



International

Lightning



Flashes

August 2006, Volume 66, No. 7

2006 Lightning Youth World Championship

Juurikka, Jyväskylä, Finland
July 17–20



The Final Race Finish

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During the third week of July, ten teams—three from Finland, three from Greece, three from the USA and one from Brazil—descended on the Yacht Club of Jyväskylän Veneseura, located 20 km south from Jyväskylä (approximately 280 km north of Helsinki and 450 km south of the Arctic Circle) in the suburban town of Säynätsalo on Juurikkasaari (a small island), to determine the 2006 Lightning Youth World Champion. Thomas Sumner was present to defend his title as Youth Champion along with his crew, which included Felipe Brito who crewed with Thomas in 2004 and Felipe Gil.

The Organizing Sailing Club was Jyväskylän Veneseura JVS together with the Finnish Lightning Class Association. The sailing area was located right next to the club on Lake Päijänne which stretches for 65 miles to the south. The boats were provided by the members of the Finnish Lightning Class Association. The Youth World Championship was preceded by the 2006 Lightning European Championship and followed immediately by the Päijänne Purjehdus, a multi-fleet race in which Lightnings participate that starts at Jyväskylän Veneseura and finishes 65 miles to the south. Panagiotis Verginadis had just won the European Championship, with Christos Atzemian finishing in 3rd and Thomas Sumner in 4th—leading up to a very competitive Youth World Championship.

The regatta started with a practice race on July 17th at 6:00 PM. The wind was as had been predicted, south at 0 to 6 mph. As usual, most teams did not finish the race but sailed past the finish on the outside of the pin. The morning

—continued on page 3

President's Column

Carter Utzig

I'm a bit confused. I don't know if I am writing my final article or the President's report. Regardless of how this is headlined, this will be my final official note to you as an officer of the Class. I'm proud of everything this team and all of you have accomplished and excited for the Class, as I know that it is in the hands of some highly qualified people that are passionate about the Class.

I am honored to have served as President of this Class, but it is all the volunteers, fleet captains, governing board and executive committee members, as well as those "spark plugs" among you, who have really made things happen. Those are the people you should give your thanks too. I give them my gratitude and utmost respect for giving it their best. The Class has a great new slate of volunteers who have, and will, continue to make a difference.

This year has been full of changes and efforts to do some things differently—some have been great and from others we have learned valuable lessons.

STABILIZE:

- ◆ Jan Davis, thank you for revitalizing the Class Office and literally everything it touches, from the yearbook and Flashes, the database of members and history, to the recognition awards and fast response to members' questions. You have done a great job surrounding yourself with others who have significantly contributed to the class—like Sherryl and the rest of the Davis family.
- ◆ Steve Davis, thank you for stepping up and helping Jan with many of the tasks to start up the class office. Redoing the financials, rejuvenating the energy around the Class and many more things. I can't think of a better person to run the class as its President in the coming years. It's been an honor to serve with you for last four years.
- ◆ Bill Clausen—what a great job making the measurement thing a non-issue and to passing some changes to move the Class forward. It has been a pleasure to serve with you over the last six years.
- ◆ Severn Sailing Association and the Eastport Yacht Clubs, as well as Todd Johnson and Steve Constants, for stepping up to the plate to host the 2007 NAs.
- ◆ John Bennett, David Starck, Matt Burrige, Bill Fastiggi. The Class will benefit from your leadership as the new board members for the ILCA Fund.
- ◆ Bill Mauk and John Atkins for driving the successful pursuit for World Championship venues.
- ◆ Dean Cady for always being there to keep us straight on the rules and regulations. Reading everything and anything to make it better.



- ◆ Craig Thayer and Bob Astrove for aggressively working with the Classic Lightning membership.

The efforts of many have resulted in a reduction in operating costs with an improvement in services. The result is that membership is up, complaints are down, and we are all working well together to grow and move the Class forward.

Yes, things are improving, but that doesn't mean that the Class can SUSTAIN the gains that we have made or that we have eliminated all the potential problems that could arise.

- ◆ Many of the changes this last year resulted through the investment of "free money" or sweat equity that you should not expect from people year in and year out. I have not met finer people than the Davis', but someday they will move on to something other than running the Class. We, the Class, need to look for ways to stand on our own long into the future as volunteers come and go. For example, we may need to pay someone to improve the website's capabilities or work on the publication of the yearbook and Flashes.
- ◆ The voting for the 2009 World Championships venue showed that the majority of the Governing Board is actively participating. It also proved that there are a few things that just aren't right. A meaningful number of Governing Board members were not Class members, and the majority of our non-USA members are not well connected to the Class. We have countries with no Class members that actively sail the Lightning. So while we might have stabilized the US membership, we need to sustain the momentum in the US and stabilize the rest of the world. The Class needs to understand how we can provide value to non-US fleet and Lightning sailors so that there is a reason to join. There have been a number of good ideas batted around, such as sister fleets.

This has been and is a great Class with great people. But very few things remain great over time unless they EVOLVE. Our evolution becomes the balance between heritage and the new realities of the day.

Free time is getting shorter, and there are more ways of spending it than ever. We might be one of the largest/best classes in the world, but are we one of the top five things most people want to do with their free time? It might be me, but we have lots of youth sailing. High school sailing programs seem to be growing. As schools move their start dates earlier into August and some to year round, should we look at changing our NAs traditions of time and linking WJM?

So as the new slate continues the momentum, let's support our Class leaders and challenge ourselves to think beyond how good we are today to how great we might be in the future...and then get involved at what ever level we can.

2006 Youth World Championship—cont.

of the 18th, the first day of racing, the wind was from the north, an unusual direction for this time of year. More unusual, it was blowing between 10–12 m/s with gusts to 14 m/s. The first race was started with wind approaching the 25 mph limit, and during the race gusts were recorded somewhat higher. Generally, the winds were somewhat less as the race preceded. Two boats tipped over and did not finish the race as they required assistance. Thomas Sumner won with Panagiotis Verginadis a close second. The 3rd and 4th boats were separated by 20 cm (8 in) with Nick Aswad in third and Christos Atzemian in 4th. This set the stage for the next five races.

Since the club was only a short sail from the race course, it was decided to bring the teams into the club between races so the they could get a hot lunch and the boat repair team could make any necessary repairs. The temperature was very comfortable on shore but cool on the water as the north wind brought down the cool arctic air. The second race was started later in the afternoon with winds slightly less than the first race. Again Thomas won with Panagiotis in 2nd. Nick Aswad, while almost capsizing on the final downwind leg, finished in 3rd, followed by Chad Miller in 4th.

The second day of racing dawned with the winds still out of the north but slightly less than the first day and yet cooler temperatures. The tight competitive racing continued through the two races with Panagiotis winning both races and Thomas finishing in 2nd. Christos finished in 3rd in both races and Nick in 4th.

The third day of racing again dawned with the north wind still blowing and the temperature still dropping. The 5th race started in medium winds with continued tight racing. Panagiotis won the race with Thomas in 2nd, setting up an interesting 6th and final race. If Thomas Sumner was to win his third Youth Championship, he had to win the last race. Nick finished in 3rd and Christos in 4th, giving Nick a two-point lead over Christos for 3rd. Ian and Chad were tied for 5th, with Alexios only two points behind in 7th.

At the first windward mark rounding of the final race of the Championship, Alexiops round in first with Nick in second. One of the markset boats had Thomas 45 seconds behind the leader in 7th with Panagiotis in 5th. Throughout the next five legs, Thomas caught and passed the leaders, finishing only a boat length or so ahead of Nick and Alexios, with Panagiotis in 4th. This gave Thomas his third Youth World Championship, Felipe Brito his second Championship and Felipe Gil his first. Panagiotis, Timos Vlachos and Theodoros Poulakos tied with Thomas but lost the tie breaker, based on who beat who

in the last race, finishing 2nd in the Championship. Nick Aswad with Connor Aswad and Peter Hazelett finished in 3rd, with Christos Atzemian with Faidon Kounas, Themis Parousis in 4th. The 5th thought 7th places were tied on points with the tiebreaker being who had the best finish in the Championship. Alexios Papoutsoglou, Maria Mesiskli, Kouros-Sokratis Moghaddam-Gholipour finished 5th with Chad Miller, Daniel Kagan, Tanya Miller in 6th and Ian Schillebeeckx, Beth Ward, Lucas Hofmeister in 7th. The three teams from Finland finish in 8th, 9th and 10th.

This was by far the most competitive Youth World Championship that I have attended; with no position known until all six races had been completed. Not only were the teams very competitive but the Race Committee did an excellent job of setting the courses, and the equal quality of the boats kept the racing close. Again the Lightning Class wishes to thank JVS and its organizers as well as the Suomen Lightningliitto for running an outstanding Lightning Youth World Championship.

Ollie Ahonen from JVS served as the regatta chairman and Sakari Pesola served as the chairman of the Suomen Lightningliitto (Finnish Lightning Class). Ollie and Sakke were my main contacts throughout the organizing of this Youth Championship. Many e-mails were sent back and forth during the planning stages and their dedication provided the base for a very successful Championship.

Per-Ole Holm, an International Judge, served as the head of Jury, and Timo Lippas was the Race Chairman. Both Ollie and Timo were members of JVS. The members of the Lightning Class came from all the various fleets throughout Finland, most traveling hundreds of kilometers to be at the event.

Kimmo Aromaa, who sailed in both the 1980 and 1982 Youth World Championships, was responsible for the boats. I know that there were many working under Kimmo, both in preparation of the boats and maintaining them throughout the regatta. They were found working on the boats when we arrived in the morning, during lunch break and late into the evenings. Rumor has it that they didn't leave until after dark every night (with 20+ hours of daylight that made for a very long day). But this dedication made for very equal and competitive boats for each team. Others that helped throughout the championship included Riitta Kangas, Samppa Salminen and Matti Leppänen. I know that I am leaving out many other names of those that contributed to the success of this championship, but I do not have that list at this time so I would just like to say thanks to all that were involved.

