

*International*

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# Lightning eflashes

Newsletter from the International Lightning Class Association  
P.O. Box 10747, Murfreesboro, TN 37129 USA  
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(that's 615-893-5274)

**Karen Johnson, Editor**  
office@lightningclass.org  
homepage <http://www.lightningclass.org>

## 2004 SOUTHERN CIRCUIT WINNERS

Savannah Deep South Regatta  
Tito Gonzalez



Miami Midwinter Regatta  
Tito Gonzalez



St. Petersburg Winter Championship  
Allan Terhune



St. Petersburg Masters Championship  
Dick Hallagan



Overall Circuit Winner - Tito Gonzalez



*Photos by Bill Clausen*

## President's Column

Paco Solá

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BECOME A  
**GOLD CIRCLE MEMBER,**  
 FOR A MINIMUM \$50  
 TAX-DEDUCTIBLE DONATION TO THE  
 ILCA FUND.  
**GOLD CIRCLE MEMBERS**  
 RECEIVE A  
**GOLD CIRCLE**  
 WHICH GOES OVER THE  
 MEMBERSHIP BOAT DECAL TO  
 ACKNOWLEDGE THEIR GENEROUS  
 SUPPORT.

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 page; \$127 per 2/3 page; \$170 per page.

Contact office for Regatta Announcement Ad Rates.  
 Classified Advertisements: members 20c/word, minimum \$5;  
 non-members 40c/word, minimum \$10.00  
 Send for advertising rate schedule and send all advertising  
 copy to Murfreesboro office.

Let me get one out of the way first:  
 The yearbook is at the printer  
 as of April 12. I'm sure by  
 the time you read this we  
 will be starting to ship  
 or just about. It has  
 taken Caroline,  
 Karen, Juan Jose the  
 art director, and me  
 a good three  
 months work to  
 finish it, but we are  
 confident that you  
 will like the final  
 product.

The L-list has seen  
 unusual activity and  
 I have read loads of  
 excellent material  
 over this past few  
 weeks, mostly about  
 what can we do to pro-  
 mote our class and get  
 more participation from inac-  
 tive members.

Someone did express a concern  
 about a fleet member who doesn't  
 see a value to being a member of  
 ILCA. I'm reprinting here what I  
 wrote to the L-list then:

"To him, and to all those who don't  
 see it so clearly, I tell you: the most  
 important reason why you should  
 join and remain a member of the  
 Lightning Class is to preserve the  
 value of your investment in a  
 Lightning sailboat!

If there were no class office, no gov-  
 erning structure, no districts, no  
 fleets, no publications, etc. etc., I  
 wonder if there would still be a  
 place where non-members could  
 sail. Or worse, how much would  
 their boat be worth.

Think about it. There are lots of  
 things to be done to promote the  
 class, and for that we need two  
 things: volunteers and money. I'm  
 sure some of you will step up and  
 volunteer, but the ONLY WAY to get  
 the money we need is if you under-  
 stand that you cannot let your  
 friends sail in your fleet if they are  
 not members, because they are get-  
 ting a free ride on your membership  
 fee."

So get your friends to sign up, it is  
 easy, it is cheap, and you benefit  
 from it as much as they do.

Lastly, let me tell you about an initia-  
 tive that is being carried forward by  
 Jim Fairman from Chicago  
 Corinthian YC Fleet 5 to create a vir-  
 tual network of Lightning websites

so that, when an interested per-  
 son tries to find sailing  
 activity in an area, if we  
 are successful, most  
 likely they will find  
 Lightning fleets in the  
 top results. What you  
 need to do is let  
 your webmaster  
 know and contact  
 Jim so we can start  
 networking. This  
 effort is worth-  
 while and free,  
 aside from the  
 hours needed to  
 make it work, and  
 these are the kinds  
 of ideas we should all  
 be looking for. Look  
 elsewhere in this issue  
 (page 8) for a descrip-  
 tion of the project and  
 instructions on how to join.

Please keep the ideas flowing, but  
 always remember, we'd rather have  
 volunteers to make ideas happen!!

*Paco*

President@lightningclass.org ●

### The new and improved Lightning Training Video

This video contains actual on the  
 water audio and video from North  
 American Champions Greg Fisher  
 and Andy Horton. This is a play by  
 play video, showing correct  
 techniques for tacking, gybing, crew  
 communication, spinnaker hoists &  
 take-downs, & much, much more.

Send \$24.99 plus \$4.99  
 shipping/handling to:

Lightning Training Video  
 c/o Above & Beyond Productions  
 8006 Dale Avenue  
 St. Louis, MO 63117

Please include a check or money  
 order to:

Above & Beyond Productions, Inc.

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

## OFFICIAL NOTICES

### Executive Committee Rulings Ratified

The following Rulings were ratified at the Governing Board Meeting in St. Petersburg.

#### Entry Fees for Junior Teams

"In order to encourage participation by Juniors\* in ILCA races and regattas the Executive Committee rules: The entry fee for boats sailed entirely by Juniors to Sanctioned Regattas (except the Youth Worlds and Junior North Americans) shall be waived.

The entry fee for Juniors to the Youth Worlds and Junior North Americans shall be as reasonable as practical. The Organizing Authority should look to other sources to cover the expenses of these regattas.

For Non-sanctioned Races and Regattas the ILCA recommends the entry fee for Juniors be waived or reduced.

Only when no other source of funds is available the Organizing Authority may apply to the ILCA for financial assistance from the Limbaugh Fund. In such case, application shall be made to the ILCA Executive Committee and shall include a proposed budget for the event in question.

\* Juniors are defined as youth who have not reached their twentieth birthday by December 31st of the year of the race or regatta involved."

#### Raffles and 50/50's

"Raffles, 50/50's, etc. have been a traditional way for the Lightning Class to support various causes and projects over the years. Occasionally a conflict occurs when two or more entities vie for "raffle rights" at Class events. Therefore, the Executive Committee rules:

For sanctioned Lightning regattas and the Southern Circuit, raffles, 50/50's, etc. may only be conducted with permission of the host organization and the ILCA Executive Committee.

For all other regattas, raffles, 50/50's etc. may be conducted with permission of the host organization."

## Coming in June 2004!

### "New Lightning Set-Up & Tuning Video"

Taking orders now!

Expect shipping third week in June.

This video will feature Greg Fisher detailing initial boat set up techniques and tuning advice. There will also be a special section on skipper, middle and forward crew techniques for better racing.

Send \$24.99 plus \$4.99 shipping/handling to:

Lightning Tuning Video  
c/o Above & Beyond Productions  
8006 Dale Avenue  
St. Louis, MO 63117

Please include a check or money order to:

Above & Beyond Productions, Inc.

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

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

Contact the Class office to order.



## FLEETS AUTOMATICALLY SUSPENDED

As of April 20, 2004, there were 164 active fleets, meaning 164 of the 511 fleets chartered over the last 66 years have paid dues in the last two years. There are, of course, several fleets with some "activity" who haven't been paying dues - shame on those fleet officers for not keeping their fleet in good standing. The list below includes the fleets which have been automatically suspended for not paying dues. If your fleet is listed here, that means Fleet Dues for 2004 have not yet been received and your fleet has been automatically suspended. Fleet Dues are due in January each year and are \$25.00.

16 Paupack; 31 Devils Lake Yacht Club; 33 Turkeyfoot Lake; ~~51 Crescent Sail Yacht Club~~; 58 Hewlett Bay; 70 Red Bank of the Shrewsbury; 71 Rocky River; 95 Awosting Yacht Squadron; 108 Great Sodus Bay; 118 Flying Beaver; 132 Lake Washington; 134 Noroton; 137 Gull Lake Yacht Club; 147 Sao Paulo; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 212 Atwood Yacht Club; 215 Royal St. Lawrence Yacht Club; 216 Saginaw Bay; 225 Henderson Harbor Yacht Club; 227 Bomoseen Yacht Club; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 251 Yacht Club of Athens; 265 Yacht Club La Punta; 273 Massabesic Yacht Club; 277 Clearwater Bay; 280 Chequesset; 286 Parthenon; 312 Lega Navale Italiano Anzio; 318 Algarrobo Yacht Club; ~~332 Squam Lake~~; 342 Higuierillas; 351 Flotilha de Lightnings de Niteroi; 400 St. Marys; 401 Guanabara; 415 Lake Norman; 424 Club Universitario de Ragatas, La Pinta; 435 Rush Creek Yacht Club; 446 Club Universitario de Buenos Aires; 449 Marsala; 453 Flotta Del Trasimeno; 462 Guarapiranga Lake; 466 Flotta Del Conero; 468 Valkeakoski; 471 Casco Bay; 490 Aculeo Lake ●

## Used Lightning Equipment

Refurbished wooden masts with or without hardware, sails for modern & wood rigs, spinnaker poles, rudders (ask about our "Kick-up" rudders for cruising!), more

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[finder@radiofinder.com](mailto:finder@radiofinder.com) or 734/453-8303

## Governing Board Meeting Minutes

### March 18, 2004

### St. Petersburg Yacht Club

President Paco Sola called the meeting to order at approximately 1015.

