

# Lightning eflashes

Newsletter from the International Lightning Class Association

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## MISSISSIPPI VALLEY LIGHTNING JUNIOR DISTRICT CHAMPIONSHIP

Harbor Island Yacht Club, June 7-8, 2003

Bruce Richards, PRO

Three intrepid teams of young Lightning sailors came together at HIYC keen to have "a lot of races," "good competition," "wind" and "fun" while "learning more about sailing Lightnings"...quoting the expectations and hopes they expressed at the competitors' meeting. The event offered all of that and more, as a light northerly filled in Saturday long enough to complete three races that saw all three teams grow more comfortable in their boats and more confident getting around the racecourse in an oscillating breeze against current. The experienced

Schillebeeckx/Schillebeeckx/Ward team showed fine form and speed from the outset...but found themselves boxed out at the start of the third race by a determined Beckmann/Burke/Moriarity team that sailed fast and covered tenaciously to win. HIYC's neophyte team of Hofmeister/Kern/Allen pursued a creative approach to a second place finish in the second race only to conclude that it had been "undone" by "the string rule."

The breeze evaporated but the long tow home was followed by a lively afternoon of playing on and paddling every imaginable watercraft in the harbor- -dock floats, windsurfers, canoes, kayaks...and an evening cookout that doubled as Lucas' birthday party. Patience waiting for the forecast westerly Sunday morning was rewarded at eleven by a steady ten knot breeze that challenged every team's boathandling skills. Although there were some hairy moments in puffs downwind, every team rose to the challenge and by the end of the

*The Winning Team*



day each could take pride in a near perfect set, jibe and leeward mark rounding. In the closest finish of the day, Beckmann/Burke/Moriarity edged Hofmeister/Kern/Allen by a foot in race 5 after trading places all day. The home team led at the windward mark of the last race but allowed Schillebeeckx and company to take the inside lane to the leeward mark. From that point the boat from Carlyle stayed in phase with the shifts and extended a lead that proved insurmountable.

In response to the competitors' emphatic opposition to hearing from parents on the racecourse, parents were invited to radio their comments and consternations to the PRO in real time; the typical communication, "Would you please note that....?" was duly noted by the PRO and paraphrased at his discretion in a debriefing commentary with all the competitors after each race and at the conclusion of the series at the awards ceremony. This may have prevented a few heart attacks and ulcers among a group of spectators who know both the thrill and the pain of the ascent up the steep part of "the learning curve" all too well and watch with intense interest, admiration and at least a modicum of vicarious suffering! The competitors received the commentary with a remarkably mature "bring-it-on" attitude that translated to improvement with every race.

Special thanks to Bill Killebrew for coordinating the event, to the Wards for hosting our visitors and taking care of the windward mark, and to the Hofmeisters for the party and the pics. ●

*The Whole Group of Winners*



## President's Column

Paco Solá

I just got my copy of the Yearbook today. I am a proud dad! can't hide it. I sincerely hope you all like it and find it of interest to you. If you don't find it interesting, don't like it or would like to comment, suggest, please do! We will be starting on the 2003 Yearbook this month so all the input for improving on what we have will be more than welcome.

You probably knew that we were facing risk of being left out of the Pan Am Games. Well it has happened. The heads at the Pan American Sports Organization (PASO, ODEPA) decided that the Lightning did not resemble any Olympic class and therefore was the only class (equipment they say) that was left out. Funny how people who know nothing about our sport get to decide our fate. Take for example the J-24 and how they "equated" it with the Star, so it can compete in the Games. Or how the Snipe gets to replace the 49er! I have nothing



against these classes. On the contrary, I can only thank them for their support. The Snipe class, for example, sent a well thought out letter condemning the decision against the Lightning. Being left out of the Games is a potential problem for us, as many countries in South America relied heavily on their participation to keep the class active and obtain funds for training and traveling. Ecuador for example will not send sailors to the PanAms, as our strongest classes, the Optimist and Lightning, are not

allowed to compete.

But look to the future. Let's find other ways to promote the class without having to get us into playing dirty politics. Right now the future does look dark, but this is when we need to look up, explore new ways, get together, open the envelope. We will prevail!

Happy sailing season, please keep in touch!

President@lightningclass.org ●

## From the Historian

Mary Huntsman



A request: Please go through any thing that may be helpful to the Class Archives: pictures, articles, whole scrapbooks, etc. These can be mailed to me or you can bring them to the Masters or North Americans. If you have an old old classic trophy, these may be fun to display, too.

We plan of visiting Skaneateles soon. We can hope to find some more information there and some antique information. We will do a report so those of you who are driving in that direction for the NAs will have a guide to where things can be found. I believe there is a museum there.

Thank you to those who send their memories. It is fun to see how history repeats itself!

Good Sailing to all and see you at Mystic. Remember to call ahead if you want to see Number 1 easily; the staff there will then be able to greet you. Of course it will be on display for our presentation.

Mary

historian@lightningclass.org ●

Save the Date August 13th  
#1 Party at Mystic  
Details will be on the web

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## OFFICIAL NOTICES

### NOTICE OF MEETINGS

The Governing Board Meeting will be Saturday morning, August 16, at 8:00am at Paul & Giselle Myerson's home, very near Cedar Point Yacht Club, Westport CT.

All Vice Presidents and District Commodores are expected to attend this meeting, or to assign a delegate to represent them or their district. All Past Presidents are invited to attend.

The Annual General Meeting will be Monday, August 18, "after racing" (we may adjust the time in case of postponement of the races) at Cedar Point Yacht Club, Westport CT.

All Fleet Captains are expected to attend, or to assign a delegate to represent their fleet. ALL ILCA MEMBERS ARE WELCOME AND ENCOURAGED TO ATTEND THIS MEETING.

It is at the Annual General Meeting that the new officers for 2003-2004 will be elected. The proposed slate from the nominating committee will be posted on the web in early July.

### SUSPENDED FLEETS

In accordance with Article IV of the Bylaws, the following Fleets are automatically suspended effective March 1, 2003. Members of these Fleets may be barred from all Lightning races until annual Fleet dues (\$25) have been paid. Fleets #: 14 Centerboard Yacht Club; 39 Chelsea Yacht Club; 51 Crescent Sail Yacht Club; 55 Little Neck Bay; 58 Hewlett Bay; 60 Jayhawk; 62 Southern Yacht Club; 64 Maple Bay; 71 Rocky River; 95 Awosting Yacht Squadron; 132 Lake Washington; 137 Gull Lake Yacht Club; 145 Spofford Lake; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 209 New Orleans Yacht Club; 212 Atwood Yacht Club; 227 Bomoseen Yacht Club; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 265 Yacht Club La Punta; 273 Massabesic Yacht Club; 277 Clearwater Bay; 280 Chequesset; 312 Lega Navale Italiano Anzio; 328 Jyvaskyla; 342 Higuierillas; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 368 Okanagan; 400 St. Marys; 401 Guanabara; 424 Club Universitario de Ragatas, La Pinta; 427 Killyleagh Yacht Club; 435 Rush Creek Yacht Club; 438 Perry; 440 Palmetto; 446 Club Universitario de Buenos Aires; 449 Marsala; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 466 Flotta Del Conero; 468 Valkeakoski; 471 Casco Bay; 498 Selkirk; 499 Pointe Claire Yacht Club; 500 Tennessee Valley; 501 Club Nautico el Portillo; 509 Fishing Bay.

