

CAMPEONATO BRASILEIRO JUNIOR 2003 ELIMINATÓRIA PARA MUNDIAL JUNIOR 2004 CLASSE LIGHTNING

Yacht Clube Paulista - YCP

Represa Guarapiranga

São Paulo – SP – Brasil

Com bons ventos todos os dias, a equipe do São Paulo Yacht Club comandada por Tommy Sumner, atual Campeão Mundial Jr. da Classe Lightning, dominou o Campeonato vencendo 5 das 6 regattas que disputaram com o veleiro Layline.

O Yacht Clube Paulista sediou o evento, e além do título Brasileiro da Classe estiveram em disputa 4 vagas para o Campeonato Mundial Jr que será realizado no Brasil em Março de 2004.

Resultados finais e os 5 classificados que representarão o Brasil no Mundial jr. de 2004:

1. Thomas Sumner (SPYC); Felipe Brito; Mark Pineda (YCSA)
2. Marcelo Bellotti (CCC); Eduardo Molina (CCC); Alejandro Carri (CCC)
3. Felipe Bastos (CCC); Henrique Cabette (CCC); Christian Vostoupal (CCC)
4. João Augusto Hackerott (YCP); Constantin Vassilas (ASBAC); Jorge João Zarif (YCP)
5. Adriana Overgoor (SPYC); John V. Hannor (SPYC); Sergio Sorrentino (SPYC)

O evento contou com o apoio da Care Plus-Medicina e Odontologia Corporativa, Red Bull, Yacht Club Paulista, ABCLI e FEVESP.

Comissão Organizadora da Classe Lightning

(translation on page 17)



IN MEMORIAM



Past President MARY W. HUNTSMAN of RED BANK, NJ died in early December after a courageous battle with cancer. She was an avid Lightning-class sailor to the end, even sailing in the 2003 Masters at Niantic in August. In addition to her term as President in 2000 and 2001 and many other titled positions over the years, Mary served the class in so many ways, some we are still discovering. Whenever there was a job to be done, Mary was there for the Class. How many Long John Regattas did she chair, doing everything from Chairman of the Race Committee to hosting the Saturday night party even after she swore she'd never do another? During her Presidency and for the past two years as Vice President, she was instrumental in preserving Lightning #1 and arranging its donation to the Mystic Seaport Maritime Museum. As ILCA Historian at her death she was engaged in the organization of historical documents, photography, and other artifacts for the ILCA.

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President's Column

Paco Solá

As I write this the Youth Worlds are fast approaching. Our VP for Youth Worlds will be in Brazil overseeing the organization of the regatta, which so far has been pretty impressive. Thanks to Torsten Bojlesen and the organizing team for their enthusiasm.

We have already started the design of the 2004 Yearbook, thanks to our editor Caroline Hoedemaker who's had an excellent response to our pleas for reports! By the way, if you didn't turn in yours in time, don't complain when you don't see it in print! I'm afraid I will spoil the surprise but the theme for this year will be the families of the Lightning class. We expect a beautiful book and we hope to have it out even sooner than in 2003.

Coming along is the preparation for the Winter meeting in St. Pete. Many interesting topics to discuss there, I hope we have as many fleets as possible represented. The VHF ruling will be voted and this is a friendly reminder that the only way that you can voice your vote/opinion is through your district delegate,

who in turn can either attend and vote or delegate their instruction to vote to anyone attending.

The Lightning family is saddened with the loss of our dear Mary Huntsman. Our sympathies go to Sandy, Jack, Karin and all their families, she will be missed. Mary created the VP

Historian post and did a tremendous job of putting together our archives, and history, but the job has not been concluded

because of her unexpected loss. If someone would like to carry on her torch and take on this VP post, let me know. It will sure be hard to fill those shoes but believe me, she would love to see someone taking proper care of our history.

Nothing further to report, for now.



President@lightningclass.org ●

Chief Measurer's Column

Carter Utzig

I am saddened by Mary sailing off into the horizon. She did a lot of wonderful things for many people over a long time. Many of us are better off for having known her. Thanks Mary.