Roll Call: President Paco Sola, Chief Measurer Carter Utzig, Treasurer Steve Davis, Secretary Jim Carson, Vice Presidents Joe Buczkowski, Bill Clausen, John Atkins, Jamie Brickell, Brian Hayes, Bill Mauk, David Sprague. District Commodores (or their Designates) Anne Allen (LE), George Koch (LI), Ryan Flack (MI), Bill Fastiggi (NE), Jim Taylor (OH), Pete Marriott (SE), Jack Elfman (CAD), Valarie Tardif (SLV), Past Presidents Jay Limbaugh, Sandy Huntsman, George Fisher & Colin Park. Votes Present, 19; Additional proxies represented by those present, 9; Directed Proxies, 20; Held at discretion of President Sola, 5; Total 53. The 80% quorum requirement (52) was met.

#### **Minutes of the Last Meeting:**

Motion to dispense, seconded, unanimous.

Thanks to VP Brian Hayes a compilation of information and reports was provided each attendee.

#### **Reports of the Officers:**

President Sola spoke of the ILCA Web Initiative, a marketing effort to increase the visibility of ILCA and its fleets. (See Published report)

He worries about the financial situation, the ability to continue basic services, and the international situation, particularly exclusion from the Pan American games as it affects South America.

Treasurer Davis presented the 2003 Financial Statement showing a \$14,539. loss for 2003. (See Published Report). He commented the report looks better than stated as some regatta fee income that was in a holding account is included from 2001 and 2002. ILCA Fund and Limbaugh Fund monies should show as approximately \$ 141,000 in the ILCA Fund and \$ 15,000 in the Limbaugh Fund instead of the numbers as presented. He presented the proposed 2004 budget. (See attached.)

A list of accounts receivable totaling \$6,780. was distributed with the comment that > 90 day past due accounts are not increasing. Following discussion it was decided members present would approach past due per-

sons present at the regatta since many on the list are here and may not know they owe.

Expense of processing credit cards was discussed. While some of the expense is a part of doing business, such expenses as charter fees are not. The Executive Committee was charged with figuring out a way to charge these non-revenue producing fees to the users.

President Sola reported contributions to the #1 Fund now equal the cost of the boat and the ILCA Fund can be reimbursed. He announced the Executive Committee proposes a new Fund, the "Mary Huntsman History Fund", to carry on Mary's work in preserving #1, class history and archives. Motion was made, seconded, and unanimous to approve this fund in principle. The Executive Committee was charged with drafting a charter for approval at the Annual Meeting.

Motion to approve the 2004 budget, seconded and unanimously approved.

Chief Measurer Utzig led a prolonged discussion on the proposed Specification changes to allow the use of VHF radios for area and world regattas. Pros and cons were brought forward. It was obvious that most people were adamant either for or against but that the feelings of the Class, not just individuals, were represented in the discussion. Motion made, seconded and a roll call vote taken. (See Addendum) 26 in favor, 27 against. Since 36 votes, a 2/3 majority was required to pass, the proposal failed. Following further discussion it was decided to put this topic behind us for at least a year and move on to new topics.

Secretary Jim Carson reported membership seems to be slightly ahead of last year at this time but difficult to tell because of the overlap of renewal dates in prior years. Executive Secretary Karen Johnson is contacting all those who were members in 2002 and 2003 that have not yet renewed.

Fleet #102, Santa Monica, CA has requested they be made inactive. Fleet #179, Pass Christian YC has requested reactivation with seven boats. Motion to ratify, seconded and unanimously approved.

Jim noted the adoption of an "Open Items" list on the website and asked for feedback on the content. He reported on the office, noting it is a very valuable asset whose identity we should try to keep. We have begun the compilation of a "Policy Book" to collect the many policies and practices that are filed in rough form or in people's heads. The cost of the office is a concern. The problem is how to maintain the office and other services without losing money each year. The Executive Committee is committed to presenting a plan to the Governing Board at the Annual Meeting.

Literature was passed out describing how the Snipe Class USA plans to deal with a similar problem, mainly through the use of volunteers from within the Class.

VP International Dave Sprague reported ISAF wants 8 countries and a minimum of 30 boats for World Championships. This would create a problem with respect to our Youth Worlds. Dave is working with ISAF to get a waiver because the boats are borrowed. He reported all countries support the Lightning for the Pan Am Games and urged Lightning sailors to become active with their respective National Authorities to restore the Lightning to the Games.

VP Youth Worlds John Atkins reported the 2004 Youth Worlds just concluded in Brazil was a well-run, very competitive regatta. He is putting information on running a Youth Worlds on a CD. (See Published Report)

VP Worlds Bill Mauk reported the 2005 Worlds are set for late November in Vina del Mar. He emphasized there will be a shortage of charter boats and priority will go to Europeans. The published cost of shipment is probably low. (See Published Report)

VP Southern Circuit Brian Hayes announced dates for the 2005 Southern Circuit are Savannah, March 12-13; Miami, March 15-16; St. Petersburg, March 18-20. (See Published Report)

Brian Hayes reported for VP North Americans Theresa Colantuano confirming the 2005 NA's will be in Sheboygan and the WJM in Milwaukee, dates uncertain. There

may be a bid from San Diego for the 2006 NA's.

The following additional published reports were made available in the handout:

VP Brazil, John Bennett; VP Education (Lightning Labs.) Jamie Brickell; VP Miami Midwinters, Carol Ewing; VP California Circuit, Jeff Coppens; VP Internet, Jim Allen; VP Rules and Regs., Dean Cady; District Reports from California, Jeff Coppens; Connecticut/Rhode Island, Neil Hayes; Dixie, Jamie Brickell; Indiana, Ken McGinity; Ohio, Mike Brock; Southeastern, Pete Marriott; Texas, Jeff Bodkin.

Jack Elfman spoke to an opportunity to grow the fleets in a year when the Mallory and Sears Cups will both be held in Lightnings. The collegiate sloop championship will be held in Lightnings in 2005.

Valarie Tardif announced the 2004 Canadian Open would be held at the Royal St. Lawrence Yacht Club July 3-4.

VP Utzig explained the proposal to abolish drop races in Sanctioned Regattas. After brief discussion it was apparent this proposal was unpopular. A "show of hands" vote plus the fact that only 7 of 18 proxies were in favor confirmed this proposal would fail. However, there was sentiment in favor of revisiting a three race, no throw-out elimination series at the North Americans.

### Executive Committee Rulings:

Secretary Carson explained the proposed Junior Entry Fee Policy. Upon suggestion from the floor the Executive Committee agreed to amend the ruling to make clear that all contestants in a boat eligible under this policy would be juniors. Motion was made to ratify as amended, seconded, and passed unanimously. The policy reads:

"In order to encourage participation by Juniors\* in ILCA races and regattas the Executive Committee rules: The entry fee for boats sailed entirely by Juniors to Sanctioned Regattas (except the Youth Worlds and Junior North Americans) shall be waived.

The entry fee for Juniors to the Youth Worlds and Junior North Americans shall be as reasonable as practical. The Organizing Authority should look to other sources to cover the expenses of these regattas.

For Non-sanctioned Races and Regattas the ILCA recommends the entry fee for Juniors be waived or

reduced.

Only when no other source of funds is available the Organizing Authority may apply to the ILCA for financial assistance from the Limbaugh Fund. In such case, application shall be made to the ILCA Executive Committee and shall include a proposed budget for the event in question.

\* Juniors are defined as youth who have not reached their twentieth birthday by December 31st of the year of the race or regatta involved."

Secretary Carson explained the Executive Committee ruling adopting a Raffle Policy. The following ruling was moved, seconded, and ratified unanimously:

"Raffles, 50/50's, etc. have been a traditional way for the Lightning Class to support various causes and projects over the years. Occasionally a conflict occurs when two or more entities vie for "raffle rights" at Class events. Therefore, the Executive Committee rules:

For sanctioned Lightning regattas and the Southern Circuit, raffles, 50/50's, etc. may only be conducted with permission of the host organization and the ILCA Executive Committee.

For all other regattas, raffles, 50/50's etc. may be conducted with permission of the host organization."

Meeting adjourned at 1230.

Respectfully submitted,

*Jim Carson, Secretary*

Addendum: Governing Board Roll Call Vote on Specification Change (VHF Radios) - 3/18/04:

FOR: - 26 - Present or Represented at the Meeting (representative shown in parentheses):

Chief Measurer Carter Utzig  
Treasurer Steve Davis  
VP Canada Jamie Allen (David Sprague)  
VP Internet Jim Allen (Anne Allen)  
VP NA Liaison Theresa Colantuono (Brian Hayes)  
VP Southern Circuit Brian Hayes  
VP Worlds Liaison Bill Mauk  
VP ISAF/Pan Am Games David Sprague  
VP Canada Richard Walsh (David Sprague)  
DC CC Jim Cameron (David Sprague)  
DC CRI Neil Hayes (Brian Hayes)  
DC LE Bill Neil (Anne Allen)  
DC LI George Koch  
DC OH Mike Brock  
DC SE Pete Marriot  
Voting by Proxy:  
Assistant Measurer Terry Burke  
VP Brazil John Bennett

VP Marketing Bill Faude  
VP Columbia Mauricio Valenzuela  
DC Brazil Torsten Bojlesen  
DC CNY Clay Murphy  
DC Columbia Camile Salcedo  
DC FLA Frank Atkinson  
DC IN Kenneth McGinity  
DC Switzerland Jaques Perret  
DC TX Jeff Bodkin

AGAINST: - 27 - Present or Represented at the Meeting (representative shown in parentheses):

President Paco Sola  
Secretary Jim Carson  
Assistant Measurer Joe Buczkowski  
Assistant Measurer Bill Clausen  
Assistant Measurer Jack Huntsman  
VP Youth Worlds John Atkins  
VP Ecuador Carlos Lecaro (President Sola)  
VP Peru Bruno Levaggi (President Sola)  
VP Education Jamie Brickell  
VP Rules & Regs Dean Cady (Jim Carson)  
DC CAD Bill Bogardus (Jack Elfman)  
DC DIX Jamie Brickell  
DC ECU Olaf Dyck (President Sola)  
DC MI Ryan Flack  
DC NE Patrick Gallagher (Bill Fastiggi)  
DC PER Augusto Navarro (President Sola)  
DC SLV Peter Hall (Valarie Tardiff)  
DC SO Larry Frost (President Sola)  
Voting by Proxy:  
VP California Circuit Jeff Coppens  
VP West Coast John De Benedetti  
VP Miami Regatta Carol Ewing  
VP Finland Antero Punttila  
DC CA Jeff Coppens  
DC FIN Sakari Pesola  
DC MET Dan Parietti  
DC MW Steve Adamski  
DC PNW John DeBenedetti ●

### ILCA ADDRESSING SERVICE

ILCA Headquarters offers an addressing service to Fleets, Districts and Yacht Clubs. We can supply mailing labels at 10¢ per label for a specific fleet, state, district, or other criteria. An additional charge is made for the postage required to mail the labels to you. This service is also available to builders and sailmakers at 15¢ per label.