District Commodores should make sure that all fleets are paid in order for members to compete in the District Championship Regattas.

## YOUTH CHAMPIONSHIPS

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FEBRUARY 28 – MARCH 7, 2004

Now that the sailing season is in full swing, it's time to get your crews together and start training. There's no better place to practice than your districts regattas. This is where you'll find your district top sailors and learn from them. Throw in a couple of close out-of-district regattas and you'll be ready for the one of the upcoming Championships. Many districts are hosting district Youth Championships, so check your district schedule.

In addition there is the Junior NAs coming in August. [This is the qualifier for the US teams for the 2004 Lightning Youth World Championships next March in Sao Paulo, Brazil.](#)

Also mark you calendars for the 1st week of November for the Pacific Cup in Salinas, Ecuador. This regatta is one not to be missed. This year there is an added incentive of not only a slot for the South Americans (which follows immediately) but also the use of a boat. There is no qualification although there are limited spaces. The cost of the Pacific Cup is the same as last year: get your team to Guayaquil with your own sails and everything else is covered. If you haven't had an opportunity to sail in a international regatta don't pass up the Pacific Cup - it's an experience that you will never forget. ●

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## 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 and take-downs, plus much, much more. Send \$24.99 plus \$4.99 shipping/handling to:

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Please include a check or money order to: Above & Beyond Productions, Inc.

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

Profits from the video go directly to the ILCA.

You can also order this video through the secure on-line Store from the

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

*YB Editor's Note: Our apologies to Fleet 180 and Fleet 329 who submitted their reports on time, yet were inexplicably left out of the Yearbook. - Paco*

### Conneaut Lake Yacht Club

#### Fleet 180

#### Lake Erie District

#### Sailing on Conneaut Lake

#### Conneaut Lake, Pennsylvania

Fleet Captain: ..... Ed Benevent

Fleet Secretary: ..... Debbie Hollister

Fleet Champion: ..... Chad Waldschmidt

Fleet Runner Up: ..... Ed Benevent

11063	Jon DeArment
13506	Lawrence Levine
13899	Bob Asmus
14041	Mike Mercatoris
14128	Tom McFate
14146	Skip Ragghianti
14422	Geoff Taylor
14444	Ken Pote
14711	John Andrews
14750	Ed Benevent
14763	Chad Waldschmidt & Jody Bunting

"It was a very good year". For the first time in recent history, the fates controlling the winds, for the most part, looked favorably upon our fleet. Over the course of the summer only three days were cancelled due to lack of wind and only one day had winds of the knock down and very shifty type. For most of the time the wind was between 6 and 18 knots, no rain and in the high 70's and above.

It looked early on like the making of a bad season when John Andrews went over the first weekend, but things improved. The Spring Banquet was held at the Hotel Conneaut as was the Labor Day Banquet. After the Skipper's meeting, the unanimous decision was to schedule the racing for Saturday afternoons and to use the low point scoring system.

The 'Round-the-Lake race was the one raced in high winds from the west that had big puffs with big shifts. Ed Benevent with crew Randy Hollister and Ken Pote (agreeing to give up the tiller of his boat to help with crew work) were able to keep the boat from turtleing after a big puff hit. Chad Waldschmidt, after breaking some gear, held on to win the race, with Mike Mercatoris second. Geoff Taylor captured third. It was a race that will be recalled several times over the winter!

The Championship series consisted of 19 races sailed. After the scoring was done, it was shown that Chad Waldschmidt was the run away winner, with Ed Benevent second. None of the races could have been sailed if not for the fine work of the Race Committee: a big thank you to Rosie, Carole, Carolyn, Katie and the rest of 'the girls'. We could not have done it without you!

At the end of the season the following prizes were awarded:

Hour glassed spinnaker	Mike Mercatoris
Upside down trophy	Ed Benevent
	(we were really just on our side)
US Sailing Sportsmanship Award	The entire Fleet
	(no protests!)

Check out CLYCsailing.com for more information. ●

### Severn River Fleet

#### Fleet 329

#### Dixie District

#### Sailing on the Chesapeake Bay

#### Annapolis, Maryland

Fleet Captain: ..... Jon Guth

Secretary: ..... Jen Millar

Treasurer: ..... Phil Grotheer

9665	Jim Bielefeld
11628	Eric Olsen
14139	Todd Casey
14217	Steve Palmer
14221	Mark Whitson
14222	Jim Connally
14548	Jon Guth
14581	Joe Friebele
14629	Steve Constants
14881	Phil Grotheer
15016	Jamie Brickell
15054	Jonathan Lange
15101	Todd Johnson
15131	Carl Muska

Fleet activity for 2002 started off as it does most years with our No Gas Regatta. This years' event was special in that Bob Shapiro of the New Hampshire fleet came down to our fleet home, Severn Sailing Association, and established a new perpetual trophy in memory of his late father George Shapiro, a long time SSA and Fleet 329 member and past Fleet Captain. George helped establish the No Gas and was also instrumental in bringing the Frigid Digit to Annapolis. 14 boats registered, but high winds on Saturday kept several ashore while 6 or 7 ventured out. Three rough races were sailed, while chase boats kept busy with several bottom-up Lightnings. Sunday brought light and shifty breeze, but with it better participation. After 2 more races, we called it a day, and Bob Shapiro and his mother presented the Memorial Trophy, a beautiful half-hull model with sails, to Phil Grotheer. The fleet enjoyed refreshments and snacks compliments of the Shapiros, and we sincerely thank them for establishing this fitting memorial.

Several weeks later, many of our active fleet members went down to Deltaville, VA for the Dixie Districts at Fishing Bay Yacht Club. What a beautiful place to visit and sail! The regatta went off without a hitch, with the 15-knot sea breeze filling in just at the right time Sunday to cap off the event. 329 fared well with Grotheer winning, Jon Guth second, Steve Constants third, and Jamie Brickell fourth. Along with these 4, Todd Johnson and Jonathan Lange also qualified to go to the NA's with pass-throughs.

In June and July we held our usual spring and summer series with solid participation in both. Constants won the Spring Series with very consistent sailing, recording no worse than a 4th across 7 races, while Brickell won the 9-race Summer Series. In addition, several brand new fleet members, Jim Connally and Todd Casey, were out and sailed quite well. These guys are excellent new additions to our fleet.

The ACCs were held nearby at the end of July over at the beach in Delaware. A number of our guys went over for

that while several also helped organize and run the event with the Rehoboth fleet. It ended up being a big regatta with 60 boats, which made for a great party that night with live music and kegs a flowin'. Rehoboth really is an ideal location for a Lightning regatta.

In August, the six boats that qualified made the trip out to the NA's in Michigan with their respective teams and/or families. Everyone had a great time, the weather was ideal, and we faired pretty well too. Grotheer qualified for the Worlds by finishing 6th in the Blue fleet, and several just missed qualifying for Blue. Those of us that sailed in Green and Yellow found it plenty competitive and we learned a lot.