John H. Atkins—VP Youth World Championship

Special thanks to:

Boat Service Team:

Kimmo Aromaa
Mika Aromaa
Kalle Ahola
Sakari Pesola
Vesa Karhusaari
Matti Leppänen

Measurements:

Jari Aromaa
Simo Wäänänen

Race Office:

Timo Lipas
Olli Ahonen
Teija Jokitalo
Suvi Kellokumpu
Neera Jokitalo

Support Boats on the Race Area:

Samppa J. Salminen
Keijo Tulomäki
Timo O. Järvinen
Jukka Pötry
Riitta Kangas
Antti Honkala
Pentti Paatola
Mika Viitanen
(Kalle Ahola)
(Matti Leppänen)
(Sakari Pesola)

Visitor Boat:

Ari Hiltunen



3rd and 4th place finish

2006 Lightning Youth World Championship

| Rank | Nat | Sail No | Helm | Crew | Club | R1 | R2 | R3 | R4 | R5 | R6 | Nett |
|------|-----|---------|-----------------------|--|------|---------------|---------|------------|------------|----|---------------|------|
| 1 | BRA | 14894 | Thomas Sumner | Felipe Brito Fillipe Gil | SPYC | 1 | 1 | -2 | 2 | 2 | 1 | 7 |
| 2 | GRE | 15077 | Panagiotis Verginadis | Timos Vlachos Theodoros Poulakos | YCG | 2 | 2 | 1 | 1 | 1 | -4 | 7 |
| 3 | USA | 14146 | Nicholas Aswad | Connor Aswad Peter Hazelett | | 3 | 3 | -4 | 4 | 3 | 2 | 15 |
| 4 | GRE | 14334 | Christos Atzemian | Faidon Kounas Themis Parousis | YCG | 4 | -5 | 3 | 3 | 4 | 5 | 19 |
| 5 | GRE | 11811 | Alexios Papoutsoglou | Maria Mesiskli Kouros-Sokratis Moghaddam-Gholipour | PSC | -7 | 7 | 5 | 6 | 6 | 3 | 27 |
| 6 | USA | 14901 | Ian Schillebeeckx | Beth Ward Lucas Hofmeister | | 5 | 6 | 6 | 5 | 5 | -8 | 27 |
| 7 | USA | 14119 | Chad Miller | Daniel Kagan Tanya Miller | | 6 | 4 | 5.0 RDG | 5.0 RDG | 7 | -9 | 27 |
| 8 | FIN | 14761 | Pyy Itkonen | Laura Hemming Maria Hemming | HSK | (11.0 DNF) | 9 | 8 | 10 | 8 | 6 | 41 |
| 9 | FIN | 14364 | Vili-Pekko Pukari | Heikki Tulomäki Johannes Geiss | JVS | 8 | 8 | 9 | 7 | 9 | (11.0 OCS) | 41 |
| 10 | FIN | 14331 | Eppu Pötry | Anna Henderson Eero Viitanen | TP | (11.0 DNF) | 9.0 RDG | 10 | 9 | 10 | 7 | 45 |





Runner-Ups—Greece
Panagiotis Verginadis
Timos Vlachos & Theodoros Poulakos



3rd Place—USA
Nicholas Aswad
Connor Aswad & Peter Hazelett



4th Place—Greece
Christos Atzemian, Faidon Kounas,
Themis Parousis (Bow 9)

2006 Youth



**2006 Champions
Brazil**



Thomas Sumner-Skipper, Filipe Brito & Fillipe Gil

World Championship



5th Place—Greece
Alexios Papoutsoglou, Maria Mesiskli,
Kouros-Sokratis Moghaddam-Gholipour



6th Place—USA
Ian Schillebeeckx, Beth Ward,
Lucas Hofmeister



7th Place—USA
Chad Miller, Daniel Kagan,
Tanya Miller



8th Place—Finland
Pyry Itkonen, Laura Hemming,
Maria Hemming



9th Place—Finland
Vili-Pekko, Heikki Tulomaki,
Johannes Geiss



10th Place—Finland
Eppu Potry, Anna Henderson,
Eero Viitanen

YEARBOOKS

The 2006 yearbook is being printed. You should receive your copy within the next two to three weeks.

Preparations are in progress for the creation the 2007 yearbook. Please remember to take pictures of your local regattas—people, group shots on the lawn, in front of the club, as well as on the water shots are great. Please assign someone from each district and fleet to write up the Reports. Images should not be embedded in reports but should be sent separately. Digital photos are ideal, but photographs can also be scanned (and then returned to you).

The deadline for submission of materials for the 2007 yearbook is:

November 1, 2006


Soliciting Recommendations for the 2007 Karl Smither Award

Want to recognize a long-time Lightning supporter in your fleet or district? Drop a line to Amy Smith Linton (aslinton@aol.com or use the address in the Yearbook) and she'll forward your suggestion to the selection committee for the Karl Smither Award. Last year's winner was Ann Allen, whose Corinthian spirit, commitment to the class, and long-term support of Lightning racing and youth sailing singled her out for the award. The Karl Smither award will be announced at the 2007 St. Petersburg Winter Championship in March.

Anticipate the Shift

(Skip Dieball and Co. have
joined Quantum Sails!)



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... Or contact your local Quantum

Lightning Family News

**The Latest Effort in a Trinity of Future Sailors
Associated with Lightning Team Linton/Taylor**



Skipper Lily-Ann Taylor, aged 5, Harbor Mouse attendee at SPSC; however, lovingly claims DIYC her sailing home.

Even stands at the helm like Uncle Jeff.....all those years watching y'all come in from a course or go around a course.... Let's just hope she SITS on the stern....

2006 Qindao International Regatta August 22, 2006

Dear Supporters:

Greetings from Qingdao, China, site of the 2008 Olympics! We are here representing the US at the 2006 Qingdao International Regatta, which is a test event for the Olympic Games. The top two teams from each country are invited to compete, and the regatta is run as if it was the Olympics, making this a very prestigious event.

We arrived in China on August 14th and immediately began unpacking our boat from the container. Getting used to the heat was the first challenge—daytime highs reach 90 degrees with 100% humidity. A rare northerly gradient breeze provided several great training days leading up to the event. Of course, these conditions are nothing like what we've seen for the regatta so far!

Racing began two days ago and we've completed 3 races. Our 17th, 9th, and 13th place finishes so far are good for a 9th overall out of 37 boats. Both days of racing featured varying on shore breezes under 7 knots and 1-2.5 knots of current flowing perpendicular to the wind. We are quickly learning how much the current effects the wind shifts, starting line and laylines.

Sea conditions have calmed down over the past four days as a Typhoon dissipated over Korea, but the sea state remains lumpy and unorganized.

This combination of light wind, current and waves has made consistency very difficult for most of the fleet. Also challenging are the 4' jellyfish hovering near the surface that love to get stuck on rudders!

Crew Development Starts Early in Fleet 50!

Drew Hudson, skipper of 14096, Gray Ghost, holding his son Ben Hudson-Arafeh; Paul Maher, former skipper of 11792, Rogue; Paul's spouse Emily Tant, holding their daughter Catherine; and Drew's spouse Sousan Arafeh, holding their daughter Elsie.



Ben is almost 3 years old; Catherine 2; and Elsie 7 months.

Several Fleet 50 boats, including Drew's, were out for an afternoon day sail on the Potomac on Sunday, July 16, under sunny skies, with northeasterly winds at 12-13 mph and a high temperature of 91 degrees. It was warm on shore but not bad on the water in the wind.

Overall, our downwind speed and decisions have been a strong point.

During race #3, we pulled ourselves out of the depths of the fleet to pick off 10 boats on the final downwind. Staying upstream in the current and in the pressure are priorities. We need to improve on the consistency of our starts. Holding a lane off the line in these light and lumpy conditions is difficult. It's all about accelerating with power at the right time.

As we head into a lay day tomorrow, we plan on taking some time to go over the boat. Since we go straight from this event to the Worlds Championships, we want to make sure our equipment is in perfect order.

Racing resumes on Thursday and continues through August 30.

Stay Tuned!

*Sarah Mergenthaler
Amanda Clark*



Welcome New Member—David Fried

I've been sailing most of my life, and racing for the last ten years. I really got started racing on a Soverel 33 out of Lake Champlain Yacht Club in Burlington, Vermont.

I owned a Laser II and raced it at CORK in Ontario and Newport, Rhode Island. I've crewed for a few years each on an Etchells, Sonar, Contessa 35 and a J/109. The Laser II finally got too small, and I needed an adult boat. I was introduced to Lightnings at Ithaca Yacht Club (I was crewing on a Sonar there), but really started racing them at Cedar Point Yacht Club in Westport, Connecticut. I really loved the fact that a Lightning has all the complexity you could ask for in a 19' boat but is laid out and organized well. I was really impressed with the stability of the Lightning in heavy air and decided to jump in.

I looked at a bunch of boats but really wanted a boat that I would not have to work on before racing. I bought 14889 ("Stripes") from Bill Bogardus at Matedeconk River Yacht Club in Brick, New Jersey. I just joined Cedar Point and started racing 14889 this year with my friend and former Laser II crew Leland Chang up front, and a rotating cast of characters in the middle (including my father and several helpless victims from the office). We've had bad luck with the calm weather this season, only getting ten races completed. But we've been competitive, placing mid-fleet at the Early Bird Regatta in big air (our first two days in the boat!), and actually took home a third-place cup in the CPYC Commodores Cup Weekend Regatta (July 1,2,4)!

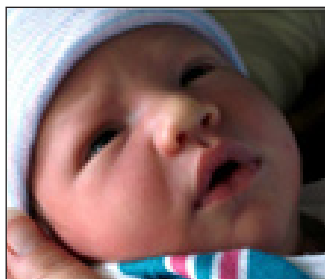
I turned 30 years old this summer. My wife of five years, Marina, and 15 month old daughter, Lauren, like to hang out at the club playground while I sail. Marina has sailed with me a few times on other boats, but I haven't gotten her out on the Lightning yet. Hopefully, I'll get her hooked this season. My father, Peter, taught me how to sail as a kid in Cape Cod on Sunfish and Puffins, and now he gets to take orders as my occasional middle crew. The rest of the family (younger brother Stephen, older sister Lisa and Mom) joined Marina, my father and I for a week-long charter off New England two years ago in a Benneateau First 47.7 but haven't sailed since! We're trying not to take it personally.

REQUEST FOR ARTICLES AND PHOTOS

We are looking to highlight fleet activities in the Flash-es. Send an article and photos about your activities, on and off the water, to the class office at

office@lightningclass.org

Just Launched—Noah Barr Batzer



**Barr & Suzy Batzer
of the
Florida District are
proud to announce
the arrival of baby
Noah Barr Batzer.**

He was born on July 18, displacing an impressive 8 pounds 9 ounces, and with 21.75 inches LOA. The whole family is healthy and happy, with early reports saying that "it was a very successful, natural, water birthing experience." And with a name like Noah, what else would we expect?! Congratulations, and we look forward to seeing them all soon!