Better yet, you may order this same addressing service as an electronic file, which can be emailed to you, for one time use, at an even cheaper rate - call for details.

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Murfreesboro TN 37129 USA

(615) 89-FLASH

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email office@lightningclass.org

Allow enough time for printing the labels and mailing them to you. Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class. We do not rent or sell our mailing list to outside interests.

## Midwinter Meeting March 18, 2004 St. Petersburg Yacht Club

Chief Measurer Carter Utzig presided in the absence of President Sola and calling the meeting to order at 1815. An informal agenda was used to cover important issues while expediting the meeting.

The following Fleets answered Roll Call: 6, 12\*, 34, 36, 50, 53\*, 77, 99, 126, 146, 179, 192, 196, 215\*, 226, 253, 262, 274, 301, 303, 329, 335, 415\*, 484, 488, 490\*, 509\*. (\* Fleet dues not paid as of 3/11/04, close of books for the meeting.)

Active Fleets Present	21
Valid Proxies	30
Total	51

Quorum: 25% of 93 Active Fleets = 23 Therefore, there was a quorum.

Thanks to VP Brian Hayes a compilation of information and written reports was provided each attendee. (See Published Reports, Note 1.)

Mr. Utzig noted highlights of the morning Governing Board meeting announcing the proposed VHF radio Specification change was defeated as well as changes to Rules Governing that would have abolished drop races in certain Sanctioned Regattas. He pointed out there was good discussion pro and con with the feelings of the Class, not just individuals, well represented. He announced the Governing Board decision to put these issues behind us and move on with the one exception that a three race, no throw-out elimination series would be considered for the North Americans.

Treasurer Steve Davis gave an overview of the financial status of the Class and pointed to the need to solve our loss problem. The 2004 budget shows a loss of approximately \$ 10,000. Mr. Utzig spoke to the deficit urging everyone to work on increasing membership.

Mr. Utzig asked if anyone wanted to hear VP reports or if anyone felt compelled to make a verbal report inasmuch as most were published.

VP Worlds Bill Mauk introduced Tito Gonzales, VP Chile, who spoke on the 2005 Worlds to be held in Vina del Mar, Chile.

VP Youth Worlds John Atkins reported the 2004 Youth Worlds just concluded in Brazil was a well-run, very competitive regatta.

Valarie Tardif noted the venue and dates for the Canadian Open.

Secretary Jim Carson reported membership appears to be slightly ahead of last year at this time. Fleet #102, Santa Monica, CA requested Inactive Status and Fleet #179, Pass Christian YC requested reactivation. The Governing Board ratified these requests. Jim noted the adoption of an "Open Items" list on the website and asked for feedback on the content. He reported on the office, noting it is a very valuable asset whose identity we should try to keep. Executive Secretary Karen Johnson has begun compilation of a "Policy Book" to collect policies and practices that are filed in rough form or in people's heads.

It was announced the Governing Board ratified Executive Committee Rulings establishing a Junior Entry Fee Policy and Raffle Policy.

VP Clausen asked why the Executive Committee ruled to waive the Sail Number By-Law requiring sail numbers match hull numbers rather than enforce or change the rule. Mr. Utzig explained the issue arose at the Worlds last year and, recognizing this By-Law had been ignored for many years and placed a burden on those chartering boats or borrowing sails, the Executive Committee ruled it would not be enforced pending a review of the By-Laws. This ruling was ratified by the Governing Board in August 2003 and reported to the membership at the General Meeting in Cedar Point. Mr. Elfman questioned the authority of the Executive Committee to make this and other rulings stating the Constitution only allows the Executive Committee to make rulings in emergencies. Mr. Carson noted the word "emergencies" is not used in our rules. Mr. Utzig closed the issue by stating a By-Law change would be proposed at the Annual Meeting in Buffalo this August.

There being no further business the meeting was adjourned at 1850.

Respectfully submitted,

*Jim Carson, Secretary*

*Note 1. Published reports are described in the Governing Board Minutes and are available upon request from the ILCA Office or the Secretary. ●*

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## ILCA BUDGET-2004

	2003 Budget	2003 Actual	Preliminary 2004 Budget
<b>INCOME</b>			
Owners & co-owners dues	42,750	29,740	38,250
Crew dues	12,000	7,360	8,500
Associate dues	3,900	2,305	3,120
Fleet dues	4,100	3,050	3,250
Boat royalties	4,500	2,600	3,000
Sail royalties	22,500	16,997	15,000
Mast royalties	1,200	1,650	1,200
Advertising-Website	2,000	1,183	1,500
Advertising - Flashes	12,800	13,627	10,000
Advertising - Yearbook	5,000	2,600	2,500
Championship Entry fees	7,500	7,604	5,000
Other Entry Fees	1,200	1,310	1,000
Championship Sponsorship Fee	1,250	1,250	0
Flashes Sales	3,600	2,208	4,800
Interest/Invest income	300	201	300
Publication sales	1,500	1,419	1,500
Clothing sales	990	903	500
Video Sales	1,000	1,275	1,000
Other Income (Fund, Postage, Subs, Web)	300	874	300
Miscellaneous	100	0	100
Profit or (loss)	128,490	98,156	100,820
	2003 Budget	2003 Actual	Preliminary 2004 Budget
<b>COST &amp; EXPENSES</b>			
Salaries & wages	33,000	33,000	33,000
Payroll & Prop taxes	4,000	3,789	4,000
Employee benefits	3,000	3,000	3,000
Yearbook print & post	15,000	13,923	15,000
Flashes pub & postage	32,000	25,435	23,000
Championship regattas	1,000	1,465	1,500
Other regatta expenses	2,100	372	700
Telephone	3,000	2,548	3,000
Postage	5,000	4,460	5,000
Internet costs	1,500	1,275	1,500
Office supplies & equip	3,500	4,527	3,500
Business/Corp Insurance	3,000	3,869	4,000
Rent	4,920	4,920	4,920
Employee travel	3,000	3,203	0
Advertising & promotion	2,450	928	1,000
Cost of goods sold	2,200	1,529	1,500
Pres. Plaque	500	0	500
Professional service	2,850	2,025	2,500
Organization Dues	500	1,241	1,200
Banking Charges	250	170	250
Credit Card Charges	2,200	3,929	2,200
Depreciation		256	300
Bad Debt		349	400
Miscellaneous			
Total Expenses	124,970	115,864	111,970
Profit or (loss)	3,520	(17,708)	(11,150)

## OPEN ITEMS

(what the Executive Committee and the Governing Board are working on - as of April 4, 2004)

Following is the current status of activity on some items of interest to ILCA members. Availability of this information was requested by the membership at the 2003 General Meeting at Cedar Point in August. For further information see Flashes and the Website or contact Secretary Jim Carson at [secretary@lightningclass.org](mailto:secretary@lightningclass.org).

(Note: \* indicates new or updated information)

## ITEMS COMPLETED

\*Date & Venue for 2005 Worlds

Confirmed 2005 Worlds will be in November (week of Thanksgiving) in Vina del Mar, Chile. 2004 North American Championship will be the US qualifier.

\*VHF Radio Use Specification Amendment failed.

\*ILCA Scoring System, 1

Proposed amendment to abolish drop races in sanctioned regattas failed.

\*Jr. Entry Fee Policy

Ratified.

\*Raffle Policy

Ratified.

## ITEMS REMAINING OPEN

Formula for Entry to NA's

No change this year. VP Colantuono will explore further.

ISAF Category Status

VP Sprague monitoring

\*More Effective Use of Office

Interim report submitted in St. Pete. Executive Committee will report further in Buffalo.

\*Number 1 & History

Campaign for #1 complete. Proposal for ongoing "History Fund" approved in principal by Governing Board. Charter to be submitted for approval in Buffalo.

\*Pan Am Games Denial

President Sola & VP Sprague monitoring

\*Formula for Entry to Worlds

Proposal to revise being prepared for Executive Committee and Governing Board discussion in Buffalo.

\*Sail Numbers, By-Law Change

Temporary Executive Committee Ruling to be revisited. Expect proposal for By-Law change.