Capping off the season was the annual Frigid Digit Fall Championship. We had lobbied hard in the winter to get the club all to ourselves that weekend and the class didn't disappoint. 47 boats attended and we had big breeze Saturday and a lighter, shiftier Sunday. Our fleet hosted a festive dinner on the SSA deck with groovy live music that everyone seemed to enjoy. This is the one event we hold every year where the fleet really pulls together to chip in and get the job done, and this year's ran like clockwork. Come on back next year and bring another boat from your fleet!



Our Fleet Championship trophy, scored from all our fleet events, was won by Todd Johnson in only his second year racing Lightnings. Fleet 329 had a great year, is in fine shape, and looks forward to another fun season next year. ●

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Sailors' Tailor	Competitors
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Unique Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates
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## HEAVYWEIGHTS

## Adventures in Wooden Boating

*Joel Thurtell*

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I thought of Seydou's tires when I looked at the pictures of those African Lightnings.

What do a 12-year-old kid's re-invention of the bicycle tire have to do with Lightning sailboats?

African ingenuity.

It's something I saw many times in my tour as a Peace Corps Volunteer in Togo, West Africa 30 years ago: The talent for taking a piece of trash and making something that does something neat.

Seydou was the kid who lived next door to us in northern Togo, in the sub-Sahara. Somebody gave Seydou a small bike whose wheels would not take standard size tires and inner tubes. The bike was no good without tires, and this was an active kid with a powerful need to move about on a bike. So Seydou scrounged around and found cast-off inner tubes and tires that were too large for the little wheels of his bike. He cut sections out of the inner tubes and the same for the tires. He glued them back together with patching cement, put them on his wheels, pumped them up and rode happily around on his bike until the air pressure inside that tube and maybe a too-hard bounce against the ground would produce the inevitable flat. That happened at least once a day, and then Seydou would be back at work with his patching cement.

One of my assignments was to build a three-room school in a remote village. It was a challenge. There was no water at the site. We wound up filling dump trucks with water in the main market town and transporting it 35 kilometers over washboard clay roads to the village, where we dropped it into a temporary cinder block cistern we'd built. When it came time to put together our roof trusses, I needed heavy iron bolts and nuts. I searched over all Togo. No bolts, no nuts. I thought of Seydou. There had to be a way. And there was. Coached by the Togolese carpenters, I bought a portable forge



and a pile of flat iron and another pile of reinforcing rod. I hired a blacksmith to fabricate bolts and nuts. He cut the rod into usable bolt lengths and welded a square of flat iron to one end, threading the other. He made other squares of flat iron, cut holes through their centers and threaded them inside for nuts.

It had been years since I thought about those bolts and nuts, but a while back I opened an email from Helmut Braun writing from Lagos, Nigeria. Helmut read my Flashes column about pickup rudders and wanted me to know that pickup rudders – he calls them “lifting” rudders – are a necessity for sailing in waters off Lagos, regardless of what ILCA rules say.

So, many years ago, Helmut designed a lifting rudder and had it built by a carpenter at the Lagos Yacht Club. Like my own movable rudder, it has a bolt or pin that allows it to be raised as the boat approaches a sandbar or any of the chunks of debris – abandoned fishing nets, sunken boats, logs, maybe even a junk car – that litter the waters around Lagos.

Here's Helmut's description of sailing conditions. I had asked him about crocodiles because I had some fascinating encounters with these big reptiles in northern Togo.

“About crocodiles, I don't think there are any left. I have neither seen one nor heard of anybody seeing one during the last 15 years of my stay in Lagos.

“It is too dangerous for us to beach a Lightning at the sea coast. We once lost a Hobie 16 who tried it and disintegrated. The breakers are too vicious. We therefore sail along the creeks (inland waterways) running parallel to the coastline.

“In some places there are only 500 meters between the creek and the sea. There are a lot of beach huts (thatched roof bamboo huts) with jetties along the creek where we can stop and walk across to the sea. The creeks are tidal waters and at low tide can be very shallow. That's when we need the lifting rudders to cross the sandbanks or get alongside the jetties. The Lagos harbor waters are strongly polluted with plastic bags and other rubbish. In addition after the rainy season, there is a lot of water hyacinth around. That's when we need the lifting rudders again since the stuff clings to the centerboards and rudders like glue. Sometimes you get the feeling as if they had been waiting for that poor sailing dinghy to pass by and then jam it up.

“Oh Lord, isn't it tough in the tropics!”

I've never been to Lagos, but I spent some time on beaches at Lome, the

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capital and port town in Togo facing the same stretch of Atlantic Ocean as Lagos. I recall having to pick carefully a spot to place my beach towel because people used the beach as a bathroom. I recall the streets of Lome being littered with ancient abandoned cars and lesser trash and can well imagine that the waters also have been treated as a landfill. Come to think of it, though, I remember seeing junk cars and debris in the Rouge River here in Wayne County, Michigan, and today's New York Times reports that people are now pulling up old bombs and toxic chemicals from the Baltic Sea, dumped there by the Americans, British and Soviets after World War II. So maybe fish nests and feces are not so bad.

Lifting rudders are standard equipment on Nigerian Lightnings. All 39 Lagos Lightnings have them. And while lifting rudders are illegal in the Lightning class, by having everyone use a kickup rudder, nobody is at a disadvantage in local races.

I found Helmut's account of the lifting rudders intriguing, but then recently I heard from him again. He wrote to compliment me on what he graciously described as my "funny article 'Lightning Law' " which continued my argument that wood is superior to fiberglass for making Lightnings. "You are absolutely right," he wrote, "A composite hull (laminated wooden hull) should beat any fiberglass hull, especially on the long run in our tropical climate (because) the wood retains its stiffness while the fiberglass goes soft."

Music to my ears, of course, but then Helmut adds this zinger: "In our Fleet 510 (Lagos, Nigeria) we have a number of 50-years-old wooden Lightnings. The original boats were built from teak wood and weighed around 700 kg!"

Wait a minute – 700 kilograms?

The minimum weight for a Lightning is 700 pounds. Most people feel that for a boat to compete in a race, it should weigh not much more than 700 pounds. I discovered belatedly that my first Lightning, a glass boat, weighed more than 900 pounds and maybe closer to half a ton. The foam in the hull had absorbed water. It was very, very stable, though fairly slow.

But a kilogram? 2.2 pounds. That means these Nigerian Lightnings weigh – gasp! – one thousand, five hundred forty pounds.

Apparently, this humongous weight comes about because their hulls were made from teak, a heavy wood, but plentiful in western Africa.

If those boats were built 50-some years ago, that was 20 years before I was in Africa in 1972-74. I can understand why they did it. I recall being surprised to learn shortly after arriving in Togo that anything that was imported was amazingly expensive. I imagine the idea of buying and shipping a 19-foot sailboat to Nigeria seemed out of the question, way too expensive. Even shipping materials would cost too much. In those days, cargo came south across the Sahara aboard camels. How many camels would it take to tow a Lightning across the desert? Otherwise, it would have to go by freighter, also expensive. Now, there is a highway across the desert and transportation costs have gone down.