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Lightning Atlantic Coast Championships

One **HOT** Regatta



Seventy Lightning Class boats sailed in the Atlantic Coast Championships this last weekend at Little Egg Harbor Yacht Club in Beach Haven, New Jersey, LBI. This event was sanctioned by the US Olympic committee to be a pre-qualifier for the US Pan American competition to be held in Annapolis in October of this year. The ultimate winner of that event will go on to represent the United States in the Pan American Games in Brazil in 2007. Seventy percent of the boats came from local states (NJ, PA, NY, MD, CT), but boats traveled from locations as far as Quebec, North Carolina and Michigan.

SCORCHING HOT, would describe the weather and sailing conditions best. A westerly system prevailed over the standard strong southerly sea breeze until the fifth and last race on Sunday. The comments most given about Saturday's races, sailed in 10-15 shifty wind with gusts, were that the club did a fantastic job making sure everyone had the water they needed. Then, of course, came Sunday, where the first race was a grueling affair that started after several recalls and a black flag and lasted almost two hours. The flies were much more prevalent than the butterflies, although they seemed to be out in numbers as well. The second race was postponed several hours until the sea breeze was fighting to come in after 2:00 PM.

Debbie Probst and her female team of Monica Jones and Cindy Kelly seemed to master the conditions most consistently, as they won the event by five points over second place contender Jim Crane (3rd in 2003 Worlds). He was followed by the 2004 North American Champion Allan

Terhune in 3rd, and prior NA champion Jody Lutz, sailing with his son, in 4th. The competition in this regatta was fierce. The depth of this regatta is even better demonstrated by the respective final positions of the winners of each of the five races: 23rd place Joel Humprey won the 1st race, 11th place Ian Jones won the 2nd, 5th place Jeff Linton the 3rd, 10th place Keith Toboata the 4th, and 3rd place Allan Terhune the 5th. To round out the others in the top 10: 6th place was Nicole Breault, 8th Neal Fowler, and 9th Ched Proctor.

Thanks were given repeatedly by the contenders for the excellent regatta organization, club facilities and sailing venue. The Schneiders organized the regatta and had incredible assistance by many volunteers. Special thanks should be given to: Bonnie Lenhard for registration, Jack Lampman for preparing the parking area, Mike and Nancy Davis for the breakfasts, the crew of Bob

Cronin, Tom Greenwald, Nils Herdelin, Bob Morris and Charlie Barkley for getting the boats in and out of the water efficiently, and Richard McOrman for pulling them out of the launch area. Robert Stevens organized and ran the races in challenging conditions; John Coyle supplied the patrol and safety support; Nina Gilman and Jan Gartland coordinated the scoring; Timmi Vesci and Pat Miller organized the lunches; Ken Klaus put together the after-race dockside reception; and Harvey Restrict arranged the dinner dance. The awards were obtained by pat Miller and Louise Reynolds. A typical LEHYC display of coordination and volunteerism produced an excellent regatta.



Atlantic Coast Championships

| Pl | Sail# | Crew | From | Subj | R1 | R2 | R3 | R4 | R5 | TOTAL |
|----|-------|--|------------------------------|-------|----|----|----|--------|--------|-------|
| 1 | 15251 | Debbie Probst, Monica Jones & Cindy Kelly | Buffalo Canoe Club | PANAM | 8 | 2 | 14 | 3 | 9 | 36 |
| 2 | 14900 | Jim Crane, Brenda Crane & Kelly Crane | Noroton | PANAM | 12 | 3 | 8 | 16 | 2 | 41 |
| 3 | 15232 | Allan Terhune, Katie Terhune & Dave Perkowski | Eastport Yacht Club | PANAM | 10 | 9 | 11 | 15 | 1 | 46 |
| 4 | 15166 | Jody Lutz, Jason Lutz & Matt Schon | Metedeconk | | 30 | 8 | 6 | 12 | 6 | 62 |
| 5 | 15083 | Jeff Linton, Amy Smith Linton & Mark Taylor | The Suncoast Fleet | PANAM | 46 | 5 | 1 | 7 | 5 | 64 |
| 6 | 15190 | Nicole Breault, Micheal Gooch-Breault & Bruce Stone | Niantic Bay Yacht Club | PANAM | 3 | 11 | 16 | 25 | 14 | 69 |
| 7 | 15238 | William Fastiggi, Suzy Coburn & Nick Aswad | Lake Champlain | | 20 | 7 | 10 | 6 | 28 | 71 |
| 8 | 15202 | Neal Fowler, Todd Johnson & Katie Offerman | Severn Sailing Assoc | | 2 | 22 | 15 | 5 | 29 | 73 |
| 9 | 14821 | Ched Proctor, Brian Taboda & Tom Proctor | Cedar Point Yacht Club | PANAM | 32 | 4 | 2 | 9 | 34 | 81 |
| 10 | 14597 | Keith Taboda, Russell Schon & Alex Curtis | Metedeconk | PANAM | 21 | 19 | 39 | 1 | 3 | 83 |
| 11 | 15298 | Ian Jones, Lauren Jones & Kevin Robinson | Buffalo Canoe Club | PANAM | 25 | 1 | 7 | 10 | 50 | 93 |
| 12 | 15154 | Mark Schneider, Ashley Schneider & Jim Buckley | Riverton Yacht Club | PANAM | 27 | 12 | 17 | 21 | 33 | 110 |
| 13 | 15142 | Nabeel Alsalam, Russell Roberts & Lisbet Kugler | Potomac River Sailing Assoc | | 14 | 15 | 26 | 27 | 21 | 113 |
| 14 | 15197 | Matt Reiser, Colleen Kennedy & Stu Josberger | Lovalllette | PANAM | 28 | 30 | 30 | 11 | 15 | 114 |
| 15 | 15240 | Stephen Constants, Mike Constants & Chloe Constants | Severn Sailing Assoc | | 15 | 38 | 53 | 2 | 7 | 115 |
| 16 | 14175 | Ted Duffy, Paul Luisi & Rob Ruffus | Monmouth Boat Club | | 7 | 41 | 5 | 39 | 23 | 115 |
| 17 | 14654 | Robert Bush, Anne Sterling Bush & Richard Randall | | PANAM | 47 | 20 | 31 | 18 | 10 | 126 |
| 18 | 14960 | Mitch Hnatt, Ted Wediekie & Tara Schon | Metedeconk | PANAM | 55 | 10 | 4 | 8 | 51 | 128 |
| 19 | 14727 | David Watts, Robert Watts & Wendy Thrower | Monmouth Boat Club | PANAM | 44 | 18 | 13 | 33 | 24 | 132 |
| 20 | 15265 | Steven Davis, Jan Davis & Travis Maier | Rocky Mountain | | 29 | 44 | 42 | 17 | 4 | 136 |
| 21 | 14640 | Don Brush, Tris Wallis & Paul Butwin | Malletts Bay Boat Club | PANAM | 42 | 13 | 28 | 41 | 13 | 137 |
| 22 | 14008 | George Kinzel, Phil Kinzel & Megan Crann | Metedeconk | PANAM | 19 | 37 | 34 | 22 | 27 | 139 |
| 23 | 15151 | Joel Humphrey, Molly Hopkins & Mark Allen | PYC | PANAM | 1 | 29 | 3 | 36 | 71/DNF | 140 |
| 24 | 15235 | John Faus, Mac De Turo & Will Brown | Barnegat Light Yacht Club | PANAM | 4 | 61 | 36 | 13 | 26 | 140 |
| 25 | 14888 | Bob Sengstacken, Mino Tsutsui & Daniel Zitin | Nyack Hudson River | | 31 | 35 | 9 | 29 | 38 | 142 |
| 26 | 14771 | John Haiges, Lisa Haiges & Jason Timmonds | Riverton Yacht Club | | 34 | 25 | 49 | 23 | 11 | 142 |
| 27 | 15175 | Tim Robinson, Andy Temme & Lidia Boyland | Surf City Yacht Club | | 6 | 23 | 37 | 43 | 39 | 148 |
| 28 | 14119 | Chad Miller, Max Farr & Tanya Miller | Mallets Bay Boat Club | | 11 | 42 | 60 | 19 | 16 | 148 |
| 29 | 14665 | Gregory Hall, Christopher Lagan & Jennifer Hall | NBYC | PANAM | 24 | 28 | 50 | 34 | 12 | 148 |
| 30 | 14842 | Charles Hess, Alex Hess & Andrew Hess | Pontiac Yacht Club | PANAM | 22 | 33 | 20 | 47 | 71/DNF | 150 |
| 31 | 15204 | Bill Mergenthaler, Dan Mergenthaler & Sarah Mergenthaler | Surf City Yacht Club | PANAM | 35 | 34 | 33 | 30 | 20 | 152 |
| 32 | 14706 | George Harrington, Paul Micholowski & Aaron Freeman | Monmouth Boat Club | PANAM | 5 | 21 | 41 | 38 | 48 | 153 |
| 33 | 15172 | James Taylor, Mike Brock & Stan Cummings | Cowan Lake Sailing | PANAM | 37 | 6 | 25 | 14 | 71/DNF | 153 |
| 34 | 14890 | Peter Denton, John Townsend & Sara Pramik | Riverton Yacht Club | | 13 | 45 | 23 | 35 | 157 | 157 |
| 35 | 15218 | Stephen Warren, Paul Tarantino & Alex Lobo | Surf City Yacht Club | | 63 | 27 | 12 | 52 | 8 | 162 |
| 36 | 15139 | Pierce Barden, Tommy Vanarsdale & Chip Till | Cape Fear | PANAM | 49 | 14 | 56 | 27 | 17 | 163 |
| 37 | 14345 | Brian Gibbs, Mike Boardman & Beth Holland | Merrimac River | PANAM | 50 | 32 | 19 | 20 | 42 | 163 |
| 38 | 14325 | Eric Reiting, Meaghan Ruhlman & Liz Essig | Brant Beach Yacht Club | PANAM | 17 | 52 | 29 | 32 | 13 | 173 |
| 39 | 14073 | Gary Hurban, Jamie Krause & Maude Lindsay | Nyack Hudson River | PANAM | 16 | 46 | 46 | 42 | 31 | 181 |
| 40 | 15060 | Heather Ambrose, Chip Kaupp & Tim Ambrose | Lake Champlain | PANAM | 38 | 48 | 27 | 31 | 37 | 181 |
| 41 | 14786 | Jon Schwartz, Paul Krezinski & Jay Schwartz | Red Bank of the Shrewsbury | | 39 | 16 | 32 | 24 | 71/DNF | 182 |
| 42 | 15093 | Joan Hurban, Peter Jadrosich & Lisa Mayday | Nyack Hudson River | PANAM | 41 | 26 | 55 | 45 | 19 | 186 |
| 43 | 14548 | Joanathon Guth, Peter Rich & Jando Castro | Severn Sailing Assoc | PANAM | 9 | 47 | 45 | 50 | 36 | 187 |
| 44 | 15122 | James Carson, Ryan Staggard & Wade Schon | Metedeconk River | | 43 | 50 | 18 | 44 | 32 | 187 |
| 45 | 15082 | Jamie Allan, Mike Holly & Jay Deakin | Royal St Lawrence | | 18 | 17 | 43 | 40 | 71/DNF | 189 |
| 46 | 14300 | Rich Warren, Randy Swartley & Mike Warren | Surf City Yacht Club | | 45 | 24 | 35 | 51 | 35 | 190 |
| 47 | 15055 | Hugh Hutchison, Marc Venables & Dultcha Maccollom | Riverton Yacht Club | | 53 | 36 | 38 | 26 | 40 | 193 |
| 48 | 14719 | Bill Begardus, Jarrett Lynn & Cortney O'Conner | Metedeconk River | PANAM | 26 | 31 | 54 | 61 | 22 | 194 |
| 49 | 1142 | Benjamin Forman, Ann Cody & Tim Asan | Potomac River Sailing Assoc | | 23 | 53 | 22 | 60 | 44 | 202 |
| 50 | 14942 | Dick Moyer, Helen Moyer & John Depenbrock | Riverton Yacht Club | | 33 | 39 | 48 | 59 | 25 | 204 |
| 51 | 15024 | Jason Werner, Heather Dodd & Matt Jay | Lower Susqueanna | PANAM | 40 | 43 | 47 | 48 | 30 | 208 |
| 52 | 15296 | Ryan Sprole, Christopher Sprole & Lindsey Boyle | Nyack Boat Club | | 60 | 49 | 59 | 28 | 18 | 214 |
| 53 | 14635 | Darryl Waskow, Ambrose Stafford & Carleigh Beriont | Surf City Yacht Club | | 51 | 54 | 21 | 46 | 54 | 226 |
| 54 | 14584 | Peter Hazelett, Bretton Gardner & Connor Aswad | Malletts Bay Boat Club | | 36 | 40 | 44 | 54 | 71/DNF | 245 |
| 55 | 14131 | James Unsworth, Derrick Deming & Brad Harris | Mallets Bay Boat Club | PANAM | 54 | 57 | 40 | 55 | 71/DNF | 277 |
| 56 | 14450 | George Francis, Richard Thomas & Doug Zimmerman | MCYC | | 61 | 51 | 24 | 71/DNC | 71/DNS | 278 |
| 57 | 14881 | Dan Egan, Susie Radcliffe & Garr Corcoran | Squam Lake | PANAM | 58 | 69 | 65 | 47 | | 284 |
| 58 | 14595 | Robert Rizzitello, Alyssa Rizzitello & Rick Pyle | Surf City Yacht Club | | 68 | 59 | 62 | 49 | | 284 |
| 59 | 11576 | John Richardson, Dylan Richardson & Joseph Walker | NY Harbor Racing Assoc | | 64 | 56 | 69 | 53 | | 294 |
| 60 | 14451 | George Glenn, Chappy Hopkin & James Glenn | | PANAM | 56 | 65 | 64 | 63 | | 297 |
| 61 | 14350 | Clay Shaner, Steve Wright & Joe McGinnis | Barnegat Light Yacht Club | PANAM | 48 | 55 | 66 | 58 | 71/DNF | 298 |
| 62 | 14363 | Larry Decker, Jan Crittenden & Shea Thorvalsen | Nyack Hudson River | | 57 | 63 | 51 | 56 | 71/DNF | 298 |
| 63 | 11767 | Harry Keith, Katie Keith & Henry Keith | Potomac River Sailing Ass | | 62 | 67 | 61 | 62 | 47 | 299 |
| 64 | 15079 | Franz Schneider, Susan Lojek & Dennis Lojek | Little Egg Harbor Yacht Club | | 66 | 58 | 63 | 57 | 55 | 299 |
| 65 | 15178 | Daniel Parietti, Jeff Sorenson & Mike Carney | Nyack Hudson River | | 59 | 62 | 67 | 67 | 53 | 308 |
| 66 | 13970 | Mark Kaplan, Tim Rutler & Mark Epstein | Barnegat Light Yacht Club | | 52 | 64 | 58 | 64 | 71/DNF | 309 |
| 67 | 14699 | Allan Crew & Diana Crew | Riverton Yacht Club | | 65 | 60 | 57 | 66 | 71/DNF | 319 |
| 68 | 14276 | Dale Barney, Cole Barney & Ian Sanderson | Monmouth Boat Club | | 67 | 68 | 52 | 65 | 71/DNF | 323 |
| 69 | 14660 | Edward Ferrell, Barb Ferrell & Jeff Carson | Brant Beach Yacht Club | | 69 | 66 | 68 | 71/DNC | 71/DNS | 345 |
| 70 | 13897 | Kinney Clark, Steve Vandam & Pat Gorman | | | 70 | 70 | 70 | 71/DNC | 71/DNS | 352 |