\*Videos, Additional (Tuning/Promotional) VP Bernstein developing Tuning Video, available this summer.

WJM Format

No major change for Buffalo. VP Colantuono gathering input for possible future changes to "Womens" and "Juniors". No change contemplated in Masters.

## NEW ITEM

\*Format, NA's Qualifiers

Investigating three-race, no drop series. The NA's qualifying series currently consists of four races, drop one. Contestants that do well in the first three races currently have no incentive to do well or even sail the fourth race materially affecting the quality of competition and results of the fourth race.

## LOTS OF USEFUL INFORMATION AVAILABLE ON THE ILCA WEB

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

How to join the Lightning-L email list

How to contact the officers (and who they are)

Tips for optimizing exposure at your local boatshows

It's that time of year: Tips for Running a District Championship

Updated regatta schedules and contact information

And much much more!

## ILCA INITIATIVE HELPS FLEETS: INCREASE FLEET VISIBILITY AND ATTRACT MORE SAILORS!

### ILCA Web Integration Initiative

This is a marketing effort to increase the visibility of the ILCA and its fleets, strengthening our class by drawing new crew and boat owners into our ranks. The strategy of this initiative is to increase the likelihood that sailors unfamiliar with Lightnings who use the web to find sailing opportunities, will find your fleet web site, check out the fleet the district & class – and put more boats on your starting line!

There are lots of inactive 'wannabe activated' sailors living in our cities who want to crew or take sailing lessons or meet a fun fleet that will get them excited enough to reinvest in a boat. These folks are using the web and searching for things like:

Chesapeake 'one design' OR  
Miami sailing crew OR  
Raleigh sailing OR  
Nashville sailing lessons

Lightning fleets around the country can get these folks thinking about Lightnings by tweaking their fleet web-pages such that they rank in the TOP TEN search results for these kinds of queries.

Among the factors influencing a web site's ranking is the number of links to it from other pages. With a coordinated integration of the sixty plus existing Lightning web sites, and a handful of other ILCA developed web site recommendations, TOP TEN search results are easily achievable for your fleet!

### Lightning Volunteers Ready to Help

Each fleet captain will be contacted shortly and provided with a list of web site recommendations. These recommendations have already been successfully used on several fleets' web pages to achieve top search engine ranking. Please consider making this a priority for your fleet captain and webmaster in the remaining months before the season gets into full swing. You'll have more sailors knocking on your door if you do!

Based on their own experience with these recommendations, the following 'Web Integration Initiative' volunteers have agreed to offer guidance to fleets known to have active fleet web pages in these districts.

Central New York, Central Atlantic  
Landy Atkinson of Fleet 77  
atkinson@rochester.rr.com

Dixie David Thompson of Fleet 50  
dthomp01@aol.com

Florida, Long Island, Metropolitan  
Bob Hannau of Fleet 226  
bob@hannau.com

Mississippi Valley, Ohio  
Bob Cotton of Fleet 262  
cotton@comcast.net

Michigan  
John Folwell of Fleet 266  
jdfolwell@yahoo.com

New England, Connecticut, Lake Erie  
Patrick Gallagher of Fleet 121  
pgallagher@solidworks.com

Southeastern, Northwestern  
Avis Bridgers of Fleet 481  
chickenbridge@mindspring.com

Midwest, Indiana, California, all 'others'  
Jim Fairman of Fleet 5  
mjfairman@earthlink.net

This initiative will be expanded to fleets outside the US and fleets that don't currently have web sites in the next phases of the project. If your fleet is in one of these categories and you'd rather not wait or have questions, please contact Jim Fairman (mjfairman@earthlink.net). Bob Hannau is participating in the St. Petersburg Winter Championship regatta and would be happy to discuss this initiative with you personally. ●

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\$45 in Canada, \$50 in all other countries.

Subscriptions outside the US include  
air mail postage.

Speed&Smarts is published bi-monthly,  
six times per year.

## WJM Questionnaire

This questionnaire is driven by the possible need to change the format of the WJM given the very low attendance of the Women's Championship. All members, especially women, are encouraged to complete the questionnaire and return it to Theresa Colantuono. Suggestions to improve the format of the Junior and Master events are of course very welcome.

1. What are the barriers to your participation in the Women's Championship?
2. If the Women's Championship were to be held on dates separate from the Juniors and Masters would you be more likely to participate?
3. If the Women's Champion were awarded qualification for the Blue Fleet or the World's would you be more likely to participate?
4. Do you think a Women's Championship encourages women to compete in Lightnings?
5. What does support and encourage women to compete in Lightnings?

You can send an email to Theresa Colantuono, VP NA Liaison, at [theresacolan@cox.net](mailto:theresacolan@cox.net) with your answers;

Or mail this form to the Class Office ILCA, P.O. Box 10747, Murfreesboro TN 37129 USA;

Or fax it to the Class office 615-893-5205. We welcome any other comments, suggestions, or constructive criticisms.

# F U Z Z Y

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## US SAILING Awards National Sportsmanship Trophy to Olin J. Stephens (designer of the International Lightning)

From US SAILING'S website  
[www.ussailing.org](http://www.ussailing.org)

Portsmouth, R.I. (April 7, 2004) – US SAILING has named Olin J. Stephens (Hanover, NH) winner of the W. Van Alan Clark, Jr. National Sportsmanship Trophy, the organization's national sportsmanship award presented annually. The trophy will be presented to Stephens at the 75th anniversary celebration this summer of Sparkman & Stephens, a yacht design and brokerage firm of which Stephens is a co-founder. While Stephens was nominated for the award after a specific instance in which he demonstrated fine sportsmanship behavior, his true dedication to the sport is legendary throughout the sailing community.

Olin Stephens was nominated for the award by fellow racer Bob Scott (Castine, ME) who learned a cherished lesson in sportsmanship from Stephens. The morning of the start of the 2001 Castine Classic Yacht Race, Scott shared his racing strategy with Stephens: Scott had re-registered his boat, a New York 32 named Falcon, to race in the non-spinnaker category after learning from weather reports that his boat would have the advantage in that category, as opposed to the spinnaker category in which he had originally registered. Stephens warned Scott that such behavior wasn't sportsmanlike. "You are trying to manipulate results by putting an experienced yacht and crew in a category reserved for

legitimate non-spinnaker boats," said Stephens. Scott followed Stephens' advice and requested to be placed back in the category in which he had originally registered.

Scott didn't win the race that day and the race committee later informed Scott that he would have won if he had raced in the non-spinnaker class. "Racing with this extraordinary man is a lesson in sportsmanship," wrote Scott when nominating Stephens for the award.

"Stephens' career in the upper echelons of sailing was well known to US SAILING before receiving the nomination," said Dean Cady, chairman of US SAILING's Sportsmanship Committee. "He sets a great example for other sailors to follow."

Sportsmanship is difficult to define but easily recognizable. The high standards exemplified by the true sportsperson are vital to the health of sailing, which is why each year US SAILING honors nominees for the prestigious W. Van Alan Clark, Jr. Trophy. This award honors those people who are outstanding examples of dedication and graciousness in the sport of sailing, and for sharing these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others.



Olin (far left) and friends at the Lightning 60th Anniversary Regatta.  
Photo by JH Peterson

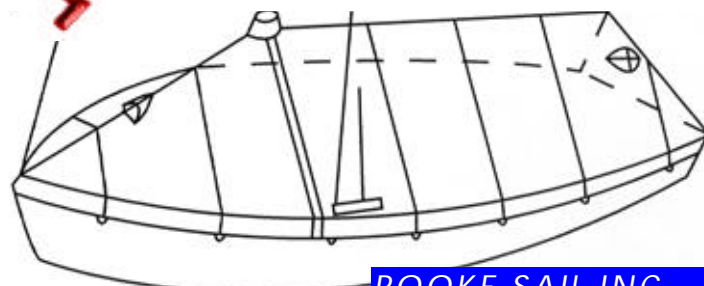
More information about the W. Van Alan Clark, Jr. National Sportsmanship Trophy can be found on US SAILING's website at [www.ussailing.org/sportsmanship](http://www.ussailing.org/sportsmanship).

The United States Sailing Association (US SAILING) is the national governing body for sailing and sailboat racing. Headquartered in Portsmouth, Rhode Island, the organization's mission is to encourage participation and promote excellence in sailing and racing in the U.S. US SAILING offers training and education programs, supports a wide range of sailing organizations and communities, and provides administration and oversight of competitive sailing across the country, including the US Sailing Teams and the U.S. Olympic and Paralympic Sailing Teams. For more information, please visit [www.ussailing.org](http://www.ussailing.org). ●

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SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7,8,9,10

#### 2003

WORLDS 1,2,3,4,5,6,7,8,9,10  
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10  
NORTH AMERICANS - Masters 1,2,4,5,6,7,8,9,10  
NORTH AMERICANS - Junior 1,2,4,5,6,7  
NORTH AMERICANS - Women 1,2,3,4  
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10  
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9  
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9  
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7,8,9,10  
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## Enabling Acts      Adventures in Wooden Boating

Joel Thurtell

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Reasons for not owning two Lightnings:

Double the watercraft license fee.

Two times the trailer registration.

Twice the insurance.

Double the storage fees.

Two boats always need repair at the same time.

Can't keep track of which one needs what.

Destruction of marital harmony.

Did I say tension in one's connubial relationship?

