



Perspectives from Some Visiting Gringos

Amy Smith Linton and Jeff Linton



Every day should go like this:

Wake up in the Spartan but cozy yacht club cottages as the sun breaks over the hills. Walk downhill to look at the alpine lake, then back uphill to have leisurely breakfast at the yacht club: huevos complete, frutas mixtos, or those cheeseey pancake thingies, fresh orange juice, hot cocoa, the finest Colombian coffee. Hack the Spanish, but get a smile from the kid serving you anyhow.

Chat with friends over a second round of coffee. Meander back down the green lawn and talk about Lightnings with more friends. Then head up the hill to get geared up for sailing. Stop by the clubhouse to pick up sandwiches and agua (SIN gas, por favor SIN gas!). Stop by the table set up by the docks for any random cervasa needs.

At the dock, the marienera guys ferry the sailors out to the borrowed boats on the mooring field. Sails up, boots

on, and mosey on down the lake in the strong high-altitude sunshine. If possible, have your middle guy read aloud from Dave Perry's Racing Rules Quiz book as you float down the lake.

The first start, at noonish, has about a 50-50 chance of coming off; this is mountain lake racing, and the wind is going to shift, and the race committee knows its business. But the wind comes in steady around 2:00, and the

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Ched Proctor dancing on the table...
Strongest competitor off the water!

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Jeff Linton And Sally Barkow Are US Sailing's 2007 Rolex Yachtsman And Yachtswoman of The Year

Portsmouth, R.I. (January 16, 2008)—Lightning World Champion Jeff Linton (Tampa, Florida) and Princess Sofia Trophy Yngling Champion Sally Barkow (Nashotah, Wisconsin) today were named, respectively, US Sailing's 2007 Rolex Yachtsman and Yachtswoman of the Year. A shortlist of ten male and nine female sailors—determined from nominations by the membership of US Sailing—were evaluated by a panel of sailing journalists who selected these two sailors for the noteworthy distinction.

Established in 1961 by US Sailing and sponsored by Rolex Watch U.S.A. since 1980, the Rolex Yachtsman and Yachtswoman of the Year awards recognize the outstanding on-the-water competitive achievement of an individual man and woman in the calendar year just concluded. Over its history the coveted award

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President's Column

Steven Davis



Steve & Jan Davis – Amy & Jeff Linton

Thank you Amy Smith Linton for serving as the fifth member of the Executive Committee in 2007. Amy is a gifted writer, an insightful, hard-working organizer of fabulous Southern Circuits, a nominee for the 2007 Rolex Yachtswoman of the Year and a lot of fun.

Congratulations to John Faus, our 2008 fifth member of the Executive Committee. In past years, John has worked on Fleet Development and Lightning Labs and is currently is very involved with the Boat Grant Program. John is a vigorous and enthusiastic Class member that will be a valued member of the Executive Committee Team.

In 2007, I was able to participate in thirteen of the thirty-two ILCA Districts. I have some traveling to do to get to every District this year, and I am working on the schedule. The last District I visited, along with Jan, Amy and Jeff Linton and Ched Proctor, was Colombia for the South American Championships. Once again, the hospitality was extraordinary and what a beautiful country! "Papa" Castillo, our Bogota tour guide, Andres and Felipe Castillo, Gustavo Tamayo and Mauricio Valenzuela all helped to make the trip a memorable adventure.

Colombians, Ecuadorians, Brazilians and Argentineans can out party US gringos any evening. After some

Brazilian capirinas provided by Mario Buckup, my karaoke version of "Dancing Queen" will be fondly remembered, but the "New York, New York" karaoke version by Amy, Jeff, Jan and singing star sensation Ched was incredible. Thank you to Hernan Salcedo, regatta judge, Colombian Lightning sailor and painter, who donated two original paintings of Lightnings that will be auctioned at the 70th Anniversary Regatta. Thank you to the Lisockis for hosting Jan and me and the Buckups for a delightful meal at their Bogota home.

Our discussions with the South Americans reinforced the need for Class commitment to the Pan Am Games. The next Games will be in 2011 in Puerto Vallarta (can that be a District?—I'd like to go there!) and the Lightning Class must be represented. It is a great opportunity for the Class to increase Lightning sailing

in member countries, re-invigorate past member countries and attract new member countries.

The Year Ahead...

It is not often that an organization can claim a 70th Anniversary. This is our year. In Skaneateles, New York, on July 4th weekend there will be a celebration of "lightningdom," and all the people of ILCA should go in search of this home of Fleet #1, the birthplace of the Lightning. James Taylor, VP of the 70th Anniversary, is organizing a spectacular weekend. Don't miss this one!

Along with the 70th Anniversary Regatta, the Youth Worlds in Montreal, the European Championship in Switzerland, the WJMs and NAs in Newport, Rhode Island hold the promise for a wonderful year of Class activities.

Finally...

The Class lost two great men at the end of last year. Dick Brewer from Mission Bay and Colin Park from St. Petersburg. Both men embodied the competitiveness of sailboat racing and the camaraderie of the Lightning Class. Rest in peace. I'll miss you guys.

See you in Savannah!

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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www.lightningclass.org

International Lightning Class Association

Profit & Loss January through December 2007

Ordinary Income/Expense	Jan - Dec 07
Income	
Video Boat Handling	4,046.37
Skipper Dues-North America	36,774.58
Skipper Dues-South America	1,955.00
Skipper Dues-Europe	2,195.00
Crew Dues-North America	7,253.00
Crew Dues-South America	760.00
Crew Dues- Europe	742.00
Associate Dues-North America	3,076.00
Associate Dues-South America	104.00
Associate Dues-Europe	494.00
Fleet Dues	3,074.00
Flashes Subscription	4,461.00
Flashes Advertising	10,796.00
Boat Royalties	3,200.00
Mast Royalties	2,340.00
Sail Royalties	17,400.40
Video Training	296.55
Video Tuning	304.00
Merchandise	12,468.68
Classified Advertising	540.00
Yearbook Advertising	3,950.00
Regatta Income-S. Circuit	1,870.00
Regatta Income-NAs	4,000.00
Regatta Income-Worlds	1,162.57
Miscellaneous Income	703.52
Total Income	123,966.27
Expense	
Lightning Lab	3,671.90
Boaty Grant Program	150.00
Store Merchandise	8,445.81
Executive Secretary	30,000.00
Travel	992.90
Flashes	17,639.84
Advertising	540.00
Bank Service Charges	386.55
Credit Card Fees	3,241.88
Computer Supplies/Maintenance	1,661.54
Website/Contracted Services	4,480.00
Internet Expenses	1,814.57
Office Supplies	2,732.53
Organization Dues	1,633.95
Postage and Delivery	3,377.35
Recognition Awards	1,219.05
Professional Fees	1,412.30
Promotion	2,582.32
Regatta Expenses	3,701.93
Telephone	1,687.00
Yearbook	21,750.28
Video	3,363.01
Miscellaneous	2,353.80
Total Expense	118,838.31
Net Ordinary Income	5,127.96
Other Income/Expense	
Other Income	
Donations	
Limbaugh Fund Income	2,577.83
History Fund Income	512.87
ILCA Fund Income	
Mentor Fund	805.00
ILCA-Boat Grant Program	6,028.57
ILCA Fund Income-Other	8,513.62
Total ILCA Fund Income	15,347.19
Total Donations	18,437.89
Interest Income	9,379.61
Total Other Income	27,817.50
Net Other Income	27,817.50
Net Income	32,945.46