ACC Champs



Awards Ceremony



Champions—Debbie Probst, Monica Jones & Cindy Kelly



Top team—on the water



2nd Place—Jim, Brenda & Kelly Crane



3rd Place—Allan Terhune, Katie Terhune & Dave Perkowski



4th Place—Jody Lutz, Jason Lutz & Matt Schon



Boat yard scene



Amy Linton, Cindy Elfman & Fay Bennet



*Franz Schneider
Regatta Organizer*



*Carrie Reiser, Samantha Reiser, Jana Balsamo
(Billy Bogardus' wife), Grant Bogardus*



Neil Fowler, Jon Guth & Todd Johnson



John Faus & Mac Deturo



Mark Allen, Joel Humphrey, Molly Hopkins



*Phil Kinzel, Grey Kinzel, Colleen Kennedy
? Ted Weideke & Mitch Knatt*

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| Unique waterproof Vinyl-like double-coated Poly Army Duck | Uncoated, or laminated fabric that delaminates & leaks |
| Flat-Felled seams double stitched through 4 layers | Single or chain stitched through 2 layers of cloth |
| Double-folded hems stitched through 3 layers | Turned-up hems stitched through 2 layers of cloth |
| Ample reinforcing over all stress points | Little or no reinforcing over wear spots |
| Stand-up flaps that snap around stays | Gaping cut-outs or velcro closures that are shot in a year |
| 5/16" elastic shock cord in the hem AND tie downs | You secure somehow |
| Supplied hardware | A trip to the hardware store |



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Fleet in the Spotlight

488



Where did all those Lightnings come from?

While the Hornblower Regatta was a disappointment with only two Lightnings racing in the handicap fleet, the participation in the Thursday night series has increased dramatically.

The spring series started on May 4th with three Lightnings racing in the one-of-a-kind fleet on Thursday night, starting at 6:20. When the number of boats increased to five on the starting line on the first of June, the fleet was rewarded with their own start. June has seen more and more of the Lightnings in the parking lot being rolled under the crane to be launched for the evening races. Crews and skippers come from as far away as Colorado Springs, Boulder and Longmont, Colorado, to race on Cherry Creek Reservoir.

Nick Farina, a graduate student at the University, drives down from Boulder with many of his friends for the evening races. They are learning to crew and have added vitality to the Fleet. We find sailors showing up on Thursday night looking for a crew position, and skippers are willing to take them on. Some of the boats in the parking lot are available for non-owning skippers to race, and some Lightnings whose owners cannot sail a Thursday night will let others take their boats out. All of these things have increased the size of the racing fleet.

Community Sailing Junior Racing teams are racing Lightnings regularly, and one team went to the Junior North American Lightning Championship in San Diego in August.

Several years ago a Lightning was donated to Community Sailing. This boat was located with the help of an ad in the Flashes by Marty Mulhurn, brought to Colorado, and refitted. A second Lightning was located this year in Carbondale, Colorado, is now in Denver, and is being refitted. The owner of this boat is also donating it to Community Sailing. Having two Lightnings for the juniors to sail will increase youth participation in Lightnings. Young sailors are the future of our Class.

The number of Lightnings on the starting line peaked on June 22nd with nine boats racing, and we expect to have at least one or two more boats coming out to sail for the summer series, which starts in July and runs through early September. For Fleet 488 of the Lightning Class this is the greatest participation since the fleet was founded in the early 80s.

Credit for this increase in participation should go to the enthusiastic skippers who have brought in more people as crew, who then have in turn started to skipper. Also the growth would not have been possible without generous owners being willing to loan out their boats when they could not sail them, or were crewing with another skipper, and finally, Cherry Creek Marina, which several years ago put in a dry storage area and a crane for launching boats. This has made the whole fleet participation in the evenings possible for skippers and crew. They can come down after work and put their boats in the water quickly and take them out afterwards with time for a burger on the dock before going home in the evening.



The Gang at Cherry Creek Reservoir



We test our small dia. lines
This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 50's and asked me when I was going to do some bench testing on small diameter lines. I said, "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines... Our method, we used 20 feet exactly. Preloaded and cycled each piece to 600 pounds 5 times. Then we did our measuring where we loaded the line to 40 pounds and increased the load by 40 pounds all the way up to 300 from each line. We took/recorded < see how...

E12, 1/8" ... 3.45mm

Aracom T, 3/32" ... 2.63mm

Aracom T, 1/8" ... 3.33mm

Excel Pro, 3.0mm ... 2.92mm

ler Line, 2.8mm ... 2.96mm
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LAYLINE

Parameters
We also measured the diameter of the lines to really see how "big" they were. This is noted as the mm number behind the inch/mm graph label. The manufacturers do a good job with building consistent sizes, but it is just hard to split the sizing hairs of small dia line. Take note of the size when looking at elongation. Size Matters. This is why I show Aracom T 3/32" and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusions
Our goal here is to not do a line to line comparison, but to give you data you can use for your application. So, don't get caught up in thinking only of stretch, instead think elastic elongation... i.e. each time you load your line to the poundage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycle loaded the lines, the 5 measurements were remarkably the same.