It was, however, my matrimonial partner who took the message from a guy with a good deal on a boat.

I quote from the note my wife, Karen Fonde, made from their short phone conversation: "Wooden Lightning for sale. Three sails. Was re-done. No place to work. Boat in PA, he's in VA."

And a side note: "Price would be really good."

The call from Guy Shaulis came on a Friday. I held out till Sunday, then called him.

"I have the whole inside sanded and the whole outside sanded," he said. "It needs to be flipped over and have the bottom sanded and re-painted. I have no place to work on it."

"The trailer is in good shape, it has new tires. The mast is aluminum, so is the boom. The seats and cockpit trim are teak and the rudder is solid mahogany. It has a steel keel that's in

great shape. I was going to sandblast it, but didn't."

I learned that Guy is a welder. "I was making railroad cars in Johnstown, PA. I lost my job. Now I'm making aircraft carriers – I'm really making boats."

"I made a whole new transom out of Maine plywood. The old one had rot," he said.

Really, all it needs is a paint job, he said.

"It will be beautiful," he said.

And I thought.

Bottom line: \$400 for the whole kit and kaboodle.

Given my previous experiences with project boats, I said I would not pay anything for such a boat.

"I'd rather have somebody use it," said Guy. It was now a free boat.

And I should know all about free boats, right?

Did I not take a free boat to the landfill once upon a time?

Do not free boats instantly cost their new owners money?

And where would I work on such a boat? I have no more place for it than Guy in VA with a boat in PA.

I emerged from the basement, where I'd conducted this conversation with Guy out of earshot of another family member, and mentioned the boat and how it sounded like a real beauty. Almost ready to sail. Little bit of painting to be done.

I had already forgotten Guy's mention that the boat needed to be flipped, bottom sanded and painted,

not to mention the transom replacement.

Or sandblasting the centerboard.

"You can have as many boats as you want, as long as I don't have to see them," said Karen.

Wow! As many boats as I want!

The next day, I was telling a fellow Detroit Free Press reporter, Peggy Walsh-Sarnecki, about this boat. Peggy loves boats – she's the Free Press boating writer.

"You can store it in our yard – we have an acre," said Peggy.

So, the problem of place was temporarily solved.

Somehow, I'd find a place to work on it.

I called Guy back and we set a date for the pickup. It was in this second conversation that he mentioned problems with bottom planks near where the rotten transom had been. No biggie.

Meanwhile, I began to picture this boat. I had an image of my Plug Nickel, well-varnished mahogany centerboard trunk and seats, cedar sides also nicely varnished. A real show piece.

I would tow the boat home with my 1995 Dodge Caravan. That's where the boat first cost me some money. I'd pretty much mothballed that car, because I knew there was some expensive maintenance to be done. I would need it for the boat pickup.

New front tires, tie rods, brakes -- \$955.

But hey, that work needed to be done, right?

Bright and early on a Saturday morning, I hit the road. The boat was in Latrobe, PA, a bit east of Pittsburgh. I made it in 5 hours 45 minutes.

The boat was wrapped in blue plastic, but I untied it enough at the stern to see what I was getting.

My first reaction: Get back in the car and go home.

I had imagined completely bare wood. But around the stem and further back on the sides there was gray plastic filler. Sanded down, but I wondered why it was there. Also, several areas of plank had more gray filler and wooden patches glued in.

Outside, the hull had areas of bare wood interrupted by white paint. The sanding job was not complete.

Inside, the frames and hull had been painted white. By no means had all of the white paint been sanded off.



*continued on next page*



And those planks near the transom? Separated from each other and splits in more than one. Sections of those planks would need to be replaced.

The 120-pound steel centerboard lay on top of chunks of plywood, so it was hard to see the inside bottom or the centerboard trunk.

Just as I was lifting that mass, an insect crawled across my neck. I looked down at the bottom planks and counted two dead wasps.

I was out of there.

Meanwhile, Guy was still on the road from VA. I went to Wendy's, ate a burger and considered the situation.

Every time I thought about what this boat needed, my mind turned calculator. By the end of the day, this free boat would cost me \$90.53 in gasoline, turnpike tolls, lunch and dinner. I wondered how many more gallons of epoxy and paint, plus screws and bolts, this thing would need.

But there's another measure of cost – time.

That rusty old centerboard needs sanding and painting. You either hire it done or do it yourself.

The deck, I could see, was not well braced forward of the mast. Another project.

Sanding of the hull, inside and out, needs to be finished.

The best part of the deal was the trailer, which looked sound.

But those new tires were humongous. I'd brought a jack along and had planned to go to a tire store and buy a spare. But these tires looked like they came off a tractor. There'd be no quick purchase of a spare. And while they looked good, it turned out Guy didn't buy them new. He guessed the guy who gave him the boat had put the tires on, but wasn't sure.

Great. So I'm hauling this home without a spare.

But wait, the mast is an oval aluminum spar. Old and missing the spreader, but in decent shape.

Hard to escape the thought that this mess would be worth some bucks if only it weren't connected to a hull.

Guy, it turned out, was under some pressure from his father-in-law to get this boat off the lawn.

Crazy as it sounds, I didn't have the heart to leave without the boat.

But the enormity of this project began to overwhelm me.

Driving home, I began to think positively.

Why not remove the whole bottom, replace it with plywood encapsulated in epoxy?

That sagging deck?

I was thinking of how neat it would be to replace the entire thing. Road-weary, I didn't count the hours to finish it.

There was still daylight when I stopped for dinner at a tollway plaza. Returning to the car, I couldn't help thinking the mottled sides of this boat looked like a bedraggled old camouflaged duck boat.

Objectively, it looked pretty sad.

It was dark by the time I pulled onto our front yard.

I'd hardly opened the car door when I heard the dog bounding out to greet me.

Karen was back there, too, inspecting the stern with that big hole where the transom should be.

I suddenly recalled how ugly this boat looked and that cardinal rule she'd enacted: "You can have as many boats as you want, as long as I don't have to see them."

"Looks like another one for the dump," she said.

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

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**WOODY CORNER****Installing a Mast Step Truss**

*Craig Thayer, Skipper of #736*

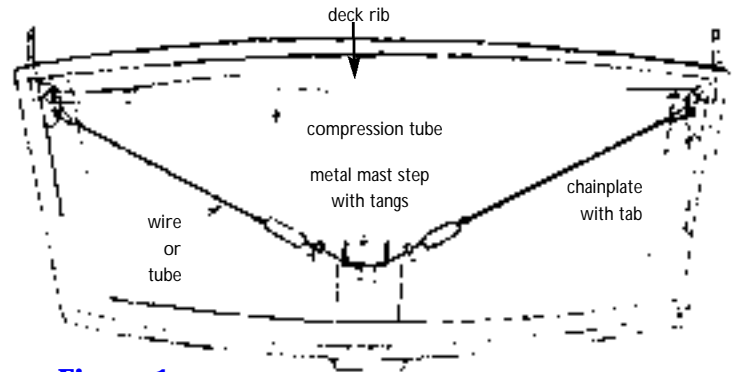
Owners of older pony and muscle cars have long known that these cars exhibit body flex, particularly when driven hard, or over rough terrain. To extend the life of these vehicles and improve handling, they install such things as shock tower export braces, monte carlo bars, and subframe connectors (unibody cars). In the Lightning, we experience similar problems when sailing in rough water and heavy air, and when pounding on waves. Increased backstay tension tries to curl up the ends of the boat into more of a banana like shape, while the mast butt is acting like a pile driver causing the mast step area to be pushed downward and the deck to be pushed up in the middle. Our builders are aware of these stresses, and have addressed them with increasing success, so that the newer boats are much stiffer than their predecessors.

As wood boat owners, we face the added problem of not having a one-piece hull that will deflect, but does not allow water entry between planks. Like their fiberglass successors, wood boats over the years gradually became stiffer, and while the onset of glued bottom boats around # 5000 helped immensely in producing a smoother and tighter bottom, we found that increased rig tension and updating to oval spars which were able to utilize much greater backstay tension caused the seams between the keel and garboards to open up. The addition of heavier bottom ribs at the mast step area by the builders were an attempt to answer this problem in this area of the boat, but remember that these boats were built before oval spars and increased rig tension. The fact that many of us drysail our boats makes them even more susceptible to leaking when under higher loads.

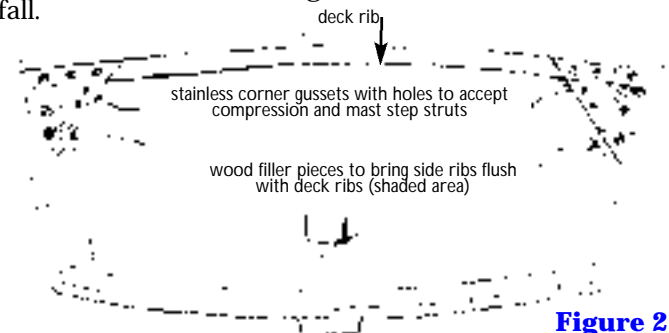
To counteract these forces, many owners have installed a truss system of one form or another. The way it works is like this: A piece of wire or tubing is run diagonally from the hull/deck junction at or near the upper shroud chainplates, down to the mast step where it is attached on each side (right below the mast butt) and normally has a turnbuckle for adjustment. These two pieces are generally under tension, trying to prevent the mast step from being pushed down. However, you can picture the sides of the boat now trying to be pulled in at the deck, and in turn trying to induce more curvature or crown in the foredeck. To offset this, we need to add a horizontal compression strut located just beneath the deck between the upper attachment points of the diagonal struts. This has to be piece of tubing that will remain in column as it is primarily in compression, although when we try to flatten out the foredeck when walking on it, it also resists the deck trying to push the sides away from each other. Through the addition of the truss, we have now largely stabilized this area of the boat that was prone to distort under load and be a primary source of leaks.