The alternative was at hand: Teak. So it was heavy. So what? If everyone is heavy, no one is heavy, right?

So build those boats of teak they did.

That they are still sailing 17 of these woodies is an inspiration. Since the teak vessels were built, the club members have bought 22 Swiss-made glass Lightnings.

All the glassies have metal lifting rudders, by the way.

But those teakies are still going strong.

Indeed, "strong" may be too weak to describe how they operate.

"I can remember one funny incident involving three of our woodies some years ago," Helmut writes. "It happened at the start of a combined race and the first leg was a definite port tack. One Laser, however, decided to mess up the fleet and started on starboard tack screaming "staaaaarboard" at the top of his voice as he approached three port-tacked woodies with other boats below them. The woodies wouldn't budge, since turning a 700 kg boat in a confined space can't be done quickly. The Laser's screams became increasingly frantic until, realizing the futility of his attempt, he ducked the woodies (uttering some black Voodoo stuff) and went for the 'plastics' below. After the race, the laser helm voiced his complaint to the woodie helms, but their stony-faced comment was: "A Laser? What Laser? Calling what?"

"And the moral of the story: It's no use to have a tombstone with the inscription "Here rests Johnnie Laser. He was on starboard."

"Anyway," concludes Helmut, "We love our woodies as they make great family boats, especially for small kids who love to use them as diving platforms when anchored in front of a beach.

"Moreover, they do look so elegant with their genoas."

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





# If it wasn't for Lightnings...

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

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

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

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

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

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

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

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

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

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

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

*Wait*



A.



C.



D.

### A. Race Master

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

T040

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

### B. Bailers

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

A564133 Super Max

List \$113.00/Layline **\$108.00**

A564136

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

**Internal New Large Gasket**

A574194 For a little piece of foam

**\$13.00**

### C. Small Harken Aluminum Cleat

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

H338

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

Super Max  
(inside mount)

B.

New Large  
(outside mount)



E.

### D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its' Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H<sub>2</sub>O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

### E. Competitive J22 Boathandling

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

H4938

Layline **\$45.00**

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OUR SPECIALTY**

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YOUR BOAT**

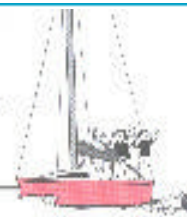
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jgcfuzzy@litenet.net

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## UPCOMING REGATTA CALENDAR

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

### 2003 NORTH AMERICAN CHAMPIONSHIPS

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

### 2003 SOUTH AMERICAN CHAMPIONSHIPS

**November 6-9** Salinas Yacht Club, Salinas Ecuador



July 12-13	Centrals (CNY)
July 12-13	CT Governor's Cup, Niantic Bay YC
July 12-13	Tawas Bay Regatta, Tawas MI
July 12-13	New England District Championship/ Brian Hughes Regatta, American YC, Newburyport MA
July 12-13	Kitsilano Regatta, Vancouver BC
July 19-20	Long Island District Championship, Southampton Yacht Club
July 19-20	CNY District Championship Henderson Harbor
July 19-20	Evans Regatta, Green Bay Sailing Club
July 26-27	Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
July 26-27	Brotz, Sheboygan WI
July 26-27	Wooden Boat Get Together, Onondaga Syracuse NY
July 26-27	GYA Championship, Pass Christian YC
August 1-3	Higgins Lake Invitational, Higgins Lake Boat Club MI
August 9-10	Sweet Corn, Susquehanna YC
August 9-10	Down Bay Invitational, Little Egg Harbor Yacht Club
August 23	Onondaga One Day Invitational, Onondaga Yacht Club NY
August 23-24	2nd Annual Northern Chesapeake Fleet 192 Regatta aka The Duck Challenge, Tidewater Marina

HEY WOODY!

THIS IS IT!

*Wood boat get together and regatta*

Onondaga Yacht Club (Fleet 10)

July 26/27, 2003

Open to wood Lightnings only

Location is Syracuse, NY, 30 minutes east of Skaneateles

*Please spread the word!*

Please let me know ASAP that you'll be coming

Craig Thayer [fabriccraft@a-znet.com](mailto:fabriccraft@a-znet.com) 315/458-3991

### 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,  
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Contact

I.L.C.A.

P.O. Box 10747

Murfreesboro TN 37129 USA

(615) 89-FLASH

FAX (615) 893-5205

[email\\_office@lightningclass.org](mailto: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.

**NOTICE OF RACE**  
**INTERNATIONAL LIGHTNING CLASS ASSOCIATION**  
**WOMEN'S, JUNIORS' AND MASTERS' 2003 NORTH AMERICAN CHAMPIONSHIPS**  
**NIANTIC BAY YACHT CLUB, NIANITIC CT**  
**AUGUST 12-15, 2003**



**ORGANIZING AUTHORITY:** The Women's, Juniors' and Masters' North American Championship Regattas are organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 85.

**RULES:** The regatta will be governed by the current Racing Rules of Sailing (RRS), the Prescriptions of US SAILING, the Rules Governing All Area Lightning Class Championships (Class Rules), this Notice of Race, the Sailing Instructions, and any amendments thereto.

**CATEGORY:** Regatta is designated as Category C in accordance with Appendix I, Regulation 20, restricted as follows: Advertising on hull only.

**ELIGIBILITY AND ENTRY:** The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/03. Entry fee is \$35 on or before July 21st, \$50 after July 21st, and an extra \$5 fee for US Skippers who are not members of US Sailing.

The ILCA Women's North American Championship is open to all female sailors. Entry fee is \$45 on or before July 21st, \$60 after July 21st, and an extra \$5 fee for US skippers who are not members of US Sailing.

The ILCA Masters' North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/03. Minimum combined age of skipper and crew is 130 years (as of 12/31/03). Entry fee is \$70 on or before July 21st, \$85 after July 21st, and an extra \$5 fee for US skippers who are not members of US Sailing.

Women, Junior and Master skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members.

Advanced Registration shall be accompanied with the entry fee and must be received by July 21, 2003. Entries must be mailed to:

ILCA  
P.O. Box 10747  
Murfreesboro, TN 37129 USA

Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA Website (<http://www.lightningclass.net/2003WJMNAS/>). Late entries will be accepted at registration.

**REGISTRATION:** Registration and measurement will be held from 1200-1800 on August 11 and 0800-1700 on August 12, 2003

**MEASUREMENT:** Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

**SCHEDULE OF EVENTS**

Monday, 8/11/03	Measurement	1200-1800
	Registration	1200-1800
Tuesday, 8/12/03	Measurement	0800-1700
	Registration	0800-1700
Wednesday, 8/13/03	Practice Race	1400
	Competitors Meeting	1800
	Welcome Grill	1900
	WJM Races (2) Warning	1000
	Juniors Race Warning	1500 (approx)
Thursday, 8/14/03	Social @ Mystic Seaport	1900
	WJM Races (2) Warning	1000
	Juniors Race Warning	1500 (approx)
Friday, 8/15/03	Italian Night @ Club	1800
	WJM Races (2) Warning	1000
	Juniors Race Warning	1500 (approx)
	Informal Awards @ Club	1700

The Race Committee may adjust the racing schedule and number of races to suit weather conditions.