Balance Sheet As of December 31, 2007

	Dec 31, 07
ASSETS	
Current Assets	
Checking/Savings	
First United Bank	19,410.07
Savings First Bank	15,098.47
Total Checking/Savings	34,508.54
Accounts Receivable	
Accounts Receivable	3,612.86
Total Accounts Receivable	3,612.86
Total Current Assets	38,121.40
Fixed Assets	
Boats	
15189 Lightning	13,500.00
14860 Lightning	11,085.10
Total Boats	24,585.10
Total Fixed Assets	24,585.10
Other Assets	
ILCA Fund	179,017.15
Limbaugh Fund	27,235.95
History Fund	8,424.15
Total Other Assets	214,687.25
TOTAL ASSETS	277,393.75
LIABILITIES & EQUITY	
Equity	
Net Assets	
Temporarily Restricted	219,210.00
Unrestricted	9,674.49
Total Net Assets	228,884.49
Retained Earnings	34,461.45
Net Income	14,047.81
Total Equity	277,393.75
TOTAL LIABILITIES & EQUITY	277,393.75

ILCA Treasurer's Report—Rob Ruhlman

The Class had a strong fiscal 2007, finishing the year with a net income of nearly \$33,000. When donations and interest income are removed, the Class had an operating income of just over \$5000. This compares to a net income in 2006 of \$24,795 and an operating income of \$10,704.

The operating budget for 2008 is a breakeven plan with minor, conservative variations in individual line items between 2008 and 2007, with the exception of a very conservative projection for merchandise sales compared to 2007. Donations for 2008 are not projected in the income statement so to the extent that they occur, they are a bonus.

As always, the biggest line item in the income statement is dues, particularly skipper dues. I know from personal experience that many fleets have one or two skippers who, for whatever reason are reluctant to pay their dues. It's up to all of us to make sure those participating in our fleets are current in their dues, even if they never "leave home". Quite often, it only takes a quiet word and a "nudge" to get them to part with \$45 for the good of the Class.

Looking forward to seeing everyone in St.Pete!

2008 BUDGET

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

REVENUE		EXPENSE	
Skipper Dues-North America	36,000	Executive Secretary	30,000
Skipper Dues-South America	2,250	Contract Bonus	3,000
Skipper Dues-Europe	2,025	Travel	1,500
Crew Dues-North America	7,500	Flashes	16,000
Crew Dues-South America	750	Advertising	1,000
Crew Dues-Europe	700	Credit Card Fees	2,200
Associate Dues-North America	2,600	Computer Supplies/Maintenance	2,000
Associate Dues-South America	130	Communication Expenses	3,800
Associate Dues-Europe	390	Office Supplies	2,500
Fleet Dues	2,750	Organization Dues	2,000
Flashes Subscriptions	4,200	Postage and Delivery	3,500
Flashes Advertising	12,000	Recognition Awards	2,500
Boat Royalties	2500	Store Merchandise	4,000
Mast Royalties	1500	Professional Fees	1,500
Sail Royalties	18,000	Office Support Services	5,000
Merchandise	6,000	Website Upgrade	5,000
Classified Advertising	500	Lightning lab	4,000
Yearbook Advertising	4,000	Promotion	3,000
Regatta Income-S. Circuit	1,500	Regatta Expenses	3,500
Regatta Income-Nas	4000	Yearbook	22,000
Regatta Income-Worlds	0	Miscellaneous	1,000
Interest Income	9,000	Total Expense	118,000
Miscellaneous Income	500		
Total Revenue	118,795	Profit/Loss	795

Notes from the Class Office

- All memberships expired January 1. To pay by credit card online go to http://www.lightningclass.org/membersonly/membership_types.htm or to pay by check fill out the form on page 27 and mail it to the Class Office.
- It is time to contact Todd Wake at toddwake@aol.com if you would like to schedule a Lightning Lab for this spring or summer. This is a fantastic opportunity for increasing Fleet participation and a fun event to bring people together for a Saturday night party.
- I am looking for photos and stories for the Flashes on your Fleet activities. I would like to balance out the "rock star" big regattas with the local level activities as much as possible. Take some pictures and send a short story!
- Congratulations to Jeff Linton. It is an honor to call you a friend, and your excellence has brought a bright light to shine on the Lightning Class as a whole.

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Chief Measurer's Column

Bill Clausen

2007 was a very special year for the ILCA Chief Measurer. It was a year of the triple storm of measurement—the Pan American Games at the same time as the Worlds, and the WJM and NAs occurring before equipment could get back from Greece! Thanks to the cooperation of many folks, it all came together. I would first like to thank Allan Terhune and Greg Fisher for building and donating a fine set of Mylar sail measuring templates. They are color coded and work beautifully. Since we had to leave a set in Greece to return home by boat, they were perfect for the WJM as well as the NAs at Annapolis. Jim Carson was a great help in coordinating many things at the Worlds and Annapolis. Club members helped out and worked endless hours at the hoists in all the regattas. Thank you!

Thanks to Dave Sprague, both the Nickels Boat Works and Allen Boat Company molds were re-measured and re-certified this year.

The greatest thanks goes to the 210+ sailors who allowed me to check their boats and aided in making corrections and adjustments necessary to meet Class measurement requirements. Nearly all Lightning sailors were more than willing to make a correction when necessary.

We did have a few reoccurring problems at several events. The first item is weight in a boat! Please see that all the lead weight that was put in a boat by the builder and at previous regatta weighings stays in the boat AT ALL TIMES. If you are heavy, you can remove it, and I will change the measurement certificate. The other item we need to focus on is allowing the centerboard to dig down

in the top of the trunk. Please be sure the plates on the trunk are stiff and not able to bend down or, with some European boats, missing completely. This situation required substantial repairs before they were allowed to compete.



This fall I was asked to check some local boats at a regatta. These boats were old, 20+ years, but the weights had been removed, and they were sailing in local races well under 700 pounds. You as sailors in your home fleets should not allow someone who only sails locally to have a 20-30 pound advantage. Check your friendly rivals and be sure all the weights are where they are supposed to be.

The last bit of news about the death of my friend and mentor Colin Park was a real shock and loss to us all, especially to the measurement team. He was always a wonderful help. He always found it important to keep things measured properly and was ready to help anytime.

As the snow falls in Pennsylvania I look forward to seeing you all at the Southern Circuit. Come enjoy the warm sun, new faces, and check out the newest boats in March. We will be checking foam in masts this year, as well as anything else, so be ready.

I hope your winter goes well and we meet in the spring. Remember I am always looking to help anyone who is asking a measurement question. Send me an email and I will return it as soon as possible.

See you all soon.

Seeking Venues—2009 Lightning North American Championship

The Executive Committee seeks to establish venues for the 2009 North American Championship (NAs) and the 2009 Woman's, Juniors', and Masters' (WJMs) Championship. This is an "off year" event and not a qualifying year for the next World Championship. Therefore, the event will tend to be somewhat less intense and will be quite family oriented.