For details as to how stiff a line is or how well it holds in a cleat or what colors it comes in, or what it may be good for, go to the general cordage sections.

Permanent Elongation, a concept to be understood. In these samples we pre-loaded to 600 then did pulls to 300 from zero. Each time to 300 the line stretched to basically the same overall length. That is cool, however, if we had gone to 500 in between two 300 longer, permanent elongating. Think about this and call if you have questions. There are conclusions to be had.

The Punisher
Shown here is our "Punisher," a 120,000lb Steel I beam with a 20,000 lb hydraulic cylinder (like the one on a garbage truck) hooked to an electric hydraulic pump and a few digital load cells. We use this to pull, test and break the lines and rigging we sell.

Punisher Load Cell

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product gets lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and manager who was a sailmaker, New England college all american, New England has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now, we have an American choice.

Spyder Line

Spyder line is a perfect line for your highly loaded control lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher at the charts from our Punisher.

Spyder Line down to 1.8mm, Dyneema

Flight Line, Strippable Polypro to Dyneema

Flight Line

New England did their homework on this line. Flight line is made up of a 12 strand Polypropylene jacket with a 12 strand SK75 Dyneema core but there is a difference to the Flight line. New England made the "wall" thickness a bit thicker than normal and made the core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on Polypro lines but now New England has addressed the issue by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flightline for spin sheets on Sonar's all last season and I personally think there is no equal. Super Light while still offering fantastic performance.

Salsa, Braided Polyester and Dyneema

Salsa line is a High-tech single braid line constructed on Spin Polyester and SK75 Dyneema. The spin Polyester gives the Salsa Line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa Line stays round under load so it is easy to cleat and unclet. This line works really well when used in everything from main sheets to light air control sheets on big boats because of its single braid construction this line also works really well in high pressure applications because of its good running ability, chase applications because of its good running ability.

Finish Line, Pre Tensioned Polyester

Buzz, Braided Polypro

Regatta Lite

Punisher Results, pulling our small diameter 100% polyester lines on the punisher in 20 pound increments. The numbers are in millimeters.

Finish Line- Polyester

Finish Line makes a great control line for your small boat! Take a look at both Dinghy's as well as big boats. With it's pilot construction the Finish line stays round under load so it works well in both Clam Cleats as well as Cam Cleats as well as giving good performance for use as small boat spin halyards. New England boat spin halyards. Finish Line offers their Finish Line in 4MM, 5MM and 6MM using. Finish Line cannot be spliced but it holds a knot really well.

Buzz

Looking for an awesome main sheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spin Polyester and Polypropylene Buzz Line is a light weight floating line that stays round under load so it is easy to cleat and unclet as well as having unsurpassed ability to run at the top mark. The guys sailing Star floats have really adopted this line as the way to go for their main sheets. Because of the Spin Polyester the Buzz Line has a bit of a fuzzy finish making it easy to hold onto.

Regatta Lite

Regatta Lite is 100% Polypro woven in a pretty loose array. Runs super well. We use as non-water absorbing painters and for anchor lines in Etchells.

Dear Lightning Sailor,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

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Classic Lightning

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http://groups.yahoo.com/group/wooden_lightning

Bob Astrove — astrove@hotmail.com

By Bob Astrove



**July 22 & 23
Syracuse, New York**

4th Annual Wooden Lightning Get Together



Late July brings the Woody fleet back to the Onondaga Yacht Club in Syracuse, New York, for our annual Get Together. This year was our best event yet with nineteen boats represented. Not only was the turnout as good as many district championship and invitation regattas, boats came from ten different states plus two from Ontario.

The “Woody” is a different kind of event. For starters, we categorically exclude almost every boat built in the past 40 years. Secondly, the most coveted award has nothing to do with how fast a boat is or how well it is sailed. Rather we recognize the hard work and patience reflected in restoration excellence.

This year’s award was presented to Martin Osterode of Beverly, Massachusetts. This boat was built in Italy, sometime in the 1950s. It does not have a known hull number and may have been a “bootleg” Lightning. Regardless of whether it measures in, it sure looks beautiful, with each side constructed of a single mahogany plank. In fact, the sides are about the only part of the boat that Martin hasn’t had to replace. And while the boat is likely a bit heavy, it is also noteworthy that in our three races, “Dolce Vita” was the first finisher with wooden spars.

Given the challenges of owning and transporting these antiques, we take some liberty with our counting of participation. Nineteen wooden Lightning owners

were present, with fifteen of these boats actually arriving in Syracuse—our best turnout ever! The other four are what we call “Works in Process.” Of these fifteen boats arriving, eleven actually got their bottoms wet—also a record turnout and an inspiring sight.

The Ithaca Yacht Club was the best represented with two boats participating: Byrne & Karen O’Brien in their Cayuga built boat (10113), and Terry Moore (11347). Terry’s boat was just recently restored by the pros at Cayuga Wooden Boat Works. One of the lead craftsmen there is the individual who originally built the boat when he was a high school student in the early 1970s. And wow—a natural finish inside and out!



Martin Osterode & “Dolce Vita”—Best Restoration

Fleet 50 (Potomac River in Washington D.C.) was also well represented by David Thompson & Joe Kimak (32, which has become a temporary test-bed for paint stripping products), myself (7603), and former member Doug Dixon (584) who now lives in Tidewater, Virginia.

For Doug Dixon (584) this weekend was a special treat. Doug has spent the past two years restoring his Skaneateles-built boat. He had purchased the boat from a family in Colorado, who had it stored in their barn unused since 1960. So for the first time in 46 years, it was sailed. Doug painstakingly restored the boat to its pristine original delivery layout, right down to those tiny little brass blocks for the sheets and belaying pins for the halyards.



Doug Dixon & 584

Doug was a bit worried, however, as he had run out of time to swell the boat prior to trailing it up to Syracuse. For those of you with petrochemical boats, this is the highly technical process of filling the boat up to the floorboards using a garden hose, and watching the water leak out. So early Saturday morning Doug filled it up, only to watch it all drain out in less than two minutes. Panic and disappointment set in, but repeating the process many times over the course of the day, the wood swelled quite water tight, just as it is supposed to. By Sunday's sail they were just using a sponge to keep the boat bailed.



Doug splashing restored #584 for the 1st time in 46 years



Malcolm Hendry, a plastic Lightning sailor from Long Island, joined the action by purchasing his boat (10752) on the Friday night before the regatta. The boat needs a little work (it was voted most in need of a lot of work by the fleet), as he and Karynne spent two days with one hand on the tiller and the other on the bilge pump. But they kept it going, showing moments of very good speed and a lot of potential. I'm sure Malcolm will get the boat back to showroom condition and come back next year.



Nelson Laffey—Road Warrior—2200 miles

Some folks drove a long way to join this year's event. Nelson Laffey drove 2200 miles from St. Louis, via Gainesville, Florida, trailing his woody and a car stuffed with tools. Apparently Nelson owns twelve boats, including three Lightnings in various states of restoration. The boat he brought was very pretty, but I'm not sure who the builder was.

Mark Popiel (4773), wife, daughters and the dog joined us for the second year and again blew by us with his antique Johnson outboard, while on my boat we were working two paddles coming in Sunday afternoon.





David & Judy Teller

First timers at the Woody include David and Judy Teller (5836) from Budd Lake, New Jersey with their smart looking forest green boat. They have not traveled much with their boat before, but had a great time, and I know will be back next year.

David and Matt Little (13156) from Burlington, Vermont showed up in a beauty. Apparently built by a high school shop teacher, at first I thought I was looking at a new glass boat until I saw the natural finish of the interior. Rigged just as would be any modern boat, this boat was also a rocket ship on the racecourse.



A few other boats made the trip as well. Chuck and Linda Mayer are just getting into sailing, as is Ken Lambert who is also new to Lightnings. Both came to their first Lightning event and have really smart looking boats, just needing to finish fitting them out. They spent much of the weekend taking detailed measurements and photographs of the other boats.

On Sunday Fisk Hayden came by. Everyone who has raced Lightning for a while knows Fisk, but how many know that he has boat #2 tucked away in his garage? I myself did not know that #2 is NOT a



Craig Thayer with Chuck & Linda Mayer—#736

Skaneateles. Restoration on this classic is a big job, but apparently progress is being made. One of the purposes of the Woody Get Together is to motivate people to step up the pace! Fisk thinks he may be done in time for next year's event. But if not, he along with all the other works in process (David Thompson (32), Joe Barry (695), Fred Cooley (573), Kevin and Tony Wilson (7595), and Harry "Hammer" Jackson (6446) are shooting for the 70th anniversary regatta in Skaneateles 2008.

Unfortunately our host, Craig Thayer (736), failed to deliver the promised sunshine on Saturday. However, the rain finally broke around 2:30 PM, and we got in three hours sailing in nice breeze and two races. Sunday morning we were greeted by sunshine and got two more races in. Consistent with the era in which most of these boats were built, we broke modern tradition and sailed triangular courses, including what is now the almost extinct tight spinnaker reach.

The racing was very competitive this year. Just like the prior two years, Bryne O'Brien, and our boat were neck and neck in all four races. David Little, however, joined the mix with two seconds and a fourth-place finish. David and his son Matt just need a little spinnaker practice and they'll "horizon job" the rest of us next year. Craig Thayer was also fast, sailing "Huntress," which is in the process of being repainted. Sporting the stealth-like camouflage look of West System epoxy and filler over red cedar planks, #736 was sneaky fast, as always.



"Skipper" the dog barking orders on the O'Brien boat—10113

I'd be remiss if I didn't thank our hosts, Craig Thayer, his wife Suzanne and all the great people at the Onondaga Yacht Club. This is an extra special event. I think we may be the only modern one-design class that hosts a "classic" event, once a year, honoring its heritage. And OYC with its Fleet 10 are the leaders in preserving it.

If you have any interest in joining the fun, woodys are readily available at very reasonable prices. Restoring these old boats is not nearly as difficult as people think, and no special skills are necessary. I, for example, have no woodworking skills, learning what I need as I go. Over the past five years I have found I enjoy working on the boat as much as I do sailing it.