Hope everyone is thinking about the proposed changes and talking with their Governing Board member. Remember they represent you. Kind of like voting for a President – you vote but it doesn't really decide who runs the country.

Colin called and said that he was trying but was just not getting the rewrite of the class specifications done. Given that he has moved, is building a house and coaching an athlete for the Paralympics, I can

understand. I have started to rewrite them. Don't cringe too much. I am not adding some new way of measuring shroud tension; I'm just trying to clean the specs up and put them closer to ISAF.

Sebastian Edmonds gets the award for finding a hole in the current specs. Those new racing watches

might wiggle through. So:

Interpretation: An electric device shall not provide wind information, boat speed, navigational features, GPS information or compute correlations between time and heading.

Carter

measurer@lightningclass.org ●

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2004 YOUTH WORLDS UPDATE

The Brazil LYWC Committee has been working very hard putting all the final touches on this Championship and it is shaping up to be a championship that will not be forgotten.

At this time we have 13 entries from Brazil, Chile, Greece, Uruguay and the USA. Teams from Ecuador and hopefully Colombia will be attending but their qualifiers have not taken place. We are anticipating 16 to 18 teams. I would like to recognize those teams from whom we have received registrations:

Country	Skipper & Crew
Brazil	Thomas Sumner, Felipe Brito & Mark Pineda
Brazil	Marcelo Bellotti, Eduardo Molina & Alejandro Carri
Brazil	Felipe Bastos, Henrique Cabette & Christian Vostoupal
Brazil	João Augusto Hackerott, Constantin Vassilas & Jorge João Zarif
Brazil	Adriana Overgoor, John V. Hannor & Sergio Sorrentino
Chile	Diego Gonzalez, Cristian Barahona & Patricio Flores
Greece	Verginadis Panagiotis, Fragkos Panagiotis & Polyandriotis Evangelos
Greece	Vassilas Angelos, Manolakis Giannis & Mittakis Giannis
Greece	Christos Mavridis, Anastasios Tsekouras & John Adamopoulos
Uruguay	Juan Sienna, Juan Pablo Jaurena & Adolfo Idoyaga
USA	Ben Spiller, Jonathan Ribich & Aaron Thompson
USA	Robert Ramirez, Eric Aronsohn & Nick Oliveira
USA	Maegan Ruhlman, James Roe & Martha Fisher

LIGHTNING LABS

It's time again to schedule the 2004 LIGHTNING LABS. For the last several years, we have been contacting the District Commodores who were to contact the Fleet Captains who would poll the Fleet Members, gather the information and send it back up the line. Great idea, but it didn't work. So this year we'll use the e-mail system to contact as many of the members as possible.

For those who may not have heard of LIGHTNING LABS, it is a program for training Lightning sailors. It is the most advanced program the ILCA has and should be attended after viewing the two videos and reading the North Sails Performance Sail Trim book with "crib sheets" developed by Greg Fisher specifically for the Lightning. If you have digested this information, the LIGHTNING LABS will be much more beneficial.

We have found that 13 -15 boats is the maximum that can be accommodated. If your Fleet cannot muster that amount, the District Commodore can assist by grouping fleets. When responding to me by e-mail, please e-mail a copy to your Fleet Captain and District Commodore. I will need to contact them.

In addition, please send me the following information:

1. Fleet Number
2. District Name
3. Location of the Labs
4. Desired Dates - 3 alternatives
5. Expected number of boats
6. Five items to be discussed (5 word or less description)

I need your help in setting the schedule and must have it completed prior to the Southern Circuit.

Saving the best for last! We are planning a LIGHTNING LABS on THURSDAY, MARCH 18, 2004, the St. Petersburg Yacht Club during the Southern Circuit. So, if you want to get a jump on the season and your competition, come to St. Petersburg (or better yet come to the entire Southern Circuit). ●

OFFICIAL NOTICES

GOVERNING BOARD MEETING

The Governing Board Meeting will be Thursday, March 18 at 10am in the Quarterdeck Room at St. Petersburg Yacht Club. Brunch will be available at your own expense.