**METHOD 1 (Fig. 1)**

For wood boat owners that are considering replacing their aft chainplates due to wear or to add lifting holes for a hoisting bridle, then an easy way to build a truss is to make replacement chainplates with a tab welded just under the deck to accept the end of the diagonal and the compression strut (see sketch). A hole is drilled in each tab to accept a clevis pin or bolt, and should be a size so as to not have any "slop" so the various pieces can't move around or "work". Secondly, you will probably notice wear or indentation to the top of your mast step, particularly if you have switched to an oval. A great cure for this is to purchase a stainless "U channel" mast step available from any of the builders, and weld on two tabs at the bottom corners of the "U" in line with where the mast butt will sit (matching the angle from the mast step to the attachment point on the chainplate). Being VERY CAREFUL to have it positioned properly fore and aft (see

**Figure 1**

class specs for mast butt max. forward position), AND side to side (mast installed in boat with tape hauled to top and measured at the chines), locate screw holes, then apply bedding compound to prevent water entry and screw it on top of your existing mast step. Next install your new chainplates from below deck, thru bolting them instead of using short screws at the top end gives added security. If you own a Lippincott, Skaneateles, and possibly others that have their chainplates in a position further aft than the new specs, now would be an ideal time to move them to the current location. Next, you need to fabricate your diagonals using 1/8" 1x19 wire, stainless auto gas line welded to a swage terminal, or approx 1/2" anodized aluminum tubing. Any of these styles should be integrated with a turnbuckle for adjusting the tension. This could be a calibrated, simple barrel, lever lock, or Johnson style. Up top, you will need to use anodized aluminum tubing with precisely drilled holes for the compression strut. You will need to cut a slot in each end before flattening the area where the holes will fall.

**Figure 2****METHOD 2 (Fig. 2)**

In this method you would make a filler piece (one for each side) to be added to the side or deck rib so as to make the two faces even with each other. This would be about 6" or so long to allow the mounting of a stainless gusset which would be triangular in shape and thru bolted to the ribs at the intersection of the hull and deck. Along the hypotenuse side you would drill two holes to accept the compression strut, and the diagonal, so that the extension of the diagonal falls at the intersection of the hull and deck. The mast step design would be the same. In either case, you will want to experiment with your turnbuckle to determine the appropriate amount of tension to preload into the truss. It may be best to only tension it when the spar is in the boat, as once removed it will try to pull the mast step upwards. Due to the limited amount of stretch in even 1x19 wire over this short a distance, the amount of tension required will probably not be much. Regardless of which method you use, or perhaps a slicker one of your own design, once in place your boat will thank you every minute you sail her. Next month we'll take a look at upgrading your adjustable backstay. See you on the water! ●

# Did you break anything at the Southern Circuit?

Have your boat like new before the next race with these essentials from Layline!

## A. Tacktick Race Master

You'll be blown away by the advantages of a Tacktick Race Master. On the Race Master, you can see the countdown timer and compass heading simultaneously (no toggling back and forth or squinting at your watch). And the countdown timer has a synch feature (in case your race committee lacks a decent air horn and you're not paying attention) as well as a reasonably loud beep so you can...

**T040** List \$933.00/Layline \$699.99

## B. Machine Tapered Mainsheet

An exciting cordage innovation made specifically for Lightnings by our rope manufacturer. Why tapered? They run really well (no bumps, smooth transition), they're light where they need to be, they have easy-to-grip covers, and they hold well around ratchet blocks.

**FSELTMS** Priced from \$75.00 to \$95.00

## C. Bailers

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

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

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

## Internal New Large Gasket

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

## D. Tacktick Micro Compass

Looking to spend less than you would on the Race Master without sacrificing the benefits of a new digital compass? Check out the Micro! It's simple, accurate, portable, and solar-powered. Large, readable digital twin display.

**T061** List \$465.00/Layline \$349.99

## E. Lightning Tapered Spinnaker Pole

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

**LTSP** Layline \$149.99



## Conception Spinnaker Sheets



Dyneema SK75 (a.k.a. spectra) and polypropylene blend. Lightweight, soft on your hands, and low water absorption (unlike that other fuzzy stuff!) 1/4" is great for all wind conditions, or switch to 3/16" when you know the air is going to stay light. We use 44 feet per side.

**CON14** \$0.78 per foot, \$34.32 per side

**CON316** \$0.56 per foot, \$24.64 per side

**Cordage! Cordage! Cordage!** It's the backbone of Layline, and the focus of our first catalog in 2004. We actually stock more high-tech lines in one place than any other direct-selling business in the world. We don't just list them in our catalog; they are on our shelves. Our active cordage wall, with one spool for each style, color and size we stock, is 9 feet high and 114 feet in overall length. In addition to our physical inventory, we have loads of experience we are willing to share. We welcome yours as well. *Call Layline for all your cordage needs!*

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## UPCOMING MAJOR REGATTA CALENDAR

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

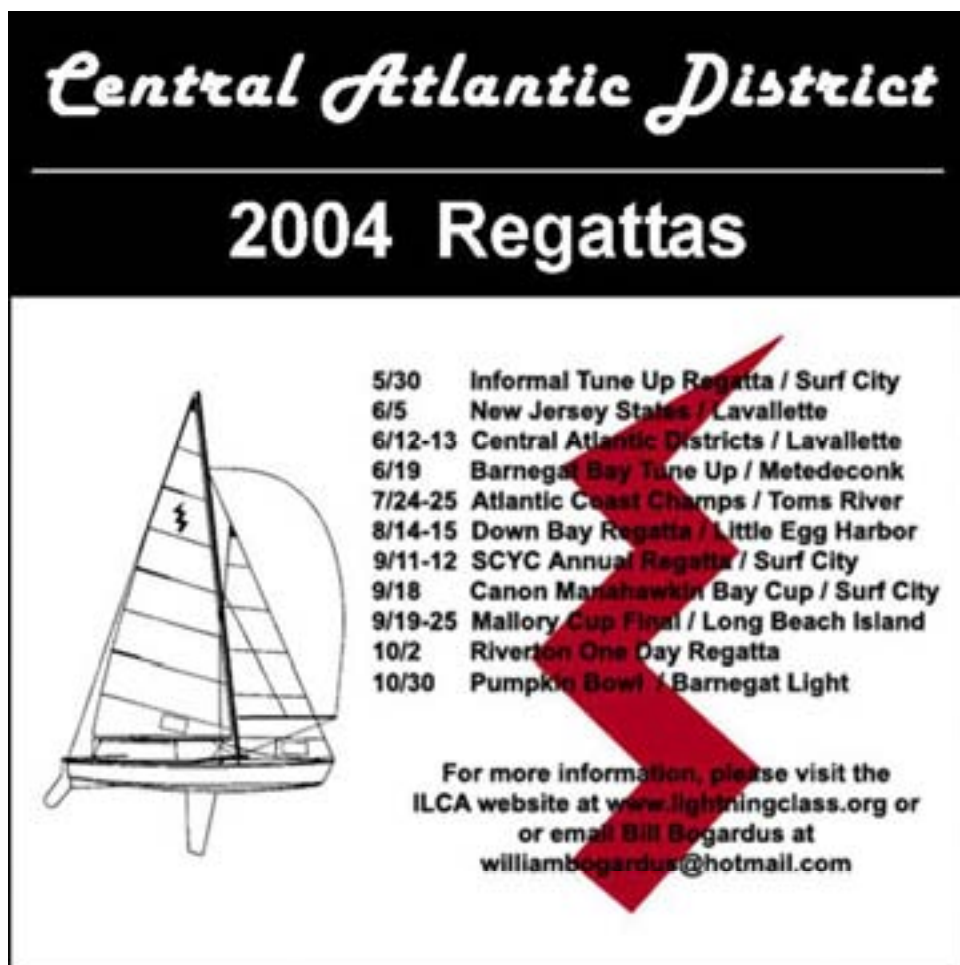
**July 3-4**      **2004 CANADIAN OPEN CHAMPIONSHIP, Royal St. Lawrence Yacht Club, Montreal, QC**

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

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

**August 3-6**      **Women's, Juniors' & Masters' Championships**


**August 7-13**      **North American Championship**



*Central Atlantic District*

---

### 2004 Regattas



5/30	Informal Tune Up Regatta / Surf City
6/5	New Jersey States / Lavallette
6/12-13	Central Atlantic Districts / Lavallette
6/19	Barnegat Bay Tune Up / Metedeconk
7/24-25	Atlantic Coast Champs / Toms River
8/14-15	Down Bay Regatta / Little Egg Harbor
9/11-12	SCYC Annual Regatta / Surf City
9/18	Canon Manahawkin Bay Cup / Surf City
9/19-25	Mallory Cup Final / Long Beach Island
10/2	Riverton One Day Regatta
10/30	Pumpkin Bowl / Barnegat Light

For more information, please visit the ILCA website at [www.lightningclass.org](http://www.lightningclass.org) or or email Bill Bogardus at [williambogardus@hotmail.com](mailto:williambogardus@hotmail.com)

## 36th Champagne Regatta

June 5

Fleet 252

Keuka Yacht Club

Hammondsport, NY

Central NY District

Contact

Peter Gamba

[PGamba1007@aol.com](mailto:PGamba1007@aol.com)

Don't miss the best  
regatta of the season!