- A Midwest location is preferred, but all locations will be considered.
- The locations for the two events can be separate but should be in reasonable proximity.
- Preferred dates are during the second week of August for the NAs and in the preceding week for the WJMs.
- Organizing and running these events is lots of work, but not as much as has been generally thought. Running the event is fun and rewarding for an organizing committee, allows for lots of involvement by the local sailing community, provides the opportunity to showcase our outstanding boat and Class, and can be a money maker for the local fleet.
- Assistance is available from the Executive Committee and from individuals within the class who have much experience. We will literally coach you through the process and through the event.
- Contact Todd Johnson VP North Americans Liaison at todd_15202@comcast.net or 202-302-2622



Official Notices

Notice of Meetings

The next Governing Board Meeting of the ILCA will be held March 13, 3:00 PM in the Quarterdeck of the St. Petersburg Yacht Club.

The next General Meeting of the ILCA will be held March 13, 6:00 PM in the Ballroom of the St. Petersburg Yacht Club.

2008 North American Championship

The 2008 North American Championship and the Women's, Juniors', Masters' North American Championships will be held in Newport, Rhode Island and will be co-hosted by the New York Yacht Club, Ida Lewis Yacht Club and Sail Newport.

August 4	Measurement Women's, Juniors' and Masters' North American Championship
August 5-7	Racing
August 8	Measurement North American Championship
August 9-10	Qualification Racing
August 11-13	North American Championship Races
August 13	Banquet

This will be the qualifying regatta for the 2009 World Championship in Malletts Bay, Vermont.

Event site: <http://lightningnas08.blogspot.com/>



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game is afoot. Race up and down the far end of the lake on six-legged races in variable conditions until around 5:00 PM and then start the long sail back to the mooring field. The marienera guys ferry the sailors back to shore, where the race organizers have hot cocoa waiting if it's gotten cold. And the temperatures do drop once the sun is down with its technicolor sunset show. The yellow light of the club's fireplace shines down the lawn like a welcome mat.

Piping hot showers, warm dry clothes, and then across the lawn to the yacht club. Brace yourself, because while the racing was terrific, this is also a competitive party situation: if it's not karaoke, it's night-clubbing via tourist bus. But first, dinner and fabulous door prizes. Order what looks good from the menu—exotic soups, huge grilled slabs of tender beef, local potatoes that are like nothing from the Winn-Dixie. Then watch (or better yet, PERFORM) the giveaway show: a handful of gringos, a bagful of tiny slips of paper with names that are not at all gringoesque, a microphone, and some very sought-after door prizes.

Then more chatting, definitely more drinks, possibly some Passing of the Pigs, and then heading back across the chilly green grass to the little yacht club cottages and a well-earned night's sleep.

The Other Perspective

If you have the chance to go to the South American Championships, grab it! When ILCA prez Steve Davis and Colombian skipper Gustavo Tamayo both invited Jeff and me to sail in Colombia at the Club Nautico Muna, we said, "Heck yeah."

One of the big surprises is that first, Bogata is a busy city way way up in the mountains. They don't really experience a change of season; it's just always lovely there with 70s in the day 40s at night. No snow, no heat-waves. Not so much a surprise, but a comfort to know that Colombia has settled down considerably in terms of internal strife and personal security in the decade or so since we last visited.

All of which makes it a cool tourist destination. And since we were in town for the regatta, our Colombian hosts picked us up at the airport, wine and dined us, and

drove us around. Thanks to the whole family Castillo (Jaimey, aka Pappa Castillo, Filipe, Juan, and organizer extraordinaire Andreas) for the royal treatment!

Because of the distances between the countries, nobody brought a boat to the regatta from, say, Brazil. Instead, the fleet on Lake Tomine provided twenty competitive boats for all to sail. We got hull #14700, a gray Nichols, which we sailed mindful of the boat's original owner—Colin Park.

Lake Tomine, a man-made lake with astonishingly beautiful surroundings, has classic mountain-lake conditions. Luckily the race committee, headed by our old Sunfish friend Francisco, did a great, professional job. They know their lake, and they were well-practiced at making fair courses.

Of course, we did lose track of our place on the course not just once, but twice, earning us silly bonus points. Strangely, with all the years of experience on our boat and the amount of racing we have all done in the last year, we forgot that it was time to finish once, and started on yet another lap. But MAN were we dialed into the shifts!

Some of the fiercest competitors included skippers who don't get North often enough. Colombians Santiago Uzcatogui and Phillip Jacob, for instance, were slippery fast and smart, and we knew well enough to keep a sharp eye out for Mario Buckup of Brazil and Juan Santos of Ecuador.

It's like the Oscar's awards ceremony to start thanking all the people who made the event wonderful, from Jan and Steve Davis who invited us to go with them, to the host with the coolest name ever, Mauricio Valenzuela, to the family Castillo, who organized the seven hundred trips back and forth from the airport for EVERYONE, not just us gringos. From the folks at the Yacht Club, where instead of buying a drink, you buy the bottle—which helps explain the congenial socializing after racing—to the guys who launched and retrieved the boats (with a skill and speed to rival Buffalo Canoe Club's famous high tractor). And from the hard-working Race Committee to the hard-playing fellow competitors. Thank you!

How was it? Great club, wonderful venue, fantastic people, and a really fun event. If you aren't going to do this event every time it's held, well, at least consider doing it soon, because you'll be sure to enjoy it.





54° CAMPEONATO SURAMERICANO CLASE LIGHTNING

CLUB NAUTICO MUÑA, BOGOTA - COLOMBIA

Fecha: Nov. 28 a Dic. 1 de 2007



Pos	Bo Vela	PATRON		TRIPULANTE		Club	1st	2nd	3rd	4th	5th	6th	7th	8th	TTL
1	50	Jeff Linton	Amy Linton	Steve Davis	USA	6	1	2	3	1	4	5	1	17	
2	17	Santiago Uzcategui	Jochen Raute	Delio Delgado	COL	2	2	1	13	3	6	10	7	31	
3	32	Mario Backup	Telma Backup	Mark Backup	BRA	1	11	11	15	4	9	4	2	42	
4	33	Phillip Jacob	Paula Douat	Antonio Tamayo	COL	8	5	3	dgm	5	12	3	11	51	
5	99	Juan Santos	Samuel Herrera	Oscar Viteri	ECU	3	6	17	1	2	14	15	13	54	
6	3	Ched Proctor	Jan Davis	Alejandro Abisambra	USA	5	7	14	14	7	2	13	8	56	
7	59	Mario Fumagallo	Daniel Castillo	Manuel Fumagallo	ARG	10	10	9	9	6	8	11	5	57	
8	12	Carlos Luis Lecaro	Francisco Soriano	Pablo Sanguinetti	ECU	16	3	6	16	15	1	9	9	59	
9	72	Miguel Plaza Jr	Jaime Calderon	Jose Gonzales R.	ECU	9	17	13	7	8	10	1	12	60	
10	111	Gustavo Tamayo	Sergio Delgado	Javier Delgado	COL	4	16	8	18	9	5	12	6	60	
11	21	Miguel Plaza Sr.	Carlos Febres C.	Juan Carlos Vidal	ECU	dns	12	16	10	14	3	8	4	67	
1	15	Alejandro Cloos	Guillermo Sanchez	Alejandro Bacot	ARG	19	15	5	12	16	15	2	3	68	
13	78	Felipe Castillo	Juan P. Castillo	Rodrigo Mora	COL	15	8	19	2	11	7	14	16	73	
14	85	Mauricio Valenzuela	Alberto Valenzuela	Tomas Valenzuela	COL	13	13	12	11	13	17	7	10	79	
15	1	Andres Lisocki	Felipe Lisocki	Daniel Borrero	COL	12	4	7	17	dnf	13	18	15	86	
16	25	Marcelo Leon	Maria Clara Leon	Sebastian Dalmau	ECU	17	dnf	10	19	10	11	6	14	87	
17	10	Francisco Sola	Francisco Sola	Arturo Iturralde	ECU	7	9	18	4	12	dnc	dnc	dnc	92	
18	97	Julio Velez	Juan Rafael Santos	Ma Beatriz Gonzalez	ECU	11	14	4	5	17	dnc	dnf	dnc	93	
19	34	Julian Ramirez	Luisa Mora	Nestor Parra	COL	14	18	15	8	18	16	16	18	105	
20	4	Jimmy Pasmio	Fernando Amador	Fernando Amador Jr	ECU	18	19	20	20	19	18	17	17	128	