4th Annual Wooden Lightning Get Together

Best Restoration: Martin Osterode, Massachusetts, Unknown hull #, Italian built 1950's?
Biggest Project Ahead: Malcom Hendry, New York,
Longest Drive: Nelson Laffey, Missouri
Oldest Boat on the Water: Doug Dixon, Virginia, # 584
of Boats with a K-9 Crew: 3

19 Boats Represented 10 Different States, plus Ontario 4 Races, 11 boats Participated in Racing

- | | | |
|----|-------|---|
| 1 | 7603 | Bob Astrove, Billy Astrove, Matt Klise Maryland, Nickels & Holman |
| 2 | 10113 | Byrne Obrien, Karen Obrien, & "Potomac Joe" Kimak New York, Cayuga |
| 3 | 13156 | David Little, Matt Little Vermont, Home Built |
| 4 | 10752 | Malcom Hendry, Karynne New York, Cayuga |
| 5 | 736 | Craig Thayer, Chuck Mayer, Linda Mayer Massachusetts, Skaneateles |
| 6 | Unkn | Martin Osterode, Andrea Osterode, David Thompson Massachusetts |
| 7 | 584 | Doug Dixon, Gina Dixon, Caroline Dixon Virginia, Skaneateles |
| 8 | 5836 | David Teller, Judy Teller New Jersey, Lippincott |
| 9 | 11347 | Terry Moore, Steve Little New York, Home Built |
| 10 | 7041 | Nelson Laffey, Missouri |
| 11 | 4773 | Mark Popiel & Family Ontario |

Boats Present But not Quite Ready for Sailing

- | | |
|------|--------------------------------------|
| 573 | Fred Cooley, New York, Skaneateles |
| 695 | Joe Barry & Diedre Goulding, Vermont |
| 6066 | Chuck & Linda Mayer, Massachusetts |
| 7286 | Ken & Diane Lambert, Ontario, Taylor |

Owners Present with Boats Not Quite Ready for the Trip

- | | |
|------|---|
| 2 | Fisk Hayden, Florida, Home Built |
| 32 | David Thompson, Virginia, Skaneateles |
| 7959 | Kevin & Tony Wilson, Michigan Nickels & Holman |
| 6446 | Harry Jackson, Illinois |

Bob & Billy Astrove & Matt Klise



Martin & Andrea Osterode



7286



13156



13156



Matt Klise—7603 crew



Dolce Vita



4773



6066



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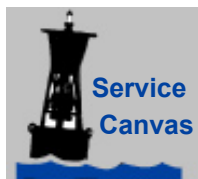
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Lightning Class

European Championship

Jyväskylä, Finland—July 13–16

Day 1—The Greeks and Swiss in the Lead of the Lightning Class European Championships in Jyväskylä

The European Championship of Lightning Class sailing began in Jyväskylä with Greek domination. After the three races of the first day, only one Finn, one Swiss and one Brazilian boat were in the top ten.

After the three races were over, the experienced Swiss team, lead by Urs Wyler in "Meltemi" along with crew members Walter Dürr and Gilbert Dürr, were in the lead. Wyler has sailed 30 years in the Lightning Class world elite. In second place were the young Greeks in "Krinis," captained by Christos Atzemian and crewed by Faidon Kounas and Themis Parousis.

The Brazilians, Thomas Sumner, Felipe Brito and Felipe Gil, slipped into third place. They were the current Youth World Champions. They were also competing in the Open European Championships, but could win the actual title of European Champion.

Out of the Finnish teams, the most successful was Matti Leppänen in "Gamma" on the first race day. This team, representing Tuusulanjärven Purjehtijat, was ninth in the competition. Kalle Ahola and Mari Leppänen crewed.



Jyväskylän Veneseura (JVS)

Day 2—The Last Day of the Lightning Europeans Start with Meltemi and Krinis in the Lead

An experienced Swiss crew was still in the lead, with young Greeks in second place. Kimmo Aromaa and his crew were the best Finns, holding seventh place.

The hosts themselves started to get a feel of the winds of Lake Päijänne on the second race day in Jyväskylä. Kimmo Aromaa and his crew, sailing on "Masi VI", won Saturday's second race and rose to seventh place as the best Finnish team. However, in the gusts and shifts of Lake Päijänne, the top two from the previous day were the best.

The third and last race day started with the experienced Urs Wyler, sailing on "Meltemi", in the lead. Right behind them—only four points away—followed young Christos Atzemian's "Krinis." After Atzemian came Panagiotis Verginadis, also from Greece, holding fourth place with an equal amount of points. Five points behind them were the governing Youth World Champions from Brazil with Thomas Sumner. Otherwise, the top ten involved the Greek sailors. The next best Finnish boat, Matti Leppänen's Gamma, was in eleventh place.

The Lightning Class European Championship ended on Sunday in Säynätsalo. There were three races during that day, starting at 11:00 AM. The fleet returned to the harbour between 3:00 PM and 4:00 PM. The prize giving ceremony started at 6:00 PM at Juurikkasaari race harbour in Säynätsalo. Sailing events were scheduled to continue on Monday with the Lightning Class Youth Worlds.

Day 3—The Young Greeks Took the European Title

Magnificent last day for Panagiotis Verginadis and his crew.

The last day was sunny but winds kept shifting. Panagiotis Verginadis, with his crew Timos Vlachos and Theodoros Poulakos, controlled those difficult circumstances best and took two number ones. That was sufficient enough to take them to the top of the results, just one point ahead of the Swiss skipper Urs Wyler. Urs, sailing on "Meltemi" with crew Walter Dürr and Gilbert Dürr, achieved yet another trophy position in an international regatta, but leading the regatta for two days, it must have been a disappointment.

"Krinis," with skipper Christos Atzemian and crew Faidon Kounas and Themis Parousis, was third in a very exciting regatta. All the Greek teams showed competitive seamanship; two out of three top places is not bad at all.

The Brazilians, with skipper Thomas Sumner, sailed well and finished fourth. Everybody knows that Brazil has a great football team. Now it is obvious that Brazil has a great Lightning sailing team as well.

Sailing events continue on Monday with the Lightning Class Youth Worlds. Monday will be registration day. Teams from Brazil, Finland, Greece and the United States start racing on Tuesday.

Report courtesy of Jyväskylä Yacht Clubs website



European Championship Results



| Rank | Boat | Sail No | Helm | Crew | Club | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | Nett |
|------|-------------|-----------|-----------------------|--|-------|---------------|-----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|
| 1 | N/A | GRE 15077 | Panagiotis Verginadis | Timos Vlachos Theodoros Poulakos | YCG | 2 | -6 | 3 | 2 | 6 | 1 | 1 | 6 | 1 | 22 |
| 2 | Meltemi | SUI 13790 | Urs Wyler | Walter Dürr, Gilbert Dürr | SCM | 1 | 4 | 2 | 1 | 2 | 4 | 8 | 1 | -9 | 23 |
| 3 | Krinis | GRE 14334 | Christos Atzemian | Faidon Kounas Themis Parousis | YCG | 3 | 3 | 1 | 3 | 4 | 5 | 7 | (34.0 DSQ) | 6 | 32 |
| 4 | Huihai | BRA 14894 | Thomas Sumner | Felipe Brito, Fillipe Gil | SPYC | 6 | 1 | 4 | 6 | 9 | 2 | 10 | 4 | -14 | 42 |
| 5 | N/A | GRE 13801 | Manolis Stoumpos | Antonios Mpourdos Alikí Dima | PSC | 4 | 11 | 10 | -12 | 8 | 3 | 3 | 7 | 2 | 48 |
| 6 | N/A | GRE 15244 | Yannis Manolakis | Sotiris Tsamis Manolis Papagrigorakis | YCG | 8 | 15 | 9 | 8 | 5 | (34.0 OCS) | 2 | 3 | 3 | 53 |
| 7 | N/A | GRE 14211 | Yannis Giannopoulos | Dimitris Telios Marios Petrogonas | YCG | 5 | 7 | 11 | 9 | -19 | 12 | 5 | 9 | 4 | 62 |
| 8 | Masi VII | FIN 15281 | Kimmo Aromaa | Mika Aromaa, Juha Aromaa | M | 10 | -16 | 14 | 11 | 1 | 7 | 12 | 2 | 11 | 68 |
| 9 | N/A | GRE 14361 | George Magouras | Marios Paraskeuas Michel Papatheoharis | N/A | 17 | 12 | 15 | 4 | (34.0 DSQ) | 6 | 9 | 8 | 10 | 81 |
| 10 | Gamma | FIN 14638 | Matti Leppänen | Kalle Ahola, Mari Leppänen | TP | 13 | 9 | 5 | -24 | 16 | 9 | 6 | 18 | 12 | 88 |
| 11 | Renata | GRE 11811 | Papoutsogiou Alexios | Mesiskli Maria Moghaddam-Gholipuor Kourus-Sokratis | PSC | 7 | 2 | (34.0 DSQ) | 7 | 15 | 8 | 34.0 OCS | 10 | 5 | 88 |
| 12 | N/A | GRE 14264 | Georgia Chimona | Elena Politi, Vasilis Papadakis | YRCG | 14 | 5 | 6 | 5 | 14 | 20 | 14 | -23 | 16 | 94 |
| 13 | Ayolos | FIN 14018 | Niko Lappalainen | Pasi Hannila, Kari Kanerva | TP | 20 | 8 | 12 | 15 | 12 | 10 | (34.0 OCS) | 12 | 13 | 102 |
| 14 | N/A | GRE 14377 | Alexandros Bellos | Manthos Sikiniotis, Gerasimos Asvestaris | YCG | 9 | 21 | 20 | 16 | 18 | (34.0 DSQ) | 11 | 5 | 7 | 107 |
| 15 | N/A | GRE 13402 | Argyris Kampitsis | Dimitrios Alevizakis, Zoi Karamatsou | PSC | 21 | 14 | 17 | 18 | 7 | 13 | 4 | 14 | (34.0 DNF) | 108 |
| 16 | N/A | FIN 14494 | Matti Bruun | Markku Kallio, Juha Savela | KuoPS | 15 | 13 | 8 | 21 | 11 | 14 | (34.0 OCS) | 11 | 23 | 116 |
| 17 | Pohjan-Akka | FIN 12995 | Aulis Näykki | Heikki Ulen, Erkki Puuperä | KPS | 12 | -23 | 23 | 14 | 10 | 11 | 15 | 16 | 20 | 121 |
| 18 | Elf | FIN 12258 | Henry Elfving | Esa Pukki, Ralf Sundberg | LPS | 18 | 17 | 21 | 17 | 3 | 18 | -24 | 15 | 17 | 126 |
| 19 | Nikea | FIN 14364 | Samppa J Salminen | Tero Kotimäki, Keijo Tulomäki | JVS | (34.0 OCS) | 22 | 7 | 10 | 26 | 15 | 13 | 20 | 15 | 128 |
| 20 | Lola | FIN 12908 | Timo Järvinen | Vesa Karhusaari Antti Kanninen | JVS | 11 | 10 | 19 | 20 | 20 | (34.0 DNF) | 23 | 17 | 8 | 128 |
| 21 | Kikka | FIN 14269 | Markku Paloma | Heidi Paloma, Ari Raappana | OPS | 16 | 18 | 13 | 19 | 17 | 16 | 17 | -25 | 19 | 135 |
| 22 | Shark | FIN 14331 | Pekka Bollström | Sakari Pesola, Liisa Hasunen | TP | 24 | -26 | 16 | 22 | 13 | 17 | 18 | 21 | 18 | 149 |
| 23 | Forte | FIN 14534 | Esko Aalto | Sari Aalto, Pasi Kivimäki | TP | 19 | 19 | 22 | 13 | 21 | -28 | 25 | 19 | 21 | 159 |
| 24 | Snow White | FIN 14535 | Kaarlo Jaskari | Antero Punttila, Jenni Punttila | TP | 23 | 29 | 18 | 23 | 23 | 21 | 16 | 13 | -30 | 166 |
| 25 | Amarillo | FIN 14406 | Pertti Pyy | Laura Suolahti Walteri Karhusaari | TP | 22 | 20 | 24 | 26 | 24 | 25 | 20 | -27 | 27 | 188 |
| 26 | Old Lady | FIN 6838 | Esko Lehtinen | Pekka Lehtinen, Jukka Lehtinen | JVS | 22.0 RDG | 25 | 26 | 28 | -30 | 24 | 19 | 24 | 24 | 192 |
| 27 | Masi III | FIN 13130 | Eppu Pötry | Anna Henderson, Petri Mäkinen | TP | 28 | 28 | -31 | 25 | 29 | 19 | 21 | 29 | 22 | 201 |
| 28 | Muje | FIN 11359 | Ilkka Lilja | Anssi Lilja, Kari Elivuo | JVS | -32 | 27 | 25 | 31 | 22 | 22 | 27 | 22 | 31 | 207 |
| 29 | Sini | FIN 14352 | Gerhard Sternberger | Jukka Pötry, Riitta Kangas | TP | -30 | 24 | 27 | 30 | 27 | 27 | 22 | 28 | 26 | 211 |
| 30 | Mafalda | FIN 12918 | Vesa Purokuru | Petri Sallinen, Pekko Sallinen | | 27 | 31 | 28 | -32 | 25 | 26 | 28 | 26 | 28 | 219 |
| 31 | Tuula | FIN 14351 | Hannu Kolehmainen | Janne Ahonen, Juhani Ahonen | JVS | 26 | 30 | 29 | 27 | 31 | (34.0 DNF) | 26 | 32 | 25 | 226 |
| 32 | Kristiina | FIN 12996 | Vili-Pekko Pukari | Heikki Tulomäki, Johannes Geiss | JVS | 29 | -33 | 32 | 29 | 28 | 23 | 29 | 30 | 29 | 229 |
| 33 | Red Snapper | FIN 14761 | Olli Kanerva | Lasse Lammi, Alex Kanerva | TP | 31 | 32 | 30 | (34.0 DNF) | DNC | DNC | 30 | 31 | 32 | 254 |