## 2004 NIAGARA FRONTIER INVITATIONAL REGATTA

JUNE 26 - 27, 2004

BUFFALO CANOE CLUB, FLEET 12, RIDGEWAY, ONTARIO

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

Tune up for the NA's at the NFIR.

Experience good competition and lots of races.

Plan to tune up also at the July 31 - August 1 Open BCC Championships.

Contact: David Starck - [chairman@buffalo2004.org](mailto:chairman@buffalo2004.org)

For motels and campsites visit the North American Championship website

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

# 2004 Governor's Cup Niantic Bay Yacht Club

June 19 - 20

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

Contact Theresa Colantuono  
[theresacolan@cox.net](mailto:theresacolan@cox.net)

## INDEPENDENCE DAY ONE DESIGN REGATTA July 2-July 4, 2004



Pymatuning Yacht Club  
Jamestown, PA

Contacts: Tina and Dave Vieregg  
(440) 582-1812 [tina.vieregg@cox.net](mailto:tina.vieregg@cox.net)

Children and families are welcome.

Camping will be available on a limited basis.

PYC is located on U.S. 322,  
1/2 mile east of the Ohio/PA border

## The NEXT Wooden Boat Get Together July 24-25, 2004

*note corrected date!!*

Onondaga Yacht Club Fleet 10  
Liverpool, NY USA

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

Come join the fun and enjoy some casual racing on  
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Lunches and Saturday cookout at the club.

Mark your calendar now!

EARLY REGISTRATIONS APPRECIATED!!!

## 2004 NORTH AMERICAN CHAMPIONSHIPS

BUFFALO CANOE CLUB

REGATTA WEBSITE

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

David Starck, General Regatta Chairman, and Anne Allen, Co-Chairman for the WJMs and their Race Committees have everything in place to welcome all participants, families and guests. The Canoe Club is family friendly with a beautiful sand beach and many amenities. We would like to offer the following suggestions to ensure an easy trip:

### **BORDER CROSSING:**

All Regatta participants, who plan to enter Canada from the United States, must carry photo identification. Preferably passports and voter registration cards (which are proof of U.S. citizenship). A driver's license issued by a state is photo identification, but not proof of citizenship. If you are planning to bring small children who do not have identification, you must be able to produce birth certificates. There could be a delay at border crossings, so allow extra time. For those traveling by air, the Buffalo Niagara Airport is closer, but using the Toronto airport is more expeditious, because of possible border delays.

### **DIRECTIONS:**

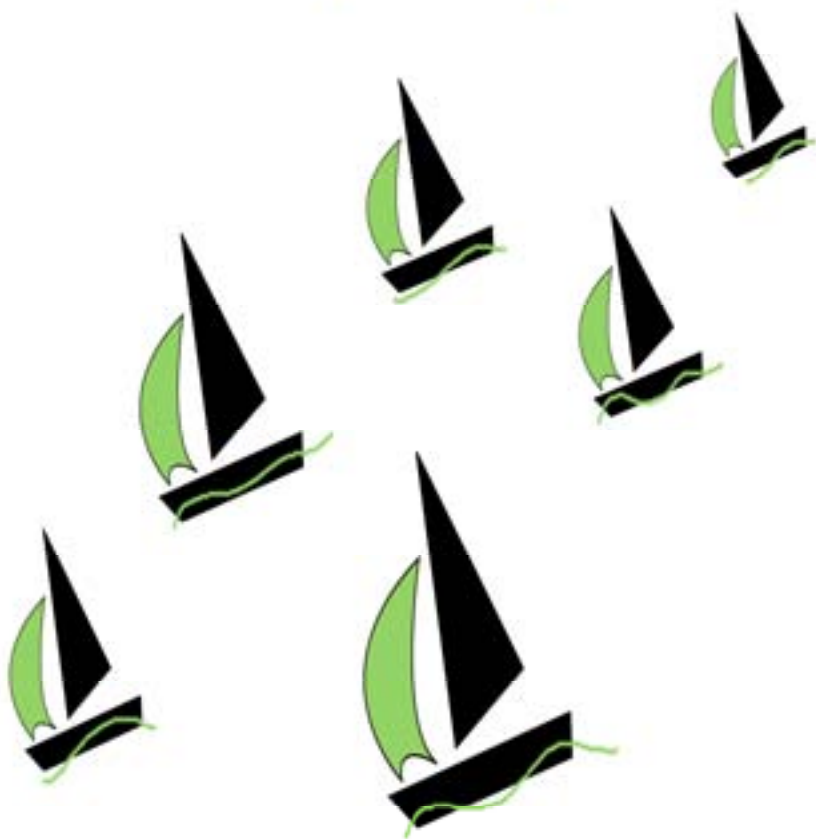
If you are coming by car via New York State, follow directions to the 190 at Buffalo. You will enter Canada via the Peace Bridge at Buffalo, to Fort Erie, Canada. The Peace Bridge exit is off route 190, two miles north of downtown Buffalo. Upon leaving Canadian Customs proceed straight onto the QEW. In about 1/2 mile exit right onto the Thompson Road south off ramp and at the light veer right onto HWY 3. Proceed 8 1/2 miles to Point Abino Road and turn left. Stay on Point Abino Road approximately three miles and make a left turn onto Erie Road. You will see the Buffalo Canoe Club entrance sign immediately.

### **GROUND TACKLE:**

Boats will be wet sailed. You can bring your own ground tackle to moor in the shallow sandy waters off the beach. Bring some heavy line if you prefer to tie up to the dock. Spinnaker sheets are not adequate.

The BCC membership looks forward to offering you a fun filled vacation along with great racing on beautiful Abino Bay.

# 2004 Lightning North American Championships



## Buffalo Canoe Club

## 2004 NORTH AMERICAN CHAMPIONSHIPS

BUFFALO CANOE CLUB  
REGATTA WEBSITE  
www.buffalo2004.org

## SCHEDULE OF EVENTS

## WOMEN'S, JUNIORS' AND MASTERS' CHAMPIONSHIPS

Tuesday, Aug 3	Boat and Sail Measurement Registration Opening Ceremony 6:30 Fleet 12 Short Course Club Racing Tuesday Night Racing Dinner	Inner Boathouse Front Porch Front Lawn Abino Bay Front Porch
Wednesday, Aug 4	WJM Racing - Day One Post-racing Soda, Beer and Snacks Juniors Picnic & Volleyball Tourney	Abino Bay Front Lawn Front Lawn
Thursday, Aug 5	WJM Racing - Day Two LED/Fleet 12 Picnic and Tug-of-War	Abino Bay Swanson's House
Friday, Aug 6	WJM Racing - Day Three Trophy Presentation	Abino Bay

## NORTH AMERICAN CHAMPIONSHIP

Friday, Aug 6	Boat and Sail Measurement Regatta Registration BCC Fish Fry Live Entertainment	Inner Boathouse Front Porch Front Porch Pirate's Den
Saturday, Aug 7	Boat and Sail Measurement Regatta Registration Governing Board Meeting Practice Race Opening Ceremonies Dinner Entertainment: Trailer Trash Band	Inner Boathouse Front Porch Abino Room Abino Bay Front Lawn Front Porch Pirates Den
Sunday, Aug 8	Qualifying Races Post-racing Soda, Beer and Snacks Lightning Trivia Game Lightning Class Annual Meeting	Abino Bay Front Lawn Front Lawn Abino Room
Monday, Aug 9	Qualifying Races Post-racing Soda, Beer and Snacks Lightning Trivia Game Cookout and Music by Matt Taylor	Abino Bay Front Lawn Front Lawn East Lawn
Tuesday, Aug 10	Championship Racing - Day One Post-racing Soda, Beer and Snacks Lightning Trivia Game Dinner	Abino Bay Front Lawn Front Lawn Front Porch
Wednesday, Aug 11	Championship Racing - Day Two Post-racing Soda, Beer and Snacks Lightning Trivia Championships	Abino Bay Front Lawn Front Lawn
Thursday, Aug 12	Championship Racing - Day Three Post-racing Soda, Beer and Snacks Awards Banquet	Abino Bay Front Lawn Dining Room
Friday, Aug 13	Championship Racing - Day Four (if necessary)	Abino Bay

# Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

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Sailors' Tailor	Competitors
PTFE Teflon thread	Chemically stripped polyester thread
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers
Unique Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates
Nylon zippers don't scratch the boat	Metal zippers
Stand-up flaps that snap around stays	Gaping opening or Velcro that fails at the first sign of grass
5/16" elastic shock cord in the hem AND tie downs	Tie downs or cotton draw cord
Webbing loops	Grommets that scratch the boat
Supplied hardware	A trip to the hardware store



8 cover styles, in addition to the pictured Skirted Mooring Cover, are available.

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## BOAT OWNERSHIP CHANGES BY DISTRICT

**Active Class Members are published in bold type.**

\*

New Owners who have recently become Active Members are indicated by

"A" indicates amateur builder building own boat.