First Finishers Steve Davis, Amy Linton & Jeff Linton
Deed of gift requires Trophy to go to a South American team



Champions— Jochen Raute, Santiago Uzcategui & Delio Delgado



Runners—Thelma, Mario & Mark Backup from Brazil



Third Place— Paula Douat, Phillip Jacob & Antonio Tamayo

54° CAMPEONATO SURAMERICANO CLASE LIGHTNING



The Champions



has been presented to thirty-four men and thirty-one women, including these notable sailors who have claimed the honor multiple times: Ed Adams, Betsy Alison, Dennis Conner, Courtenay Dey, JJ Isler, Allison Jolly, John Kostecky, Buddy Melges, Ken Read, Lynne Shore, Jody Swanson and Ted Turner.

Nominees for US SAILING's 2007 Rolex Yachtsman of the Year award:

1. America's Cup Champion Ed Baird (St. Petersburg, Florida)
2. ISAF Team Race World Champion Clay Bischoff (Coral Gables, Florida/New York, New York)
3. Pan Am Games Laser Gold Medalist Andrew Campbell (San Diego, California)
4. IFDS Sonar Disabled Sailing World Champion Rick Doerr (Clifton, New Jersey)
5. J/22 North American Champion Greg Fisher (Annapolis, Maryland/Columbus, Ohio)
6. Snipe World Champion Tomas Hornos (Swampscott, Massachusetts)
7. ISAF Team Race World Champion Pete Levesque (Portland, Maine/Annapolis, Maryland)
8. Lightning World Champion Jeff Linton (Tampa, Florida)
9. ISAF Team Race World Champion Colin Merrick (Portsmouth, Rhode Island)
10. Fullpower Melges 24 World Champion Dave Ullman (Santa Ana, California)

Nominees for US SAILING's 2007 Rolex Yachtswoman of the Year award:

1. Princess Sofia Yngling Champion Sally Barkow (Nashotah, Wisconsin)
2. ISAF Team Race World Champion Amanda Callahan (Canton, Massachusetts)
3. Volvo Youth Sailing ISAF World Champion Emily Dellenbaugh (Easton, Connecticut)
4. ISAF Team Race World Champion Liz Hall (Tiverton, Rhode Island/Washington, D.C.)
5. ISAF Team Race World Champion Lisa Keith (Marblehead, Massachusetts)
6. Lightning World Champion Amy Linton (Tampa, Florida)
7. IFDS Skud-18 Disabled Sailing World Champion Karen Mitchell (Deerfield Beach, Florida)
8. Pan Am Games Laser Radial Gold Medalist Paige Railey (Clearwater, Florida)
9. Good Luck Beijing Laser Radial Champion Anna Tunnicliffe (Plantation, Florida)

U.S. Sailing's 2007 Championship of Champions regatta was held in October at the Mission Bay Yacht Club, just before the wildfires caused much of the San Diego area so much trouble. The Lightning class was well represented, with Jeff Linton (representing the Flying Scot Class) finishing second in the event. He sailed with super-Snipe crew Alan Capellin of Bradenton, Florida. Michelle Sumpston of Miami, who worked the foredeck for Bill Mauk for his International Masters' win, sailed into third place with Snipe legend Augie Diaz. Lightning representative Matt Burrige, sailing with Paul Hanson wasn't able to work the Mission Bay magic, finishing 10th, but—according to an anonymous tipster—they enjoyed a Mai Tai or two and represented the Lightning Class with their usual grace and charm.

The winners will be honored and presented with specially engraved Rolex timepieces during a luncheon on February 29, 2008, at the New York Yacht Club in Manhattan.

Rolex Yachtsman of the Year

When Jeff Linton (Tampa, Florida) received his first nomination for the Rolex Yachtsman of the Year award in 2005, it was the result of crewing aboard winning boats at the Etchells World Championship and the J/24 Mid-winters, combined with a string of four top-five finishes in the Lightning Class. Fast forward two years to find the 45-year-old Linton, now semi-retired, having sold his partnership interest in Masthead Enterprises, and in the helmsman's position, dominating the Lightning Class, for which he has been crowned the 2007 Rolex Yachtsman of the Year.

"This was a remarkable year," said Linton. "Everything fell into place. We've become more consistent as a team, and because work was secondary, there was more time to fix the boat and more time to practice. Winning the Rolex Yachtsman of the Year award is one of those things you dream about. You get a few wins, and you think maybe I could get my name on that [trophy]. It's the pinnacle, and after thirty-eight years of sailing, I've finally done it."

Linton won the 2007 Lightning World Championship in Athens, Greece, in a fleet of forty-eight with eleven nations represented, but he noted that the hardest event to win in 2007 was the Lightning Winter Championship, which has no restrictions on the number of entries. At that seventy-one-boat event, contested in St. Petersburg, Florida, he edged out numerous notable sailors to win by just one point. His success in the Class also included: the South American Championship held in Bogota, Columbia, where first-place finishes in three races ultimately gave him a 14-point win over the twenty-boat field; the title win at the Florida District Championship; a second-place finish at the Lightning Deep South Regatta in Savannah, Georgia; and second overall in the Lightning Southern Circuit out of forty-two boats.

Linton also earned additional praise from the selection committee for performance in two other competitive one-design classes: he won the Flying Scot North American Championship and the Classic Moth National Championship.

"The Flying Scot Class is similar in many respects to the Lightning," Linton explained. "Both have a large membership base in the U.S.A. and professional sailors are active in both classes. The Moth, which was well-known in the 1930s and '40s and built in basements, is still a build-your-own boat. My current boat is four years old and undefeated. If someone beats her, I'll have to build a new one."

Linton moved to Florida as an infant and grew up sailing with his father, a marine biologist, and his brother, John, on the family's Morgan 24. He first tasted success in one-design racing as a teenager on a windsurfer; and while he went to Eckerd College on a soccer scholarship, he ultimately ended up in the collegiate sailing program. His wife, Amy Smith Linton, is his regular crew in the Lightning and Flying Scot, making her a world champion as well. "A lot of time spouses don't work together [in the boat]. I don't know the secret; we just try to have fun."