GENERAL MEETING

The Winter General Meeting will be Thursday, March 18 in the Ballroom at St. Petersburg Yacht Club, immediately following the competitor's meeting, at approximately 5:30pm

LIGHTNING LAB

There will be a Lightning Lab on Thursday, March 18. Meet at the Sailing Center at noon. PLEASE sign up NOW for this Lab by emailing jamiebrickell@earthlink.net, so we can be sure to have enough coaches to accommodate everyone. ●

IN MEMORIAM (continued)

MARY HUNTSMAN

With all her other activities, Mary found time for other things including running the family business, Twin Rivers Marine, during the 1970s and 1980s, a business in itself important in fostering and encouraging Lightning sailing in the area. As a member of ILCA and the Monmouth Boat Club she spent 45 years sailing, photographing sailing and other events in her life, and supporting her husband, children, grandchildren and many others in their sailing pursuits. Her greatest pleasure was entertaining and organizing activities for people to gather. She loved being surrounded by her many friends and family.

If you read the tribute page on the class web site you will see how important she was to the class; so many people there wrote things like "she introduced me to the Lightning" and "the first people I met in the Lightning Class were the Huntsmans." So many people have so many warm and wonderful memories of Mary; she will be missed by all, especially her family. Mary said one of the proudest moments of her life was watching "her boys" - son Jack, husband Sandy, and grandson Rob, finish 1, 2, 3 in the Metropolitan District Championship in 2003. She will be truly missed by everyone. Her enthusiasm, energy and zest for life will be hard to recapture. So, Mary, thank you, thank you again and smooth sailing!

Contributions to the ILCA Fund in memory of Mary will be used to continue her work in organizing and archiving materials which document the sixty-six year history of the class. Donations are tax deductible and may be sent to the ILCA office with a note indicating the gift is going toward Lightning #1 or Historical Fund. ♥

2004 U.S. SAILING CHAMPIONSHIP

Mallory Cup and Sears Cup
Finals to be contested in
Lightnings!

The Lightning has been selected for use in both the 2004 U.S. Men's Championship (Mallory Cup) and the 2004 Junior Triple Handed Championship (Sears Cup).

The Mallory Cup finals will be hosted by the Long Beach Island Yacht Racing Association (www.lbiyra.org) (which includes Fleets 170, 196 & 335) in New Jersey. The racing venue will be Little Egg Harbor Bay, site of the 1985 ILCA World Championship and the 1952 and 1958 International Championships.

The Sears Cup finals will be hosted by the Malletts Bay Boat Club, Colchester VT (Fleet 301). The racing venue will be Malletts Bay on Lake Champlain, site of the 2001 North American Championship.

This presents a great opportunity to showcase the Lightning to a broad spectrum of sailors from other classes.

The Executive Committee encourages all fleets to submit bids to their respective YRA and their U.S. Sailing area Mallory Cup and Sears Cup coordinators to host the championship in Lightnings and to encourage fleets to send a team to their YRA finals.

To host a YRA or Area ladder championship your fleet must be able to provide a boat for each team participating. Your fleet would also provide the race committee and lunches.

Information and schedules for your area are available on the U.S. Sailing website (www.ussailing.org)

The Sears Cup Finals will be held August 15 to 19. Contact Chris Bartel (jcbartel@aol.com) or Mark Gardner (Mark@TheGardnerFamily.net) for more information.

The Mallory Cup Finals will be held September 19 to 25. Contact Dick Goodman (r_jgoodman@hotmail.com) for more information. ●

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SAIL EXPO 2004



Photo Matt Reiser

January 15-18, 2004, Sail Expo, Atlantic City NJ

The Lightning displayed at SAIL EXPO, Atlantic City (NJ) was the rally point for a Central Atlantic District Governing Board and Open mid-winter meeting. The new Nickels complete with Mylar sails (for display only) made a perfect backdrop for discussion of District business led by Commodore Bill Bogardus. During the four-day show many past, present, and (we hope) future Lightning sailors stopped by to reminisce and check out the latest model.