European Championship Jyväskylä, Finland



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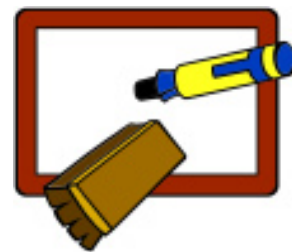
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Coaches Corner

How to Point, Foot, and Shift Gears

By Greg Fisher



Subtle gear changing is what truly separates those with just adequate boat speed from those who always seem to be a click quicker and higher. While most of the fleet starts the race with a similar setup, created with the help of a tuning guide or by following standard principles, the fast boats are constantly making additional adjustments. When conditions suddenly change—a puff hits, or powerboat waves arrive—these sailors shift gears smoothly. Before we dive into the subtleties of their sail adjustments, let's take a look at how you might create a basic pre-race setup.

Step 1: Set the Depth

Try to memorize the depth that feels about right in 10 knots of breeze. Then set your mast bend and headstay sag to replicate that shape, using it as your starting point in other velocities. Another method is to increase mast bend until you just begin to see slight wrinkles (called inversion wrinkles) running from the clew of the mainsail to the lower quarter of the mast. For the jib, decrease headstay sag until you are just able to make the telltales on both sides of the sail fly easily. Any tighter, and the steering groove will become too narrow.

Step 2: Set the Draft Position

For most boats, the main draft should be positioned nearly halfway back.

Pulling the cunningham tighter pulls the draft forward, while easing it allows the draft to move aft. Use the jib halyard or jib cunningham to position the fullness in the jib. The draft should be slightly farther forward than in the main, usually about 35 percent, or roughly one-third, of the way back.

Step 3: Set the Twist

To set the leech tension for the main, sight from under the boom and set the sheet so that the chord of the top batten is parallel to the boom. For the jib leech, set the sheet so that the last 6 inches of the middle of the leech (a mid-leech batten helps here) are parallel to the centerline of the boat. Easing the sheets allows the outboard end of the battens to fall away, increasing twist. Trimming the sheets does the opposite, decreasing twist.

Step 4: Set the Angle of Attack

If you drop the tiller, the boat should continue to track straight, or slowly head up into the wind. Any more helm than that means excessive rudder drag. If the boat has excessive windward helm, ease the traveler until the helm is balanced. This four-step process for setting your sails is only a starting point. It's still a great idea to line up with someone you know is fast before the race to see if you are "on the money." If you're faster, great! If you're off the pace, just ask your crew, "Are we lacking speed or pointing ability?"

Solving Pointing Problems

An inability to hold a lane or position close to other boats can really destroy a tactical game plan. Pointing problems are not so much indicated by the angle that the boat seems

to be sailing relative to the boats around us, but more by the fact that the boat is actually sliding to leeward.

Trying to pinch to maintain height can be the crux of the problem. The old adage, "foot, then point," says a lot. A boat needs to go fast before the underwater foils can develop enough lift to hold their position in the water. To regain pointing ability, ease the sails out, bear off slightly, and get back up to speed. Once up to top speed, re-trim to your starting point trim and reevaluate your pointing problem. If the problem persists, check your sail trim.

When sail trim is the cause of the problem, it's usually the main, not the jib. The upper leech of the main provides most of your pointing ability. Be sure to trim the main so the upper batten is at least parallel to the boom.

If you need more pointing ability, try trimming the main tighter. You can hook the upper batten as much as 15 degrees to weather for short periods.

Avoid the temptation to overtrim the jib to help pointing ability. Hooking the jib leech will choke the slot between the main and jib, stalling the entire sail plan. The jib should never have less twist than described in the "basic setup."

Only after you've decided to trim the main harder should you try to pinch the boat. In this mode, the weather telltales on the jib will be stalled. In big puffs, the luff of the jib can break as much as 8 inches back. This "super pinch" mode can only be held for short bursts and in flat water. Once the boat starts to slow down, be sure to ease the sails out, regain your speed, then start the process again.

While it may seem natural to let the boat heel more when trying to point, fight the urge. Keeping the boat flat will help maintain a balanced helm and maximize the efficiency of your underwater foils. Still not pointing? Either your rig is too loose, resulting in too much headstay sag (i.e., the jib is too full) and sometimes too much mast bend, which makes the leech too open, or the luff tension on either sail is too tight (the draft is too far forward).

Solving Footing Problems

What if your pointing is fine, but your straight-line speed is lacking? The simplest fix is easing the sails. More open leeches on both sails will help the boat sail lower and faster in a straight line. Sometimes, however, this results in a pointing problem. If so, first check your helm balance. Weather helm can seriously hinder the boat's ability to go fast. Instead of easing sheets, it's often better to find a way to ease helm. First, try to sail the boat more level. If you can't keep the boat flat, induce more mast bend to flatten the main. The next step is to ease the traveler until the helm is balanced. Finally, tighten the outhaul, tension the cunningham/jib halyard to pull the draft forward and open the leeches of both sails.

Gear Shifting: Puff On!

We've got you going with good speed and good height. Then what happens? The wind velocity changes and it's time to shift gears. First, let's look at some of the automatic trimming change that should happen as soon as a puff hits. 1. Ease the main, and sometimes the jib 2. Steer up to "feather" the boat 3. Re-trim sails.

Since a puff typically lifts you, due to a change in the apparent wind speed, you need to ease sheets and head up as it hits. Be sure to let the boat climb up into the wind and steer toward the upper end of your groove with the jib luff actually breaking. In flat water, all that may be required is a quick ease of the mainsheet. But in chop, it may be necessary to ease the jib as well.

If the puff packs some real velocity, more adjustment may be necessary. If you can't hold the boat down, and there's still too much helm, try the following, one at a time, until the helm is balanced. 1. Ease the traveler 2. Bend the mast (vang tension, backstay tension, etc.) 3. Tension the cunningham on both main and jib.

Gear Shift: Into a Lull

For the same reason that puffs are lifts, lulls usually appear as headers.

In a lull, it's important that you bear off as smoothly as possible. Make sure the boat remains flat and resist the temptation to add heel to maintain "feel" in the helm.

Ease the main so the top batten angles outboard from parallel to the boom.

Leave the jib trimmed initially until the bow is pulled down to the lower end of your groove with both telltales streaming aft. At that point, the jib should be eased so the leeward telltale doesn't stall.

Here's how to maintain speed in a lull. 1. Ease the main 2. Allow the boat to heel to weather, creating lee helm, to steer the boat down 3. Ease the jib 4. Level the boat 5. Pull the traveler up (if the boom is below centerline).

If the lull is long-lived, you may need to take additional steps to maintain speed. 1. Straighten the mast and induce luff sag in the jib 2.) Ease main and jib cunninghams to maintain correct draft position. The smoother you shift gears the faster you'll be, so practice until it's automatic. Heck, manual transmissions went out years ago!