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

CENTRAL CANADA	*10322 Jerry J. Carpenter, 2081 Murphy Avenue, Thunder Bay ON P7K 1G7	279
CENTRAL NEW YORK	*1579 Robert A Prezzano, 5914 Stid Hill Road, Naples NY 14512	U
	12470 Scott Hall, 820 Grantley Court, York PA 17403	484
CONNECTICUT/RHODE ISLAND		
	7913 David J Shannon, 60 North Main Street, East Granby CT 06026	U
	15051 David Howe, 28 Hale Lane, Darien CT 06820	126
	15215 David Peck, 135 Mile Creek Road, Old Lyme CT 06371	85
DIXIE	14566 Frank Gallagher, 2618 DePaul Drive, Vienna VA 22180	50
FINLAND	15214 Builder	
FLORIDA	10900 Steve Geuther, 5803 CR 209 South, Green Cove Springs FL 32043	U
LAKE ERIE	14416 Peter C. Godfrey, One M&T Plaza, Suite 2000, Buffalo, NY 14203	12
METROPOLITAN	14482 Ron McCormack, 51 North Broadway, Nyack NY 10960	75
MICHIGAN	8370 Joel Thurtell, 11803 Priscilla Lane, Plymouth MI 48170	54
MIDWEST	12806 Ray Osinski, 4130 Bagnall Road, Sturgeon Bay WI 54235	112
	13901 Jim Gagnon, 3288 New Plank Road, DePere WI 54115	112
	14400 Brian Grahovac, 411 Terraview Drive, Allouez WI 54301	112
MISSISSIPPI VALLEY	15216 Cully Ward, 5867 East Ashland Drive, Nashville TN 37215	262
SOUTHEASTERN	*14825 Terry Tyner, 143 Emerald Shores Circle, Chapin SC 29036	U
TEXAS	13806 Clarke Newman, 600 North Pearl Street G-204, Dallas TX 75201	35

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## 75th SCYA MIDWINTERS

Edna Johnson

Mission Bay Yacht Club, San Diego,  
CA February 14-15  
75th Southern California Yachting  
Association Midwinters

Six Lightnings participated in the 2004 Midwinters with ten other fleets assigned to sail out of Mission Bay Yacht Club on February 14th and 15th. Steve Little, out from Cornell U. on business, was going to crew for Kirk (Johnson) on Saturday - his first time sailing on the placid Pacific. Alas, it was not to be. He and Kirk spent the day trying to retrieve the jib halyard and make repairs. It wasn't all bad news, however, as a sudden and unexpected rain shower (yes, it does sometimes rain in southern California) drenched the sailors trying to get to the ocean. We had lunch in the clubhouse. When the rain stopped, so did the wind, and everybody had to towed back in. We were having coffee by then.

Beautiful wooden Lightning #8778, restored and owned by Dan Gravatt, came out to try ocean racing, but on Sunday his crew was unable to make it so he sailed the first race alone. It proved too windy and too slow without a spinnaker, so Dan DNS the last 2 races.

Race committee managed to get off 3 beautiful long races, windward-leeward, with the finish line downwind and to the left of the leeward mark. This makes for either a very tight spinnaker reach finish for the stronger and heavier crews, or a very fast leeward spinnaker drop for me.

John Northrop was sailing as middle man on his boat with the 11 year old Hoffmann twins, Evan steering and Scott up front (or maybe it was vice-versa). Their father, Richard, was crewing for Pete Bellin. John's regular crew, wife Jolene, is expecting their first baby soon and wisely stayed on shore.

Results:

Pete Bellin	1	1	(2)	2
Kirk Johnson	(3)	2	1	3
Mike Brewer	2	(4)	3	5
Jeff Coppens	4	3	(4)	7
Northrop/Hoffmann	5	5	(5)	10
Dan Gravatt	6	DNS	(DNS)	13

First place: Pete Bellin with crew Richard Hoffman and Christian Gerstoft.



Second place: Kirk Johnson & crew Edna. Commodore Brad Simmons handing out trophies.



photos from Edna Johnson



page 24

lightningflashes

May 04

**COMPASSES - Tacktick and others, blocks, cleats, tiller extensions and other hardware; Seitech and Magic Marine products; shockcord and line; class flags, race flags, US flags, flagpoles.**

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email scottsails@cox.net

1 jib 1 main less than 9 months old, basically new. Older chute 2 years. All North. Must sell. 514-594-0552 or 514/992-8990 or email al.boucher@sympatico.ca for details. Al Boucher (QC)

#1854 Will donate a classic Lightning sailboat to non-profit sailing school; all sails included and boat recently fiberglassed and in good condition. Contact Paul (717) 299-2872 or email psniffin@cpinewoptions.com Located in the Upper Chesapeake Bay (MD).

9375 Originally John Mueller's "Tickled Pink" this is still a fine club boat with prized full-thickness stainless board, and Bryant oval spars. Awl-grip paint by Dave Parker, North sails, full cover array, and trailer. Always drysailed and ready to race. \$3,000.00 Edward Werley (W) 412.766.1221 (H): 412.761.2571 e2wala@aol.com (PA)

13500 Aeron. Trailer, aluminum rigging 2 set of sails, 2 spins. Asking \$2000. John Meyer 617/522-2198 or yankeejohn\_02130@yahoo.com (MA)

14111 Allen Blue hull, white deck, race rigged, stainless board, two sets racing sails, trailing and mastup covers, \$5500 Bob Shapiro phone 781-359-4553 or email to bshapiro@lightbridge.com (MA)

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14120 Nickels, white hull, always dry-sailed. 2 sets of sails, trilinger cover, mast cover, full dry sail cover. \$6500. Jeff Herrick H)610/644-3749 wooddent@earthlink.net (NJ)

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

14418 Allen, stainless board, galv trailer, trailing and cockpit cover, 1 good set of sails w/new main, white w/gray deck. \$9000.00 Clay Murphy W: 315-727-2759 H: 315-683-9605 pamandclaymurphy@aol.com (NY)

14507 Nickels in excellent condition, fast, stainless board, new North main, race ready, Allen trailer, white hull blue deck. Chicago area. Michael Knox 219-406-1341 therock@azimuth.com.ro

14641 Nickels. White with black waterline stripe. Great shape. North Jib, Main and Spinnaker. Galvanized Nickels trailer;trailing, mooring, full-skirt, mast and rudder covers; stored indoors in winter. Price includes older style but servicable shore station. \$9000. Scott Smith scottsmithltd@core.com or 517/439-1694 (MI)

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2nd place Tom Allen Jr



3rd - Steve Hayden



5th Ched Proctor



4th - Sean Fidler (15191)



big start in Miami



all photos by Bill Clausen

FACES AT MIAMI





Photos from St. Petersburg Winter Championship

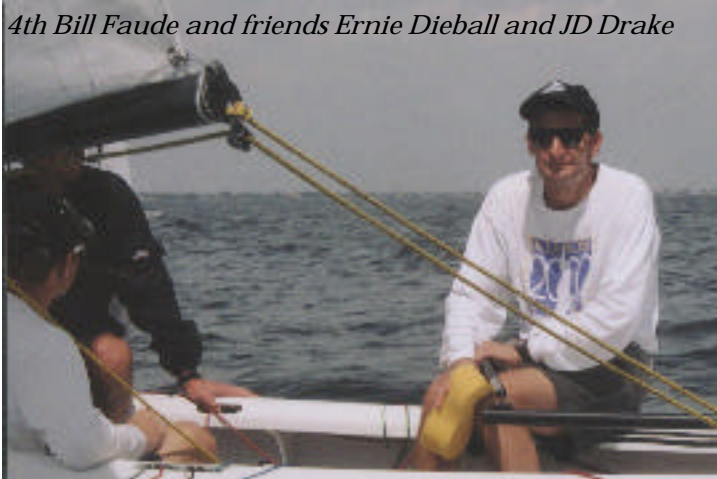
*2nd David Starck and brothers Tom and Joe*



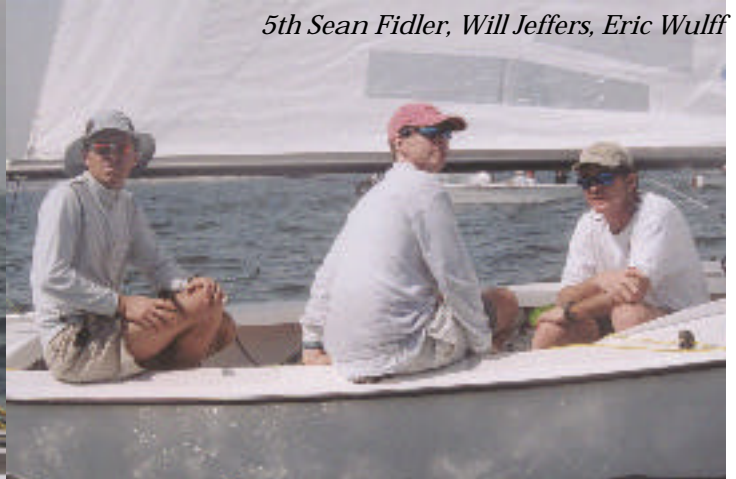
*3rd Larry MacDonald, son Adam, and Debbie Probst*



*4th Bill Faude and friends Ernie Dieball and JD Drake*



*5th Sean Fidler, Will Jeffers, Eric Wulff*



*good start*



*crowded rounding*



All Photos by Bill Clausen

Lightning Lab, Thursday afternoon at St. Pete



Allan Terhune



Ched Proctor



Greg Fisher

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