This in from David Sprague:

Got out for a sail yesterday—three degrees above freezing but nice eight knots and a good sail was had.

Here is a shot. We will keep trying but not sure how long before the docks are frozen in.

Had four people and rotated through the boat (4th in safety boat). All were in drysuits or thick wetsuits so it was toasty.



David W. White—Life Member

Maine is still my home, but I do spend much of the winter in Florida (Gainesville).

I am currently retired and sold my pension administration company about six years ago. I am divorced and living with a wonderful lady (Mary Bird). When I say retired that is really a misnomer, as I am busier than ever. I own and operate a Nautical Antique business. (Whites-nauticalantiques.com). I buy, restore, and sell all sorts of nautical items such as pond models, ship models etc. We travel all over the east coast going to antique and boat shows. While doing a show in Mystic, Connecticut, this past summer I was able to see #1 on display. It was a real nostalgic trip, as I sailed on her when I was a kid living in Skaneateles.

While I do not now own a Lightning, I still do a great deal of sailing. When I sold my Lightning, I began racing J24s, as that was the local fleet. My boys were young and crewed for me along with other juniors. We sailed that boat for a number of years, sold it and began racing Etchells. My son Carter went to Hobart College and became a collegiate All American sailor.

Both Mary and I do a considerable amount of RC work here at our local club.

While Mary is a sailor, the Etchells was too much for her, so we bought a cruising boat (Bristol 32). We spend much of the summer cruising the Maine coast.

My ties to the Class are still strong. I cannot tell you the number of times I have seen and helped current owners. Mostly they are boat owners who have very little clue as to how to best rig their boats. They are usually day sailors. Up here in Maine, our fleets are inactive. The reason is that we have no dry sailing facilities anywhere on the coast. My son Carter is a Class member and owns an older Lippincott boat that he is in the process of upgrading. We plan on racing in the anniversary regatta in Skaneateles next summer. He will be sailing his boat.

I have located my first Lightning (755) which I sailed in the North Americans in Tawas Bay MANY years ago. I hope to charter it for the anniversary regatta. My best to all my Lightning friends.

Just Launched



Lesley, Bill, Mason, and our two dogs, Nelly and Lucy

Lightning sailor Mason August Cook was born on August 14, 2007 (just a few days before the NAs!). He made an appearance at the NAs when he was just eight days old! He is now almost four months old and doing well. He and Bill traveled to Houston with me a few weeks ago to watch me sail in the Rolex International Women's Keelboat Championship (I crewed for Jo Ann Fisher). He looks forward to lots of Lightning regattas in the future!

Happy holidays, Lesley (Frymier) Cook



Jamie Bowen Starck

Baby girl born to David and Jody on 12/21. David reports that all is well.



Snow? Must be Time to Head SOUTH! ***Southern Circuit 2008***

Introduction

The Southern Circuit takes place each March, and includes three separate regattas across nine days, beginning in Savannah, Georgia, going to Miami, Florida, and finishing in St. Petersburg, Florida.

It's scored as an accumulation of points: One race makes a series, and all races between the three events are included—with a single drop after six races. If you want to co-skipper, you need to crew for the other skipper; otherwise, you can change crew for each regatta. Of course all sailors need to be Class members (duh!), and Jan Davis will be on hand to welcome folks into the ILCA family.

Why Go??

Because everyone cool will be there? Seriously, If the weather alone doesn't make you want to come down, consider these facts: last year's Winter Championship won the St. Petersburg Trophy for Excellence in Race Management—an award given annually by U. S. Sailing as voted by participants. Last year, we had over 80 teams at the various events, including more than 70 on the line at St. Petersburg. There is a Hula-Hoop contest, trivia questions, and a new knot-tying contest for FABULOUS prizes, as well as Giant Jenga and plenty of adult bevies shore-side. Seafood. Sunburns. It's near Mickey

Mouse. It's a Lightning event, for heaven's sakes, held in a place that almost never gets snow!

What to Bring?

Your gear, your hand-held radio, sunblock, dryer squares or something equally strong-smelling to ward off the bugs in Savannah. Your family, your camera, and a sense of adventure. Two chains on your boat-trailer, as it's state law in Florida.

And, yes, buzzkill, you'll want to bring your checkbook: registration fees are as follows: \$150 for Savannah, \$155 for Miami with \$5 discount for US Sailing, and \$190 in St. Pete. Links to registration, information can be found via the ILCA website or through the YC sites. Check the NORs for early-registration discounts.

No Room at the Inn, Joseph?!

This might be an ideal time to cash in your frequent flyer miles, or scout www.hotels.com for a good deal—especially in Miami, where March is the height of the tourist season.

Savannah has a plethora of cozy B&B's and cheap-ish places to flop. The HoJo's on Tybee (912-786-0700) or the Ocean Plaza Beach Resort Island (800-215-6370) are my recommendations. Brian Hayes likes the Fairfield Inn Midtown (912-353-7100) or the Holiday Inn





Jim Carson receiving the Smither Award



Ecuadorians who came to sail with us



Southern Circuit Champion Ched Proctor



(912) 352-7100.

Some housing is available with sailors Miami. Ask Fleet 226 early, at <http://www.hannau.com/lightningfleet226/>

Also, check the Internet for deals at the various local Coconut Grove hotels. Try the Residence Inn by Marriott at 2835 Tigertail 305-285-9303, the DoubleTree on South Bayshore (800-222-TREE) or the Hampton Inn Coconut Grove (305-448-2800).

In St. Pete, our regatta chairman Bob Birkenstock has arranged several deals at local hotels. Hurrah Bob! Check out the St. Pete YC website (<http://www.spyc.org/Club/Scripts/Home/home.asp>) to get the details. Another hotel option is the Ponce de Leon (727-550-9300).

Questions, Suggestions, Crew, Boats, Questions

If you are looking for crew, want to charter or charter out a boat, or just have a question, contact the VP of Southern Circuit, Amy Smith Linton at aslinton@aol.com or 813-254-3455, or ask the rest of the Lightning class on the listserve.