If you would like to use the mylar show sails at your next boat show, contact the Class office. We can also supply you with brochures, *Flashes*, Yearbooks, fleet contact lists, boats for sale lists, etc. Just let us know! There is no charge for this use. ●

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11th Commandment

Adventures in Wooden Boating

Joel Thurtell

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"If you own a classic boat, you are morally obligated to restore it to its original condition and maintain it that way."

I received that moral imperative from a Congregational minister who had practiced what he preached by restoring an antique Chris-Craft run-about that was a basket of boards when he first saw it.

The reverend's words hum through my head to this day as I decide how to deal with boat repair questions, and as I answer questions from readers.

In other words, it's a major pain in the keister.

But if I'm dealing with an ecclesiastical guilt trip, think of the dilemma Pat McKeegan and her pals are facing.

They got their wooden Lightning from a priest. A monsignor, no less, who had restored it and installed rigging devices so antiquated they could pass inspection on the set of *Master and Commander*.

Talk about holy commandments.

To change any of that set-up would amount to, well, I hesitate to say it for fear of setting in motion a new crusade.

Oh well, here it is.

Heresy.

How could anyone contemplate changing a rig that reflects a long past historical period, an epoch when an intrepid sailor looped the mainsheet around a bronze winch, pulling in or easing out to adjust the set of the mainsail without benefit of those spring-driven snaps, aka cam cleats, that make sailing so much easier?

Especially when it's been blessed by a man of the cloth?

Despite holy orders, the owners of *Surprise* are thinking of making some changes. One of them, Michelle Yacob, likes to take the boat out by herself and finds the rig a bit clumsy and maybe even unsafe for one person to handle. Modern cam cleats can take some of the work load from a skipper, leaving hands free to do other jobs.

The *Surprises* are not alone in pondering the museum vs. modernity issue. I wrote about "that guy from Chicago," Jeff Fjeldheim, in a previous column. Jeff was struggling to finish restoring his old woodie in a one-stall garage chock full of household artifacts that needed to be moved aside every time he rolled the boat outside on its four bales of hay coasting on dollies.

Last summer, Jeff's boat didn't look like much. But he's been hard at

work. He now has a gorgeous blue-and-white Lightning, but he's taking a break this fall and winter while pondering his next decision: To retain the old rig with wooden mast or go for modern hardware?

In the case of *Surprise*, I was puzzled because I have owned wooden Lightnings from the 1950s, and they weren't equipped with winches and heavy old bronze blocks in cunninghams that could hoist an engine block.

And belaying pins!

That's straight out of *Mutiny on the Bounty*.

It turns out that the boat's previous owner, the priest, liked the old style rig, and when he restored *Surprise*, that's what he installed.

More power to him.

He knew what he liked, and that's what he did.

But I suspect our prelates' Bible may be Holy Writ as disseminated from Brooklin, Maine.

Remember the *WoodenBoat* argument that classic boats should be groomed for looks, not performance.

With *Surprise*, the museum vs. modernity argument gets easier to make in favor of getting rid of the old stuff.

If *Surprise* were true to the period when it was built, it would have a swivel cam cleat for its main and cam cleats or ball-and-eyes for securing halyards, not belaying pins.

Rigging the boat to 1950s standards would go a long way towards making it a more efficient and even safer boat to sail.

And from the museum perspective, it would be true to the period when it was built.

Next question, please.

Do you really want to be sailing a museum exhibit?

Hmmm.

Well, if you do, fine, that's your business.

And a noble quest it is.

Just that sometimes it sounds a bit phony.

I recall the *WoodenBoat* prescription for sails on classic boats. They should not be modern sails with their broadly separated seams because they look, well, modern. They should be the old style cotton sails with numerous parallel seams. That looks like a classic boat.

Of course, these "old" sails aren't really old. They just resemble the old style. The material and manufacture are as contemporary as anything in the current North or Shore catalog.

Cost should, of course, not be hauled into a moral argument. Dragging in price comparisons would be unfair.

But as long as it's on the floor, I learned recently that there is an economic argument against the classic look.