**BOAT STORAGE:** All boats must be on the premises by 1700 August 12th.

**RACING AREA:** Races will be sailed in Niantic Bay on Long Island Sound. Courses will be published in the Sailing Instructions.

**SAILING INSTRUCTIONS:** The sailing instructions will be available during registration, and on the 2003 WJMs website after June 1, 2003.

**COURSES:** The courses to be sailed will be provided in the sailing instructions.

**NUMBER OF RACES AND SCORING:** Nine races are scheduled for Juniors. For Juniors, if 6 or more races are completed, the worst finish will not be scored. If all 9 races are completed, the 2 worst finishes will not be scored. This changes RRS "A2". Six races are scheduled for Women and Masters. If all 6 races are completed, the worst finish will not be scored.

**SCORING:** (a) Abbreviations for scoring shall be in accordance with RRS (2001-4) Appendix A 11.

(b) Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first yacht scores 1 point, second yacht scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the greatest number of yachts eligible to start in any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress.

(c) Each boat's total score will be the sum of her scores for all races, excluding her worst score if so provided in the Notice of Race and Sailing Instructions. The boat with the lowest total scores wins. Ties will be resolved in accordance with ARTICLE VIII, Paragraph 5.

**APPEALS:** While the right to appeal has not been denied for these championships, the results at the end of scheduled racing will be considered final for purposes of qualifying for the North American Championships, and the results of any appeal will have no effect on qualifying positions for said event in accordance with RRS 70.4(a).

**ALTERNATE PENALTY:** The 720 degree turn penalty as provided in RRS 44.1 and 44.2 shall apply with the following modification: if an infringing boat has its spinnaker drawing at the time of the infringement, she shall have the option of either (1) exonerating herself in accordance with RRS 44.2 or (2) sailing well clear of the other boats as soon after the incident as possible, promptly drop her spinnaker below the gooseneck, make one complete 360 degree turn, promptly reset her spinnaker and have it drawing immediately after the penalty. This changes RRS 44.2 When a boat takes the penalty at or near the finish line, she shall return completely to the course side of the line before finishing.

**PROPULSION:** RRS 42.3 (b) shall be altered to read: "On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used."

**SUPPORT BOATS:** Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the awards ceremony except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all boats associated with the infringing support personnel.

**PRIZES:** Prizes will be awarded to the top finishers in each fleet.

**SPECIAL NOTICE:** The 2003 Junior North American Championship is the qualifier for US Skippers for the 2004 Youth Worlds. From the I.L.C.A. Junior, Women's and Masters Championships one or more Skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regattas in accordance with the following formula: One Skipper qualifies if the Fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc.

**HOUSING:** Information on local hotels and guest houses will be made available on the regatta website in February. Free housing will be provided for all Juniors.

**FURTHER INFORMATION:** For further information, please contact the following:

International Lightning Class Association	Regatta Chair:
Karen Johnson	Franz Edson
P.O. Box 10747	860-691-0417 (Home)
Murfreesboro, TN 37129 USA	860-433-3602 (Office)
phone 615-89-FLASH (615-893-5274)	email franzedson@aol.com
fax 615/893-5205	
email office@lightningclass.org	
( <a href="http://www.lightningclass.net/2003WJMNAS/">http://www.lightningclass.net/2003WJMNAS/</a> )	



## ILCA 2003 WOMEN'S, JUNIORS', AND MASTERS' NORTH AMERICAN CHAMPIONSHIPS

To be completed and sent by July 22, 2003 to:  
International Lightning Class Association, P.O. Box 10747, Murfreesboro TN 37129

SAIL # \_\_\_\_\_  
BOAT # \_\_\_\_\_

Skipper \_\_\_\_\_

\*\*Age \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

ILCA Membership Card No.\* \_\_\_\_\_ US Sailing Membership Card No. \_\_\_\_\_

Yacht No. \_\_\_\_\_ Yacht Name \_\_\_\_\_

Hull Color \_\_\_\_\_ Spinnaker Color \_\_\_\_\_

Fleet No. \_\_\_\_\_ Fleet Name \_\_\_\_\_ District \_\_\_\_\_

Local Newspaper \_\_\_\_\_ FAX \_\_\_\_\_

Crew \_\_\_\_\_ ILCA Membership Card No.\* \_\_\_\_\_

Address \_\_\_\_\_ \*\*Age \_\_\_\_\_  
\_\_\_\_\_

Crew \_\_\_\_\_ ILCA Membership Card No.\* \_\_\_\_\_

Address \_\_\_\_\_ \*\*Age \_\_\_\_\_  
\_\_\_\_\_

\*\*Age as of 12/31/03. FOR JUNIORS: neither Skipper nor Crew shall have attained his/her 20th birthday by December 31, 2003.  
FOR MASTERS: skipper must be at least 55 years as of 12/31/03; total crew age must total at least 130 years.

FEES: All \$ US.

WOMEN: Entry fee, if received by July 22, 2003, \$45.00. If entry fee is post-marked after July 22, 2003, \$75.00.  
For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

JUNIORS: Entry fee, if received by July 22, 2003, \$35.00. If entry fee is post-marked after July 22, 2003, \$60.00.

MASTERS: Entry fee, if received by July 22, 2003, \$60.00. If entry fee is post-marked after July 22, 2003, \$90.00.  
For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

Entry fee enclosed \_\_\_\_\_

Crew Membership Dues Enclosed \_\_\_\_\_

\* Skipper must be Active or Associate Member. Skipper Membership is \$45; Associate Membership is \$26; Crew Membership is \$10.  
Crew Membership may be upgraded to Associate for \$16.00 or to Active for \$35.00.

Total number of persons in party \_\_\_\_\_

I agree to abide by the regulations and sailing instructions for this event. In consideration of the acceptance of this application for entry in the ILCA 2003 Women, Juniors, and Masters North American Championships, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the ILCA, Niantic Yacht Club and Fleet 85 and/or the regatta Race Committee (including their officers, employees and affiliated volunteers) from all liability in connection with any injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act, or omission either negligent or otherwise by any person or entity. (Advise your insurance agent of this release of responsibility.)

Signature of skipper \_\_\_\_\_

(If Skipper is under 18) Signature of parent \_\_\_\_\_

Date of arrival \_\_\_\_\_ (All skippers must be on hand no later than Tuesday, August 12, 2003, 6:00 pm)

NOTE: YOU MUST HAVE THE MEASUREMENT CERTIFICATE FOR THE BOAT YOU PLAN TO SAIL.

OVAL MASTS MUST HAVE AN APPROVED CERTIFICATION OR A SERIAL-NUMBERED DECAL.

If I qualify I will enter the North Americans - Yes \_\_\_\_\_ No \_\_\_\_\_

(Note: To enter the North Americans via this Championship, the Skipper must be an Active Member of I.L.C.A.)