Southern Circuit at a Glance

Deep South Regatta

Savannah Yacht Club
Bradley Point Road
Savannah, GA 31401
phone 912-897-1314
www.savannahyachtclub.org

Airport shuttle: philipstaxicab.com 888-922-8294

Miami Lightning Midwinters

Coral Reef Yacht Club
2484 South Bayshore Drive
Miami FL 33133
305-858-5911
www.coralreefyachtclub.org
www.hannau.com/lightningfleet226/

Airport shuttle: supershuttle.com 305 871-2000

Lightning Winter Championship

St. Petersburg Yacht Club
11 Central Avenue
St. Petersburg, FL 33701-3919
727-822-3873
www.spyc.org
www.mastheadsailinggear.com/fleet502/

Airport shuttle: SuperShuttle 727-572-1111

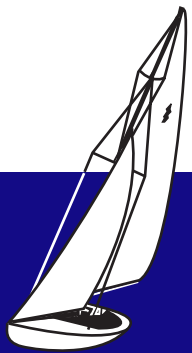
Southern Circuit Road Warrior Road-trip Tips

- o Contact the VP of Southern Circuit to borrow books on tape for your trip. And there will be a trivia quiz for each leg of the circuit. Seriously, give me a buzz or drop me an e-mail. Amy Smith Linton 813-254-3455, aslinton@aol.com.
- o Make sure to reserve a room somewhere for the first Sunday night; it's a long haul to Miami, and while it seems as if you could just stop and find a place, well, it's tourist season down here.
- o Highway patrol alert: In Florida, it's illegal to have a single chain on your trailer. You must have two. It's a painful \$100 ticket.
- o To get out of Miami (this town has some serious traffic), here's what the locals suggest:

I-95 North for about 8 miles, work right and exit at Highway 924 (also known as NW 119th Street) Turn left under I-95 and go west on 924. A couple of miles of traffic light, and the road becomes Gratigny Parkway, a toll, and then it joins I-75. I-75 brings you across the Everglades and then up the west coast of Florida to Tampa.

- o Parking in St. Petersburg

Always a challenge, especially as the town hosts the St. Pete Grand Prix in two weeks. We may have free parking in the municipal garages (cross fingers!), and daily parking may be available at the baseball field across from the Sailing Center, and a limited number



Classic Lightning

Craig Thayer — thayer@a-znet.com

Bob Astrove — Bob Astrove — astrove@hotmail.com
http://groups.yahoo.com/group/wooden_lightning

The “Turkey Shoot”—a Hospice Regatta

Doug Dixon, Classic #584

With about 30 seconds to go and following strong admonishments from my crew Bob Astrove about the importance of keeping clear air at the start of this race, I trimmed the main, headed up to the line with hopes that I could reach down it and maintain speed and clear air. 10, 9, 8, 7... I looked over my right shoulder and a mountain of Dacron and 50 feet of waterline from a Concordia Yawl was bearing down on me. Downwind was another 40 foot+ mountain of canvas, masts, wood and fiberglass—everywhere I looked I saw classic boats of all sizes, money, and lots, and I mean lots, of Dacron. This was when I truly realized that this most certainly was a different kind of regatta but one that I, Bob Astrove and my daughter Caroline will long remember as one of our most pleasurable lifetime racing/sailing experiences!

The “Turkey Shoot”, as the regatta announcement noted, “is more than just another sailboat race. It’s a series of events that brings sailors and non-sailors together to enjoy the beauty of sailboat races and support a good cause—Hospice!” The regatta is an annual event at the mouth of the Rappahannock River in Virginia. It is open to fiberglass or wooden mono-hulls of at least 18 feet with classic designs that are at least twenty-five years old.

The Turkey Shoot Regatta has become a major fall Chesapeake Bay attraction, drawing over 100 vintage and classic boats of all designs. The Lightning qualified, and my 1940 #584 wooden beauty seemed at home in the classic fleet.



How do you race 100 boats of varying design? Well, regatta officials have evolved practical methods using PHRF ratings (I have no idea), design measurements, previous performance data, boat color, and common sense (which someday someone will explain to me why I was racing against 40+ foot yawls and ketches) to handicap boats into reasonably equivalent groupings called fleets. The formula looks something like this:

Color = $[\sum \phi \times 3.14 / \text{waterline} / \text{crew weight}]^3 \times \text{age of first born} / \text{wife age}$.

When we arrived, they looked at our boat, cranked the equation and we found we were BLUE. Works for us—let’s go racing! One of the requirements for racing

#584 is that winds have to be around 10 knots or less. When we left the dock, they were around one or less, so we were primed. Fortunately, the winds did build a bit and settled between 5 and 10 knots for most of the race, visibility was unlimited, sky was blue, chop minimal and the air temperature perfect for early

fall on the Chesapeake. Our BLUE fleet consisted of twelve boats ranging—no lie—in length from our 19 feet to the largest at 41 feet. About four fleets consisting of approximately forty boats went out ahead of us, including the unofficial “Lightning Fleet” or those boats deemed lean and mean racing machines (regatta officials did not want the “peasant” fleet boats to get in their way!).

Before the race started, we had absolutely no idea how our true Lightning would handicap against other designs. We decided to keep it light, have fun, enjoy the day and the visual spectacle of the multitude of designs that were sailing. Despite the mountainous canvas conditions at the start, we got out well and found “clear” air. About half way up the first leg (and these were long legs—total course length was 9.6 miles) we realized that no one was passing us; in fact, we were rapidly gaining on the fleets that went out ahead of us. When we got to the windward mark, we could see only one blue-flagged boat ahead of us, plus we had passed many of the previous starters. When we rounded the mark, we did have a 50-foot Chesapeake Bay skipjack design modification running over the top of us. One has to see this to believe it—you look over your right shoulder and there’s U.S.S. Old Ironsides with canon run out and holding the weather gage! We tried to sail low to get away but eventually gave up, took his stern and sailed over him. A short while later we looked back and he was half a mile astern! We continued to overtake many of the boats in the regatta, including the “Lightning” fleet entrants, and several skippers were looking not too favorably at our speed.

Halfway through the regatta I handed the tiller over to Bob Astrove and that’s when we really got fast. Bob smoked a few dozen J-24s at least one J-30, a few Cigarette racers and one Coast Guard patrol boat (yeah I exaggerate, he did not pass our only true com-

petitor, a Flying Scot). Bob finished the race, and we knew we had done well both in our class and in the overall regatta. When results were eventually posted (there is another complex handicap equation to adjust for times between finishers) we found that we were 2nd in our fleet and 6th overall out of 100+ boats. We finished in just over one hour, while most boats took at least two hours to finish the Olympic course. The only boat to beat us in our class was a 3-time previous winner of the overall regatta. Not a bad day at all!

Unfortunately, we could not stay around for Day 2 because of other commitments. It would have been fun because Day 2 had unique events including a

pursuit race in which the slower boats start first. Most interesting, before the end of the pursuit race, each contestant had to sail around a 126-foot Classic Motor Yacht Miss Ann and the spectators on board voted on the best-looking competitor. This was very unfortunate for us to miss as we were a shoe-in for the trophy—instead a 1951 41-foot Rhodes Yawl won in our place! All in all Bob, Caroline and I all agreed we had probably one of the most enjoyable sailing days we have ever had and we can’t wait to go back next year—for both days!

For more information on this regatta including a wealth of pictures, visit:



<http://www.hospiceturkeyshootregatta.com/>

About Hospice: Hospice is a philosophy of care designed to meet the special needs of patients with life-limiting illnesses and their families. The modern hospice movement grew out of the work of Dame Cicely Saunders, a British physician, who cared for patients in the 1940s. Dr. Saunders founded St. Christopher’s in 1967, which charted new directions in both the philosophy and techniques for treatment of those with life-limiting illnesses. The first hospice in the U.S was established in 1970, and today there are over 2,000 hospices nationwide.