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Gears in the Lightning

| Light wind—(0-6 mph) | | CHOP | |
|-----------------------|---|------|---|
| Jib sheet | 1 inch outside spreader tip | | At spreader tip |
| Jib lead | On the trimline | | On the trimline |
| Jib cloth | Eased so wrinkles along luff | | Wrinkles along luff |
| Backstay | Eased so barely sloppy | | Slack just removed |
| Traveler | 4 inches to windward | | Centered |
| Cunningham | Eased so wrinkles head to tack | | Wrinkles head to tack |
| Outhaul | Eased so the foot seam is 2.5 inch off the side of the boom in the middle | | 1.5 inch off the side of the boom |
| Mainsheet | Eased so the upper batten open 15 degrees | | Batten open 5 degrees |
| Medium Wind (6-12mph) | | CHOP | FLAT |
| Jib sheet | At spreader tip to 1.5 inch in | | 2.5 inch-3.5 inch inside tip |
| Jib lead | Trimline | | Trimline |
| Jib cloth | Wrinkles barely | | Wrinkles barely |
| Backstay | Slack removed | | Taut |
| Traveler | Centered | | Centered |
| Cunningham | Wrinkles in bottom half only | | Wrinkles in bottom half only |
| Outhaul | 1.5 inch off boom | | .5 inch off boom |
| Mainsheet | Batten open 5 degrees | | Batten Parallel (hooked 5 degrees for max pointing) |
| Heavy Wind (12+) | | CHOP | FLAT |
| Jib sheet | Batten 1 inch spreader tip | | Batten 1 inch inside to 3 inch inside spreader tip |
| Jib lead | Trimline | | 2 inch aft of trimline |
| Jib cloth | Smooth | | Wrinkles barely |
| Backstay | Taut plus 2-5 inch | | Taut plus 3-6 inches |
| Traveler | Eased to balance helm | | Eased to balance helm |
| Cunningham | Luff smooth | | Wrinkles barely |
| Outhaul | Seam alongside boom | | Very tight |
| Mainsheet | Batten open 15 degrees | | Parallel to open 10 degrees |
| Vang | Taut | | Hard (boom out like barn door) |

Tips for Regatta Planners

Molly Hopkins

The Marblehead Fleet was once on the brink of extinction but like the mythical Phoenix, it has been reborn. Membership is up 100% over the last five years, and our membership retention remains at 100%. But, alas, even with that staggering statistical increase in membership, the tiny fleet of two people and zero boats must still travel to compete. Thus, I have become a nomadic sailor, wandering from regatta to regatta in an endeavor to sail Lightnings—unwittingly becoming a connoisseur of regattas.

As you prepare to host your Fleet's regatta, you may be wondering how to entice these nomadic sailors to journey to your club and what will make them return year after year—or you may just be wondering how you will attract any out of town boats to your regatta since gas prices continue to soar. A short two-hour trek now costs a mere \$80 in gas. Here are some observations about what encourages a nomadic sailor to journey to your regatta.

First and foremost, remember your regatta is your party, and you are the host. Of course, the regatta is about sailing but it's also about having a good time. Thus, make sure to greet each out-of-town boat, including the skipper and the crew, and make them feel welcome. Sailing Lightnings requires crew, so make sure to be equally friendly to both. I've been to regattas where the members of the hosting club only went out of their way to greet the skipper. Would you throw a party at your house and be selective on who you personally welcome and thank for coming?

Second, a well organized regatta is always appreciated by the nomadic sailor. Little Egg Harbor Yacht Club just hosted the ACCs. The event was amazingly well organized, and one would never have guessed 70 boats attended. The minute we reached the Yacht Club there was a friendly individual to welcome us and find us a boat parking space. Lift operators assisted with putting the boats in and out of the water, our lunches were handed to us, and we were given bottled water on the race course. For several hours, I thought I was mistaken for royalty until I realized that everyone was getting the same extraordinary treatment.

Third, inexpensive housing can be a huge draw. Whether it's free housing with your fleet members, camping, or economical motels, make sure to let prospective voyagers know their lodging options. We recently traveled to a regatta hosted in a resort area and were surprised to discover the area motels were an economical \$50 a night. I wondered how many more sailors would have made the journey if they knew the housing was so inexpensive.

Fourth, its sunny, a perfect 81 degrees but alas there is no wind. Now there are 60 people on shore and they will probably be there for the rest of the day. What to do, what to do?? Make sure to have Plan B—have sailing videos on hand to watch, whether they are how to, crashes, or just passed years. This keeps everyone entertained for hours. Or you can ask one of the better sailors to give an impromptu sailing seminar. The goal is to keep everyone entertained and interactive, whether it's watching sailing videos, having a seminar, or hosting the International Croquet Championships. People tend to pair off into their teams or the usual cliques form. New people aren't integrated into the Lightning clan and the last thing the nomadic sailor wants is to think about how they got up at the crack of dawn, only to sit and swat mosquitoes. Of course, it's always a good idea to proclaim the no-wind thing is a freak act of nature, and your lake is second only to Mount Washington for the windiest place in the US.

Lastly, the sailing is over, the boats are put away, dinner has been served, the beer is gone and it's just 7:00 PM. This is my crucial suggestion for throwing a good multi-day regatta or if your club doesn't permit refreshments, designate an assigned night time venue and tell all of the competitors that the merrymaking will continue on there. Put directions into the race packet so everyone knows where it is. We came to sail and socialize, so provide the venue. It's much more fun if everyone goes to the same place, whether it's the local go carts or the neighborhood pub.

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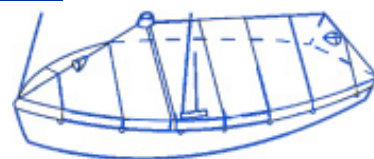
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Things I Bring Aboard for a Day of Racing

Amy Smith Linton

Seems like I have packed up our sailing equipment a lot this summer, and as I am putting the last things into the bag to go to San Diego—or actually, avoiding the last bit of packing by writing a story for Jan—I'm distracted by the idea of gear itself.

Everyone has preferences about what to wear and the things that are absolutely essential onboard the Lightning during a race. I can't say what you'll find most comfortable to wear on the water, but I can tell you what has proven useful to me from the little sack of goodies I carry.

Used to be I stuck a rigging knife and some lip-balm in my pocket and I was good to sail. Nowadays, I put a small drawstring ditty bag with a dozen or so items into one of the "cabinets" next to the centerboard. The total weight is 1.6 lbs (I just weighed it with a fish scale). The ditty bag is a bit like a pocketbook, in that there is a lot of good stuff in there. So when I dump the bag onto my desk with a thump, it's piñata time.

There's the obvious items: a roll of electrical tape, an inexpensive multi-tool that won't break my heart to drop into the drink, and a Sharpie marker to mark halyards, sheets, jib car settings and the like. Also, short pencils for taking notes on the deck and a small handful of shackles, pins, bolts, ringie-dings, and an extra whistle. A short piece of Spec12 or some other kind of super Spider-strength line in case I have to lash something or make a set of double-blocks for the jib sheets.

I have a couple of yarn tell-tales and the little sticky dots to apply them to a sail. I don't carry sail-repair material. We usually have two spinnakers, so if one is shredded,

heaven forbid, we have a spare, and the unfortunate time I put the pole through the main (ouch!), the hole was not in a stressed spot, and I lived with both the flap and the guilt until we got back to the big tool bag.

Then there's a piece of two-sided Velcro, the kind used to bundle computer cables, which works great as a spin-naker halyard keeper at the shrouds, or to organize the main halyard if there's no halyard bag. It's overkill, but I carry a sail-maker's needle and waxed thread too.

Not for repairing sails, but it's a good McGyver cure for when the outside braid of a spinnaker sheet or something starts to wear, and you can see the core, and you can foresee the unraveling mess it will make JUST at the worst possible time. A couple of half-hitches through the line and a small wrap of electrical tape can save the day.

The quality-of-life items include lip-balm with a couple of hair bands wrapped around it, and a couple of alcohol-based eyeglass wipes. The wipes look like Wet-Naps, but don't leave a lemony film on your specs. I carry two film canisters in the bag: one holds a dozen Tums, the other camouflages feminine needments. And one recent addition: salicylic acid cream for inside my boots. It's like a spa day on the water for the tootsies. Or so I like to delude myself.

When we borrowed a boat, as we did last weekend at the ACC's (Thanks Bill Fastiggi! Congratulations Debbie! Great to see you Cindy Elfman!), I packed a couple of extra items: a six-foot length of bungee cord (for the downhaul, for holding up hiking straps, etc.), special tools might be needed to adjust the shrouds, and maybe an extra universal joint for the tiller extension.

Add a cooler with sun-block, a few canned beverages, and a disposable waterproof camera, and we are ready for (knock wood) anything.



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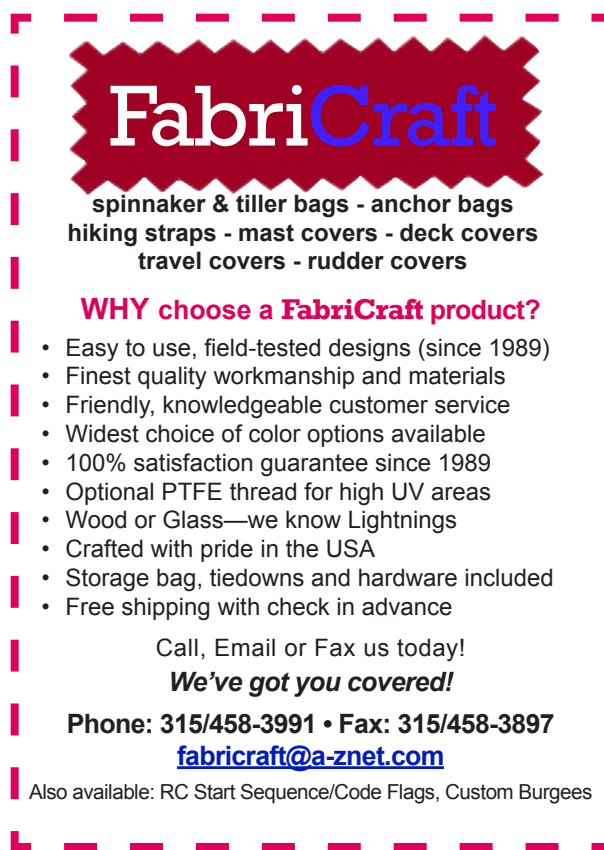
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10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combining/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@bioconnext.com (NJ)

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9542 Lippincott. QUICK saleowner moving O/S. 2 sets of sails, boatcover plus TRAILER. \$1750 Christine Connal 203-252-8483. Ist to see will buy. cconnaldownunder@aol.com.au (CT)

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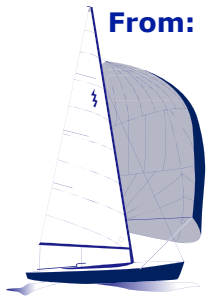
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