## LOCAL NIAN TIC BAY CONDITIONS

for the Women's Juniors' and Masters' North American Championships

*Dave Peck (local rock star)*

I have been asked to write about the wind and current conditions in the Niantic Bay sailing area. Based on local experience here since about 1960, I offer these basic guidelines to help you prepare for the WJMs. Hopefully, this will be very understandable.

The prevailing wind direction is southwest. Under "normal" conditions, the wind tries to get to between 220 and 240 degrees at 10-15 mph, usually furthest right towards the end of the day. The velocity is stronger and the direction is usually further right nearer the shore.

If the wind is in a Southeast direction, there is no real recipe for winning the race and therefore local race managers like to serve up this direction to visiting sailors. Expect a bigger chop, though, as you get further outside the Bay.

If the wind is North or Northwest, racing will be, as expected, shifty and puffy. This direction is also a favorite for good racing. Of course,



as we know, Northerlies may die and compete with the prevailing thermal breeze out of the Southwest, but what else is new? If it gets too weird, we'll abandon the race.

Easterlies offer pretty steady and fair conditions although you may witness a slight left shift as you get closer to the Millstone Point shore.

Current can be a significant factor, especially when you are sailing near the tip of Black Point or closer to Millstone Point. However, the flood

runs east to west down Long Island Sound and the ebb runs west to east. Inside the Bay during a flood tide, the water will sweep into the Bay around Millstone Point and into the Niantic River and around the Bay shore towards Black Point. During an ebb tide, the reverse will happen. Current/tide is much less a factor as you get further inside the Bay. It can be a major factor as you sail further into the Sound. Thankfully, it should be obvious to see what the current is doing.

So, the basic Betty Crocker recipes for success in the Bay are to sail towards the nearest shore, factor in the current with the knowledge that it is stronger as you sail further into the Sound. Watch the right side of the course when the wind is in a south or southwest direction. Sail the shifts in a northerly. No advice for the other directions, just do your normal routine. Be prepared for any condition and velocity because as we have all learned, there is often no typical condition at the regatta that you will be attending. (Disclaimer) ●

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## NORTH AMERICAN CHAMPS - ACCOMMODATIONS

### FOR WJM NAs (Niantic Bay Yacht Club)

#### MOTELS

Best Western 860-739-3951 5.5 miles @ Exit 74  
\$59 + \$10 for 3rd adult (special rate for N.A.s, Avail until 5/30/03) Newest, clean, quiet

Days Inn 860-739-6921 6.0 miles @ Exit 74  
\$75 + \$10 for 3rd adult (special rate for N.A.s, Avail until 7/11/03) Pool/Bickfords Restaurant

Motel 6 860-739-6991 6.0 miles @ Exit 74  
\$68.00, 3 adults (register on website motel6.com for discount) Pool, Laundry

#### INNS / BED & BREAKFAST

The Inn at Harbor Hill 860-739-0331 3 miles in Village  
\$145.00-\$165.00 A Bed & Breakfast

The Niantic Inn 860-739-5451 2½ miles in Village  
\$109.00 (3 adults) Studio Style

#### CAMPING

Rocky Neck State Park 5 miles on Rt 156  
Statewide: 866-287-2757 Local: 860-7391339

**MISC** Please contact Chris Vann if you have questions or need additional information. There are two privately owned campgrounds in the area and cottage rental opportunities. See NBYC web site list of local spots, including a few other hotels as well.

### FOR NAs (Cedar Point Yacht Club)

#### MOST CONVENIENT

Norwalk Inn 99 East Avenue, Norwalk, CT 06851  
71 rooms (203) 838-2000 · (800) 303-0808  
Fax (203) 855-9722 · www.norwalkinn.com  
Closest hotel to CPYC – 3.3 miles. No highway travel between hotel and CPYC. Restaurant, pool, reasonable prices. Discounted Rate of \$89 / night - Mention the Lightning NAs or Cedar Point Yacht Club (includes breakfast on weekdays)

The Westport Inn 1595 Post Rd East, Westport CT 06880  
116 rooms (203) 259-5236 · (800) 446-8997  
Fax (203) 254-8439 · www.westportinn.com  
Well located on Post Road near The Boat Locker. 8.2 miles and 10 minutes from CPYC. Restaurant, pool, gym, and reasonable prices.

Doubletree Club Hotel · 789 Connecticut Avenue, Norwalk, CT 06854 · 266 rooms  
(203) 853-3477 · Fax (203) 855-9404  
Near I-95. 5.7 miles and 15 minutes to CPYC. Restaurant, gym, pool, reasonable rates. Discounted Rate of \$79 / night - Mention the Lightning NAs or Cedar Point Yacht Club

*Most rooms are between \$89 and \$99 per night for these hotels, and can accommodate several people. Mention you are attending a Cedar Point Yacht Club regatta to get the best rate.*

#### NATIONAL CHAINS

Four Points Hotel By Sheraton · 426 Main Avenue, Norwalk, CT 06851 · 127 rooms  
(203) 849-9828 · (800) 325-3535  
Near Merritt Parkway. 8 miles and 15 minutes to CPYC. Restaurant, gym, reasonable prices.

Hilton Garden Inn Norwalk · 560 Main Avenue, Norwalk, CT 06851 · 170 rooms  
(203) 523-4000 · (800) 445-8667  
Near to Merritt Parkway. 8 miles and 15 minutes to CPYC. Restaurant, gym, pool, very reasonable rates.

Courtyard By Marriott · 474 Main Avenue, Norwalk, CT 06851 · 145 rooms (203) 849-9111  
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4.2 miles and 10-15 minutes to CPYC. \$70 per room for a queen bed, \$85 per room for two beds, tax included

There is no camping permitted at the club and there are no campgrounds within 20 miles of Westport. We will attempt to arrange housing for a limited number of people. Contact Josh Goldman at jgoldman@gcomfom.com

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INTERNATIONAL LIGHTNING CLASS ASSOCIATION  
DISTRITO ECUADOR  
AVISO DE REGATA - CAMPEONATO SUDAMERICANO 2003  
Noviembre 6-9 de 2003

**Fecha:** Noviembre 6-9 de 2003

**Sede:** Salinas Yacht Club, Salinas, Ecuador, Flota 405

**Organizadores:** International Lightning Class Association - Distrito Ecuador; Federación Ecuatoriana de Yachting; Salinas Yacht Club, Flota 405.

**Reglas:** El Reglamento de Regatas ISAF 2002-2004, Las reglas de la ILCA, Reglamento de la Confederación Suramericana de la Clase, Las instrucciones de regata disponibles al momento de inscripción.

**Categoría:** Se establece la categoría "A" según el apéndice 1, regla 20 con la siguiente restricción: sólo se permite publicidad en los cascos.

**Eligibilidad:** Todo velerista podrá participar si ha clasificado en su respectivo distrito y está al día con la ILCA.

Se establece una limitación de 3 barcos de préstamo por país y el doble para el anfitrión, habiendo la posibilidad de otorgar más barcos luego de la fecha de cierre de inscripción dependiendo de la disponibilidad.

Además, cualquier competidor extranjero que haya clasificado está invitado a participar con su propia embarcación.