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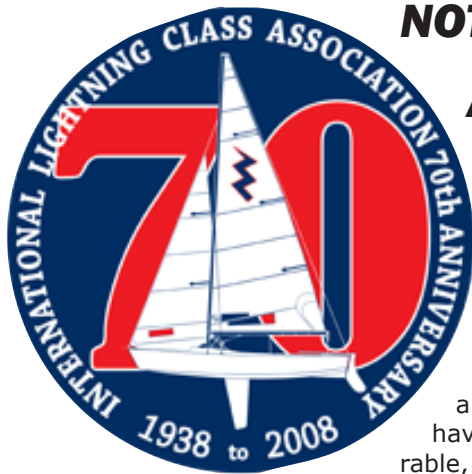
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NOTES ON THE 70TH LIGHTNING REGATTA

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Skaneateles Lake

Skaneateles Country Club

July 4 through July 6, 2008

Hey! It's loads of fun to race Lightnings. But, when the race weekend comes as a package of events that fill the day and night with memorable experiences... ah, that is living! Sure we'll have camping spots for the 70th regatta. Sure we'll have beer flowing and bands playing, components that make the regatta memorable, but nothing—I repeat, nothing—compares with sailing on Skaneateles, about the cleanest lake in the country. If you flip, no tetanus shots are necessary. If you get

a mouthful of lake water, you can swallow without worry. And set within a mountainous perimeter, the visuals are a delight. Now, that's glorious!

Plan on showing up on Friday morning, July 4th. We'll have 30 campsites on the point jutting out into the lake. These are for tents only. Cost on the point is fifty bucks for the whole weekend. About a half a mile away we have space for many more campers. RVs, tents, or whatever are welcome. There's no charge at the remote spot, but keep in mind that there are no hookups. We'll provide a list of motels in the area on our website for those who think the Holiday Inn is roughing it. Friday around 12:30 to 1:00 PM there will be Lightning labs that will run until 4:00 PM. We'll have a keg or two to ease us through the afternoon. That evening, music at the dinner will be by Dusty Pascal and Loren Barringar.

We'll try to get off at least five races, three on Saturday and two on Sunday. When you finish the day's racing, kegs will help ease the strained stomach muscles and abused eardrums. The music at dinner Saturday will be by Bone and Doolittle.

The awards celebration will follow the last race on Sunday, around 1:00 PM. Cost to register is \$88 per boat. See our website for more services and cost details: www.lightning70th.com. Learn more about our village here: www.skaneateles.com

A registration form will be posted on our website. So, c'mon...the 70th Regatta will be "the" Lightning event of the decade. Be there and be ready for a glorious weekend.



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Chilean National Championship

Campeonato Nacional de Lightning en Marina Golf Rapel

Los "Lobos" dominaron la "Tormenta de Rayos" que cayó en Rapel durante el fin de semana

Los hermanos Víctor y Sebastián Lobos (tímenle y prole respectivamente) junto a Hugo Perrín (medio) se adjudicaron el pasado fin de semana, el campeonato nacional de veleros clase "Lightning" (rayo en inglés) con sede en Marina Golf Rapel.

Con vientos entre 10 y 20 nudos, los competidores mostraron un espectáculo náutico de alto nivel y estrecha competencia hasta los últimos metros de cada regata, siendo un ran foco de atracción para los veraneantes del lago quienes se acercaban en sus embarcaciones a mirar desde cerca cada minuto de las competencias.

Los escoltas de la tripulación ganadora fueron las tripulaciones de "Linda Maquina", de Francisco Perez Vargas (timón), Rodrigo O'Ryan (medio) y Andrés Pérez (proel), seguidos a solo 1 punto por la tripulación del "Sur", constituida por Ignacio Perez (Timonel), Edmundo Perez (medio) y Cristian Perez (proel).

Lucha a Muerte

Sin duda que un espectáculo aparte brindaron las tripulaciones de "Linda Maquina" y "Sur" durante la ultima regata realizada durante la mañana del domingo ante un escenario de 10 a 15 nudos. Solo 1 punto los distanciaba y la última regata definía el 2do y 3er puesto entre ambas. Al más puro estilo "Copa América" ambas embarcaciones comenzaron un duelo desde la izada de la bandera azul. Gritos, maniobras sorpresivas, virajes y trasluches sucesivos fueron la tónica de una regata personal que no tuvo ganador si no que hasta el final cuando "linda Maquina", en los últimos 600 metros de la popa final, trasluchó sorpresivamente y se cambió de lado de la cancha, captando una mayor intensidad de viento que le permitió pasar a "Sur" y ganar, por muy pocos metros, la regata definitiva y por ende el segundo lugar del campeonato.

Gallyas: un ejemplo de vida.

El Lightning es un velero que, en condiciones de viento como las del campeonato, requiere de un excelente estado físico y rápidas reacciones para mantener la embarcación en pie. Sin duda que todo un ejemplo lo constituye Don Pablo Gallyas, quien, a sus 78 años, compitió junto a sus nietos, de igual a igual frente al resto de las tripulaciones que constantemente se encuentra compitiendo tanto a nivel nacional como internacional. Todo un ejemplo de vida!

Jóvenes y Mujeres a Bordo: el futuro de la vela.

La tripulación del velero "Blue Demon", constituida por Sebastián Moral, Valentina Gallyas y Vincent Ohaco, (todos de 17 años) fueron la sorpresa del campeonato al mostrar un excelente nivel de navegación pese a la corta edad y ser la primera regata que corrían oficialmente en la clase. Estos jóvenes navegantes provenientes de otras clases de embarcaciones, fueron una muestra clara del inicio de nuevas tripulaciones jóvenes y mixtas en la clase, sin duda el futuro de la vela.

Results:

1. Victor Lobos, Sebastian Lobos, Hugo Perrin
2. Francisco Perez Vargas, Rodrigo O'Ryan, y Andrés Pérez
3. Ignacio Perez , Edmundo Perez y Cristian Perez.



Campeonato Nacional de Lightning



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Supplied hardware	A trip to the hardware store



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So. Circuit '07

1,3,4,5,6,7,10

Pymatuning Spring '07

1,2

Potomac Cup '07

1,2,3,4,5,6,7,8,9,10

No Gas Regatta '07

1,2,3*

Jackson Spring Fling '07

1,2,3,4,5

North Americans '06

1,2,4,5,6,7,8,9,10

South Americans '06

1,2,4,5,6,7,8,9

US PAN AM Trials '06

1,2,3

Youth Worlds '06

1st

* partial inventory

Photo Bill Clausen



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Coach's Corner

Crewing

Dave Perry "Winning in One-Design"

In the last two years, I've learned something that, as a skipper, I never really understood—it's damned hard to be a crew. You have to be a contortionist, a psychic, and a glutton for verbal abuse, not to mention flawless. And above all, who reaps the rewards—usually not the crew!

The Classic "skipper's mentality" is a need always to be in control. It is overpowering, self-interested, sees itself as infallible and is burdened by the incompetence of people around it. On the other hand, the "crew's mentality" is submissive, passive, almost repulsed by the thought of holding power and, as a result, is tolerant of their subservient position.

Fortunately, most sailors realize that neither of these mentalities is conducive to successful or fun sailing, but unfortunately, most of us – skippers and crews alike – have difficulty overcoming them. The power of these attitudes and the resistance to being forced into an uncomfortable role keep people fighting in the boat, make it difficult for married couples to sail together, and generally keep a team from having fun and reaching its fullest potential.

