38	203

>= Throwout

DAVE FITCH MEMORIAL REGATTA

June 28-29, Spofford Lake Yacht Club, Spofford Lake NH, 13 Boats, 4 Races, No Throwout

1	15058	Bretton Gardner	1	6	1	1	9
2	14621	Ben Wallace	2	4	2	2	10
3	14972	Patrick Zackary	11	1	6	3	21
4	14111	Bob Shapiro	6	8	5	4	23
5	14480	Dick Fastiggi	9	2	4	9	24
6	14275	John Hughes	5	3	7	10	25
7	15060	Heather Rowe	4	5	10	6	25
8	14384	Patrick Gallagher	10	9	3	5	27
9	14072	Paul Henkel	7	7	8	7	29
10	11400	Alex Gemmell	3	11	9	8	31
11	14876	Janice Lange	8	12	11	11	42
12	13792	Joe Rosen	12	10	dnf	dns	50
13	13835	Tom Fitch	13	dns	dns	dns	55

PLEASE SUPPORT OUR ADVERTISERS!

CANADIAN OPEN CHAMPIONSHIP

June 29-30, Temple Reef Sailing Club, Thunder Bay ON, 15 Boats, 5 Races, No Throwout

1	14591	Alain Boucher, Jay Deakin, Chantal Leger	5	1	1	1	6	14
2	14326	Jamie Allan, Andrew Allan, Brent Bassermann	1	7	5	3	2	18
3	14768	Peter Hall, Catherine Josenhaus, J.F. Simard	7	2	6	2	3	20
4	15064	Larry MacDonald, Julie-Marie MacDonald, Tim Marshall	9	4	3	4	1	21
5	15055	Anthony Staples, Scott Collins, Neal Burnham	3	3	7	6	4	23
6	14499	Richard Walsh, Tina Kankaanpaa, Paul Martin	6	5	4	5	5	25
7	15082	Mike Holly, Valerie Tardif, Marc Robin	2	9	2	8	9	30
8	14174	Matt Simpson, David Sprague, Daniel Sprague	8	6	9	7	7	37
9	13115	Bob Maki, Bob Walsh, Glen Strey	4	11	8	12	11	46
10	14612	Ross Bailey, Andrew Mertamaki, Mitch Sandberg	14	8	11	10	8	51
11	0	Steve Wells	ocs-17	10	10	9	10	56
12	13267	Will Evans, Blair Sandberg, Curtis Sandberg	11	13	12	11	13	60
13	13587	Brian Cox, Shannon Foster, Shawn	12	14	14	13	12	65
14	14013	Jim Cameron, Alysia Cameron, Scott Cameron	10	12	13	dns-16	dns-16	67
15	14660	Russ Gordon, Ron Woit, Jim Colquhoun	13	15	15	14	dns-16	73

NEW ENGLAND DISTRICT CHAMPIONSHIP

July 13-14, Malletts Bay Boat Club, Burlington VT, 26 Boats, 5 Races, No Throwout

1	15069	Joel Humphrey	3	6	4	4	7	24
2	15058	Bill Fastiggi	1	2	12	9	3	27
3	15056	Ray Harrington	8	1	5	3	12	29
4	14056	Erik Johnson	2	10	11	11	2	36
5	14460	Don Brush	6	9	2	10	9	36
6	14758	David Gorman	4	3	1	OCS	1	37
7	14958	Bill Dutcher	12	7	6	2	11	38
8	14972	Patrick Zachary	10	13	8	6	4	41
9	14446	Kurt Kling	14	4	15	7	6	46
10	15060	Heather Rowe	16	18	14	1	5	54
11	11379	Stu Nickerson	7	OCS	3	5	13	56
12	14520	Todd Cox	11	17	16	8	17	69
13	14310	Robert Cutting	9	19	10	OCS	8	74
14	14275	John Hughes	DNF	12	13	12	14	78
15	14621	Ben Wallace	5	DNF	9	OCS	10	79
16	14384	Pat Gallagher	22	5	21	15	16	79
17	14050	Bretton Gardner	13	11	24	13	20	81
18	14189	Mark Dieselman	15	15	18	14	19	81
19	14480	Dick Fastiggi	18	16	17	18	15	84
20	14895	Joe Ray	19	14	19	16	18	86
21	14876	Janice Lange	25	8	23	17	21	94
22	14644	Mike Huffman	17	24	7	DNS	DNS	102
23	11754	Jim Connelly	20	20	22	20	22	104
24	14324	Ben Williams	23	21	25	21	23	113
25	13517	Sean Fagen	24	23	26	19	24	116
26	13156	David Little	21	22	20	DNS	DNS	117

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ON THE ROAD: SARDINIA

Amy Smith Linton

Florida sailor Jeff Linton was invited to the prestigious Coppa dei Campioni ("Cup of Champions") at the Yacht Club Costa Smeralda in Sardinia in July. The event is open to world champions by invitation only, and included ten skippers from around the world:

Alessandra Sensini, Italy,
7 time Mistral World Champ
Lorenzo Bressani, Italy,
ILC-25 and IMS World Champ
Vasco Vascotto, Italy,
ILC-30, Sydney 40, and
J-24 World Champ (9 titles
altogether)
Pierre-Andre Bonjour, Switzerland,
8-meter World Champ
Tom King, Australia,
2-time 470 World Champ
Santiago Lopez, Spain,
49er World Champ
Christoph Skolaut, Austria,
Yngling World Champ
Gustavo Warburg, Argentina,
Soling World Champ
Sofia Bekatorou, Greece,
2-time 470 Worlds
Jeff Linton, USA,
Lightning World Champ

Jeff sailed with Lightning middle crew Mark Taylor, and called in his Prince of Wales crew Mike Gable to take over the bow. His Lightning foredeck crew (me, wife Amy) was too light (hurrah for that, anyhow), but attended as alternate crew and shared ground support duties with Shannon Figley-Taylor.

This mostly-Lightning team sailed into 4th place. Local sailor Vasco Vascotto won the event, with Bressani of Italy second, and Santiago Lopez third. Our boys were just one race out of the final round, and I am glad to say I heard all of the other sailors worrying in various languages about the Lightning team.

The event was amazing: we were met at the airport in Sardinia, not with a shuttle bus or anything like

that, but with the keys to our own Jeep SUV for the weekend. Cool. And the yacht club --! We kept suppressing our natural responses: "Gee-willykers!" and "Gorsh!" Acres of luxury yachts and thousands of elegant square feet of clubhouse. For additional photos, check the website for Fleet 502, as well as <http://198.92.99.108.MarxWorld.default.htm>

The yacht club offered us a huge press room, perfect for e-mailing home, cushy spectator accommodations (250-passenger ferry boat!) for the races, lots of delicious food, and some very swanky dinner soirees. The yacht club at Porto Cervo has some of the very beautiful people as members, let me tell you. And a set of matched boats in which the racing was held.

The Smeralda 888 is a German-Frers-designed keelboat, which looks a bit like a big, muscled-up Etchell. Thirty feet long, a deep keel with bulb, double spreaders plus a diamond spreader on top of that, no lifelines, and oodles of power. The boats come with a big main, a genoa, a blade (both self-tacking along a track on the foredeck), and a 3/4 or full masthead spinnaker. For the racing, they kept the full chutes on shore.

As you probably remember, match-racing pits one boat against another in a high-intensity contest that is a mix of rules knowledge, tactics, and pure adrenaline. There are some specific rules -- such as you can hunt on starboard, but you must let the other guy have an out -- and a really cool on-the-water judging feature, which makes it all the more satisfying if you have immediate gratification issues...

We prepared for the race with some fundraising events where skippers could challenge the team to a matchrace, and we tuned up our keelboat handling on Sonars and J-24's. We practiced match-racing with some excellent local sailors -- Ed

Baird and Dr. John Jennings to name a couple -- as well as talking with people like Will Jeffers, who sailed in Sardinia for the J-24 Worlds. They told us that the Smeralda 888's were really overpowered, and that it tends to blow in Sardinia. Will told us that the J-24's were postponed when it was blowing 50 knots, but they went on out when it died down to 30(!).

Sadly, we don't have a chance to practice in those conditions here in balmy Florida -- and we didn't even imagine we'd be doing aggressive match-racing pre-start maneuvers in borrowed boats in 30 knots of breeze. This was our imaginative failure, because when the Mistral breeze came up, there the team was: whipping around the starting area, taking an age to jibe in 25-30 knots of breeze and big chop, and having at least one port-starboard cross that left our boys with eyes as big as saucers, their pupils shaped like Euro symbols, and a few more threads of gray in Mr. Linton's hair. No foul! Cool!

The Race Committee flew the "No Spinnaker" flag as the breeze built, and the eventual winner of the event suggested that we all go ashore to eat pasta, since the wind wasn't going to die down. None of the other skippers bit on that bait. Again, sadly, as I watched from the spectator boat, I could see our team just didn't have the upwind chops to hang with the Italian guys. Vasco, especially, had boatspeed to burn, and it's a comfort to know that both Vasco and Bressani race the Smeraldas a lot from Porto Cervo.

Nevertheless, we were really psyched to be invited, and to represent the Lightning class -- and the USA -- at the event. I don't think we earned any excess "Ugly American" cards while actually on the yacht club grounds (although we all had our moments elsewhere!). By way of class pride, the Lightning crew was the top-placing centerboard boat at the event. I am hopeful that the Lightning class will be invited back again.

Last, but certainly not least, we'd like to thank many people for their material support, time and energy, as well as positive thoughts and encouragement on this endeavor. In no particular order: Our families! Lightning Fleet 502! John Humphrey! Ed Baird, John Jennings, and Morton Kristianssen! Our families (again)! Masthead Sailing Gear! Bill Mauk! Gable Enterprises! Stuart DeLisser and Rod Koch! The Davis Island Yacht Club! Thank you! ●



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