El Campeón Sudamericano 2002 tiene un cupo automático en el campeonato.

El Comodoro del país anfitrión tiene un cupo automático en el campeonato.

El campeón del campeonato juvenil "Copa del Pacifico" (4, 5 y 6 de Noviembre) tendrá un cupo automático en el campeonato.

**Calendario:**

**Jueves 6 de Noviembre 2002**  
9h00 a 11h00- Medición de Velas  
10h30- Sorteo de Botes  
11h00- Reunión de capitanes  
14h00- Regatas de Entrenamiento  
19h00 Inauguración del Campeonato

**Viernes 7 de Noviembre**  
13h00- Regatas 1 y 2

**Sábado 8 de Noviembre**  
13h00- Regatas 3 y 4

**Domingo 9 de Noviembre**  
13h00- Regatas 5 y 6  
19h00- Premiación y Clausura

**Validez:** El campeonato será válido con un mínimo de cuatro regatas cumplidas. Sólo habrá descarte si se completan las seis regatas previstas.

**Inscripciones:** USD 200 por bote.

El formulario de inscripción se enviará a los interesados.

El cierre de inscripción es el 15 de Septiembre, de manera que podamos ofrecer con suficiente antelación cualquier barco disponible a los interesados.

**Deposito:** USD\$ 300 reembolsables si no se presentan daños; el costo mínimo a primer daño reportado será de US\$ 50.

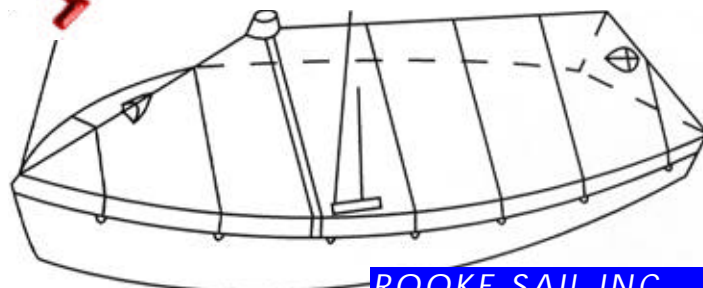
**Alojamiento:** Instalaciones del club (literas), información de hoteles se circulará en los próximos días.

Para mayor información escriba a Jaime Calderón, Comodoro de ILCA Ecuador: jcaldero@impsat.net.ec o a Paco Solá, Presidente ILCA: psola@norlojw.com.ec

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## Youth World Championship Update

### **BRAZIL TO HOST THE 2004 LIGHTNING YOUTH WORLDS!**



**Location of Championship: GUARAPIRANGA LAKE, SÃO PAULO.**

Located less than 10 miles south from the heart of the largest city in South America, SÃO PAULO.

**Dates: FEBRUARY 28 - MARCH 7, 2004**

NOTE: US Qualifiers will be the 2003 Lightning Junior NAs, Niantic, CT, August 5 - 8. Teams from other countries should check with your ILCA Vice President as to when your qualifiers will be.

Keep an eye on the *Flashes* and ILCA website for more information as time goes on.

For all juniors whether you qualify for the Youth World Championship or not, consider attending the Pacific Cup in late Fall (November) in Salinas, Ecuador.

Watch the *Flashes* for more information on this great regatta.

Any questions can be sent to John Atkins, VP Youth World Championship, e-mail:  
john.atkins@att.net



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\*partial inventory

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 Chad Rodor - Chad@od.northsails.com

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11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
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21-25		\$212	\$277	\$327	\$377	\$407	\$437	\$467

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

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

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## 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 ATLANTIC	*13970 Mark Kaplan, 928 Melrose Avenue, Melrose Park PA 19027	335
CENTRAL NEW YORK	*2033 Susan Davis, 237 Marion Street, Rochester NY 14610	77
DIXIE	*8700 Don Farmer, 7508 Rockfalls Drive, Richmond VA 23225	U
	12941 William Miller, 4120 York Road One, Miller MD 21102	U
FLORIDA	11723 Stephen MacDougall, 19830 SW 101 Avenue, Miami FL 33157	U
INDIANA	*15179 David Armstrong, 713 Sunnyside Avenue, Aurora IN 47001	U
LAKE ERIE	A15187 Andre Schirmer, 260 Main Street, Holmesville ON N0M 1L0	U
MICHIGAN	12594 Terrance LaVoy, 60145 Lesters Lane, Colon MI 49040	U
	*14616 Michael Scott, 4915 Mackinaw Road, Saginaw MI 48603	216
NEW ENGLAND	*14108 Roy Prescott, 49 Little Shore Drive, Madison NH 03849	U
OHIO	*13502 Jim Sewell, 2551 S. Patterson Blvd., Kettering OH 45409-1841	23
PACIFIC NORTHWEST	8547 Russell Force, 18201 124th Avenue SE, Renton WA 98058	U
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## FLASHES FROM BELGIUM

*Ruben Hamerlijnck,  
Skipper BEL 14901*

Until one year ago I did not know that a "Lightning" was a sailing boat and, be it a bit old fashioned, a very nice one indeed, and that people actually were sailing and racing it and were convening once every two years from all over the world to decide who would be allowed to carry the golden Lightning emblem in the sail.

This was until Marc Schillebeeckx called me and asked me to be his skipper in the 2003 Lightning World's in Miami. His call was a "déjà entendue", since 23 years earlier he asked me the same question, aiming to defend his Belgian Fireball title in 1979, which by the way, we did successfully. Miami was another story, not only did our age double in the meantime, but we didn't keep track of each other and were living in different continents, it was a World's and not a Belgian Championship and not on the treacherous waters of the Belgian coast which carry no secrets for us, but in Biscayne Bay and in a boat that apart from having a jib, a main and a spinnaker had no resemblance with the more modern dinghies we were sailing at that time and personally I was still active in.

Anyway, again Marc's enthusiasm was contagious and again I said "yes, great idea".



*Team Belgium: Ian Schillebeeckx, Marc Schillebeeckx, and skipper Ruben Hamerlijnck*

Seeing and sailing a Lightning for the first time, leaving the Coral Reef marina for the Biscayne Bay waters, lots of questions rose. It all seemed a bit slow motion, I could not find the kick down in the puffs and once it was explained to me that there was none, started worrying about how to stop this machine once we had it going. Where are the brakes if I risk an early start, again the answer was negative. Although all my questions were politely answered by experienced Lightning sailors (for which I thank you all) still more remain.

It was great time racing in Miami with an old friend and his youngest son, Ian. We had our moments of glory, although they probably remained unnoticed to most of the organisers, spectators and competitors, but certainly not to Tito Gonzales & crew who we passed below wind in the second beat of the second race, finishing 6 places ahead (Tito luckily recovered fast from this nightmare), or Matt Burridge & crew who, after explaining all the downwind tricks, got beaten on the last wave in a downwind neck and neck finish in race 7. Or Jef and Amy Linton & crew in race six who probably wondered if we went for a late evening training after the Seaquarium trip where we did make part of the winning yellow team at

the Seaquarium lunch game. Indeed, the team that ruled the game thanks to a blend of Finnish breast hair, U.S. push-up muscles and Belgian non-white boxers.