It's imperative to channel all of our energy toward the race, and the best way to overcome the negative aspects of skipper and crew mentalities is to confront them. One excellent method is for the skipper and crew to change places for an important race or series early in the summer and seriously try to do as well as possible. While racing, notice the feelings you experience, the frustration, the anger, and the awkwardness and difficulty of doing things you may have previously taken for granted. Above all, talk to each other about how you feel, because it's when the frustration and anger are pent up inside that the spinnaker poles start to fly.

It's well known that no good skipper will sail an important regatta without an equally good crew. The most important underlying attribute of a good crew is that they want to win just as badly as the skipper. For this, it is up to the crew and skipper to psych each other up for the race and to know that, win or lose, they're in it as a team. During the 1977 America's Cup summer, Ted Turner played the inspiring theme from Rocky before the big races, and you know those winches started spinning faster!

Another crucial attribute that is difficult to achieve is the ability to place the crew's own needs and feelings aside so that they don't interfere with those of the skipper. Here's where the crew must make a sacrifice. They must concentrate hard to get into the mood and flow of the skipper, and be sensitive not to let anything break it. When the skipper is ready to leave the dock, the crew can't be in the bathroom or still putting on foul-weather gear. Details like the spinnaker pole, protest flag, and lunch should be double-checked by the crew, and on the water the crew can't be talking about last night's party if the skipper is trying to evaluate headsails. I never knew there was such an art to this until a close friend, who crewed for me for over two years in a Lightning, told me a little secret. Whenever I felt we were going slow, I'd ask him to let the jib out. But he was good enough to take a look at it himself, and if it looked

good, he'd just pop the sheet out of the cleat and then put it right back in the same place. And invariably I'd say, "Ahh, that feels much better."

The next critical attribute is that the crew must become a part of the boat, not like a block or cleat, but more like a sensitive, thinking extension of the boat as it moves through the water. When they see a puff coming, they should be ready to flatten the boat the instant it begins to heel; likewise, they should be back off the rail when the puff ends so the boat doesn't heel to windward and stall. The same is true for sail trim. For every change in wind, wave, and boat-speed or direction, there should be a corresponding change in sail trim. The good crews will anticipate these without waiting for the skipper. On the reach, as the boat accelerates and the apparent wind shifts forward, the crew should be trimming the jib and/or spinnaker and preparing to ease them again as the boat slows. So often when it looks like someone has better boat speed, it's the result of a hypersensitive crew keeping the boat going at top speed longer than the boats around them.

Finally, the crew must become the eyes of the boat. At the very top levels, the skipper is purely the helmsman, concentrating his total energy on making the boat go fast. It's the crew that looks around, feeds him information, makes decisions, and often calls all the shots. That's how Dave Ullman, two-time 470 World Champion, was beaten by his own crew, Tom Linskey, in the 1978 US Sailing Championship of Champions – two excellent sailors, each with his own specialties and together nearly unbeatable.

Skippers, on the other hand, have to be careful not to stifle and frustrate their crews right out of the boat. A good crew is worth the patience and time it takes to cultivate them. If they don't get the pole up in 0.5 second, don't yell at them. They're probably trying their hardest, and your pressure is just going to slow them down even more. Imagine how you'd feel if you missed a shift and your crew said, "Nice going; you just lost us another five places." Encourage them to talk more, but if some of their judgments are wrong at first, help them to learn and improve.

Finally, the one single thing that would help more people relax, get along better, and dramatically improve their finishing positions is practice. Rounding the windward mark one boat length ahead of Charlie Archival is the wrong time to see if your crew can improve on the spinnaker set they completely botched last weekend. Plan to sail at least an hour preceding the weekend race and, if possible, for a few hours during the week. Go through all the maneuvers of tacking, jibing, rounding marks, setting and dousing the spinnaker, and doing 720s. Let the crew take the helm, let the skipper try to jibe the pole, work out your communication, and eliminate all the bugs in your boathandling and equipment.

Of the equation, Ability = Knowledge + Execution + Attitude, most people have more than enough knowledge, but it's their execution that is really weak. Good crew work and practice will make a big difference.

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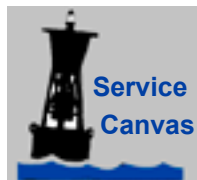
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This year we are again offering you, your fleet, your business, your favorite local haunt, your relatives, your district (you get the idea), a special opportunity to send a message to your ILCA friends while helping support the next edition of the Lightning Yearbook. The Lightning Yearbook is known throughout the sailing community as one of the finest annual publications for any class worldwide. What better way to show your support for the Class? Your booster ad will be seen for years to come by current and future generations of Lightning sailors.

What's a booster ad?: A booster ad can be anything. A special message of support from your family. Your district's racing schedule. A favorite recipe. A picture of your kids, your boat, your kid's boat. A thank you. An anonymous signature. Your companies ad (where else can you get an ad in this quality of a publication for \$100 bucks!!). A picture of Bill Faude (I said it could be anything!!...within reason...)

What do I need to do?: Email office@lightningclass.org with your message. For company ads a high resolution non-bleed, 1/4 page ad. Don't have one?? We'll create something for you. Have a thought and a picture? Send a high-res picture and what you want to say and we'll do the rest.

I want to do it but I'm not sure what I need to do: Call us at 303.325.5886. Email us at office@lightningclass.org or skype us at "ilcaoffice." We'll answer your questions and help you get your message put in print.

How many booster ads will are you trying to get?: Our goal is to get 50 booster ads for this year's edition (We'll take more!!). That's 5% of our active (owner) members, but anyone can do a booster ad.

When do I need to get my booster ad info to the ILCA Office?: Since we hope to publish the yearbook in the early spring we want all the booster ads to be in as soon as possible. We'll do a running count and post it on the web weekly. Our goal is to have 50 by January 1st. Who's 1st??

What am I waiting for? I don't know. You went and read this to the end. You must at least be interested in being a part of this great project. Pick up the phone. Find a photo. Check with the boss. Get an ad in!!

Lightning Labs 2008



"What is a Lightning Lab?"

A Lightning Lab is typically a two day sailing clinic aimed to improve skills for Lightning sailors of all abilities. It is run by a coach with extensive experience in the Lightning. Boat handling drills, starting practice, tuning and sail trim are common themes. Video tape analysis of the day's practice is also used.

- Lightning Labs are a great opportunity for your fleet. Here are some of the reasons.
- Sailors of all ability levels will benefit
- Raise the level of competition in your fleet / district
- Learn from some of the best sailors in the class
- It's a fun fleet activity
- Have a party Saturday night after sailing
- They force you to do the practicing you've been meaning to do for years
- A chance to share ideas and techniques outside the competitive pressures of a regatta
- The ILCA will help setup the Lab
- The ILCA may help fund travel for the coach / instructor

Most sailors find that they can learn more in a two day Lab than a whole season of racing. With the help of a coach and video there is a chance to step back and get an unbiased evaluation of your sailing. No matter what your skill level there is always something

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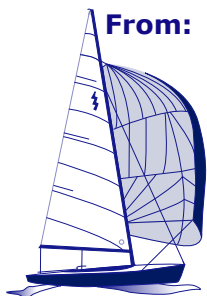
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