Less pleasant were an early start in race one (forgot about the brakes), our lack of pure boat speed in the lighter airs (predicted by the Lightning specialists) and the lessons we were taught on rounding a downwind gate (Jim, your fee - in Belgian beer - is in the fridge).

Thanks to all of you, you're sailing a great boat and organise your class and World's in a great way.

P.S.: Marc, you don't have to wait another 20 years to call me !!! ●



*Late evening fitness training with coach Rob Jacobs at the Cocowalk*

Editor's Note: Results are available on the Class website: [www.lightningclass.org](http://www.lightningclass.org)  
Recent regattas will be featured on the "Front Page" of the website,  
but all results are available through the "Results" section.

## EARLY BIRD REGATTA

*Brian Taboada*

Cedar Point Yacht Club,  
Westport CT, May 17-18

The 2003 Early Bird Regatta proved once again to be an outstanding regatta to attend. I personally have not missed many of these regattas since I started sailing lightning's a few years back. When we left for Cedar Point Yacht Club in Westport, Conn., early Saturday morning, we were expecting an ugly Northeaster. Wondering whether there would even be any races on the first day. As luck would have it, a high pressure from the north cleared the bad weather out of the sailing area before the first scheduled race. This left CPYC with beautiful weather all weekend while NJ had nasty wind and rain.

The race committee did an excellent job starting the races in a timely fashion. With a east-southeast breeze of about 10-15 knots the sound was a little choppy off of CPYC due to the remnants of the Northeaster. This makes for some interesting steering as we tried to stay powered up as much as possible to make it through the chop. We were sailing modified windward leeward with a very short last beat, perhaps a few hundred yards. This did not keep people from passing on the last beat. Although Brad Thompson led around the course to the leeward mark it was Ched Proctor who was in fifth around the last mark, that won the race. Unfortunately Ched chose to retire from the race after an altercation with Brad. The finishes were tight and there was no delay in the start of the next race.

The second race saw a little less wind than the first and by time we were onto the third race of the day it was light. Light winds and current



are something that makes CPYC a challenge. Do you play the wind or the current? We felt that we were far enough off the shore that the current was consistent across the course. The first beat of the third race was very light with big changes in headings but I am reluctant to say that there were big shifts. We sailed up the middle and rounded in a close second to Al Terhune who also sailed up the middle. Although the down wind portion of the race gave us promise of passing Al, he slipped away from us as we did from the rest of the fleet. Al won the race to the hoist, which proved to be valuable since there was only one working.

The evening festivities at CPYC always center around beer and good food. Needless to say I consumed much of both. Those that were adventurous may have headed out to the Black Duck or some other bar. Me, I was happy to go to sleep!!

Sunday morning the day started with a similar east-southeast breeze around 10 knots. This breeze would barely hang on until we got in after the second race. The RC started the first race after everyone had arrived at the starting area. The courses were similar to the day before. In the first race we jumped out to a commanding lead. Dave Peck was in second and never gave up. When

we rounded the last leeward mark Dave had closed the gap to about 4 boat lengths behind us. Our plan was to stay between him and the finish line. That, though, was almost not enough, as he sailed a vein of breeze from dead behind us to 4 lanes above us and only a 1/2 of a boat length behind. The race ended with us finishing barely ahead of him at the leeward end of the line.

The last race started with us leading the first lap around. The wind was variable but not quite as light as the last race on Saturday. Brad Thompson, who lost the lead on Saturdays first race, sailed an excellent second beat right up the middle of the course. By the time we rounded the weather mark, he was well ahead of everyone. This would be the last we would see of him, as Brad and crew went on to easily win the race. We finished second and continued to race to the hoist.

All in all, the racing at CPYC is consistent. The race committee works to get everyone started fairly and does a good job at it. The sailing area is great. With the exception of two years ago when it was blown out, I have yet to be let down. This regatta is centrally located in the Northeast, and at 2.5 hours from NJ, CT, and RI, everyone should be in attendance. Now if only NYC would stop blocking the summer breeze... ●

## RACING RULES FOR KIDS AND SMALL BOAT TACTICIANS

*Hugh Elliot, US Sailing Certified Judge*

As a small boat skipper or tactician, I am too busy with steering or trimming to get into arcane details (of the rules). I offer the following as a lighthearted collection of very basic rules. While it mixes right of way rules with tactical rules of thumb, I find it quite a good place to start. Experience and study will fill in the blanks.

1. Don't hit other boats. Collisions are slow and arguments are slower.
2. Keep out of the way of boats in front of you.
3. Port tack boats usually have to stay out of the way of everyone else.

4. Windward boats must stay away from leeward boats.
5. The inside boat gets to go round the mark first.
6. Don't hit marks. Doing circles is slow.
7. Don't hit the committee boat. First, it is a mark (see Rule 6) and second, it really makes them mad.
8. Nothing good ever happens on a layline.
9. The port tack layline is a very ugly place.
10. Control your own destiny: stay out of the Protest Room. Protest Committees are uncontrollable: with a 100% solid case, you have a 50% chance of being DSQ.



## MISSISSIPPI VALLEY LIGHTNING DISTRICT CHAMPIONSHIP

-Bruce Richards, PRO

Harbor Island Yacht Club,

June 14-15, 2003

Old Hickory Lake lived up to Terry Burke's new name for the U-shaped stretch of the Cumberland River upstream from Nashville, Tennessee: "Old Trickery Lake". There was on again-off again current, there were sixty degree shifts and corresponding course changes, there was flotsam that resembled a floating forest along the channel, there were barges, there were a few short starting lines, there were plenty of light patches and mercifully there was a little breeze...often from the left shore on the left side of the course and from the right on the right... "and never the twain shall meet." The fleet of seasoned teams, many of them energized by juniors fresh from the previous weekend's Junior District Championships, mastered these challenges with admirable patience and persistence. None was more consistent than Team Moriarity, with top three finishes in each of Saturday's five races, but as the scores reflect, every team had its moments of brilliance. Local knowledge played a pivotal role for Team Hofmeister in Sunday's races, finding more pressure on the Hendersonville shore in a light westerly to win race six and escaping to that side after being pinned out



above the committee boat at the start of the final race by Moriarity (in turn pinned out by Merdinian) to tie the series on total points. With a throw-out race excluded, however, the team from HIYC won the championship—HIYC's first in recent years. Carlyle YC's Arthur Merdinian and crew sailed a solid series to finish third and HIYC's Team Ward found its form with a first in the last race to edge Carlyle's Burke & Co. for fourth in the final standings.

Special thanks to Bill Killebrew for organizing the event and for conducting a Lightning quick district

business meeting, to Anne Cotton, Becky Asgeirsson and Cris Hempel for Friday night's delicious smorgasbord accompanied by drinks set up with Bob Cotton's usual flair, to Bruce Campbell for effervescent refreshments after the races, to Chandler Owen and Chuck Konesky and Michal Osborne for readying the race committee boats...and to the very responsive race management team that made things "click" (literally in the case of RJ's fine photography) on the water: RJ Talezaar, Robert Mattix and Chuck Konesky.

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