A sailmaker estimated that the price of a set of Lightning sails made to look like the old cotton rags would cost at least twice the price of a new main and jib.

Righteousness has its price.

By the way, that minister who laid down the law about keeping boats original left his flock. He's a lawyer now.

We don't need to pay attention to him any more.

There is no reason why either of those boats couldn't be rigged like my *Plug Nickel*, which is set up like a new glass boat with side controls, block-and-tackle centerboard hoist and take-up reel for spinnaker halyard.

Whether the mast is aluminum or wood doesn't matter, either. The same rig can be made to work with whatever spar you choose.

So here's my 11th Commandment: "Thou shalt not tell others what to do with their boats."

The corollary, for those who are trying to figure out what to do with their old boats, is this advice my wife gave to me.

"It's your boat – you can do whatever you want with it."

Joel Thurtell can be reached at 734-453-8303 or joel@thurtell.net or finder@radiofinder.com ●

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

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



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HULL 453 NEEDS A MIRACLE

I discovered this week that Lightning 453 is currently residing in an outside storage yard in the Metro Denver area, about 3 miles from where I live. I went today and took a look and discovered the following things:

The hull is not in good shape. It was fiber glassed from the waterline down a long time ago and the glass has separated from the hull in places, trapped water, and produced rot in many places. There is a hole in the port aft bottom and a lot of rot around the hole.

The deck looks like it is 2 layers of tongue and groove. The upper layer has dried out, the nails that used to hold it down have popped free, and it is warping back.

The inside has been painted white and the paint is chipping off, the seats are heavily weathered and cracked.

The mast is wooden, and has fittings for jumper struts. It looks like it was glued up in 4 pieces and I suspect (but don't know) it may be hollow. One of the glue seams is open around the jumpers for several feet and the mast has a large even bow but no cracks in the wood that I could see.

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I did not see a boom or rudder. The board is painted white and I suspect it is iron or galvanized instead of stainless.

The hull was last registered in 1975 in California, and I doubt it has been sailed since then. What rigging is left is consistent with that era.

The trailer is welded metal tube, with small tires that the hull sits over. It looks old and tired but sound.

The owner got this boat because she believed her husband wanted a project, and they had enjoyed sailing several times. He decided that this isn't the project he had in mind, and 99.9% of everyone who reads this will agree with him. This message is for the other 0.1%.

I am helping the owner locate a sailable boat, and hope they will join the Rocky Mountain Fleet this year. As far as #453 goes, there are several possibilities:

Someone who has always wanted to restore a classic Lightning can have it, and will have several enjoyable years of work ahead of them and a boat at the end of it. The emphasis should be on the joys of restoration rather than the hope of sailing soon though, for this boat needs a lot of work.

Someone who already HAS a classic wooded Lightning but needs a wooden mast has an opportunity here to acquire one. It will need some work

but the spruce is there, long and unbroken. Oh, by the way, you get a trailer, hull, centerboard, etc with it. Just don't tell me when you dispose of all these parts.

The boat could be donated to a boatshop back east that specializes in restorations, but the boat has to get there somehow on its own steam. Is anyone driving East from Denver to Rhode Island soon? If so contact me. The owner will pay for gas and I'll make sure the lights, tires, and bearings are sound.

It will fall apart (soon) and get chain-sawed for firewood.

This isn't a "For Sale" ad because this boat is a gift, not a purchase-able item. It's free to a good home or donated to a restoration shop if we can get it there. I need help or inspiration, not cash.

In the last several years I have found 3 wooden boats here in Colorado, 2 or them within a mile of where I live. I have been able to find homes for the other two, and am hoping to succeed a third time. If you can help or have advice please contact me, this is for the 'glory of the Lightning class', not for personal gain.

I wonder what it is about the Rocky Mountains that attracted so many old wooden boats

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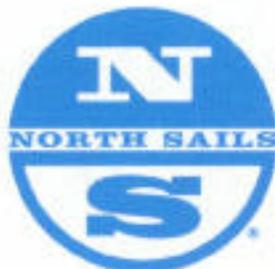
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UPCOMING MAJOR REGATTA CALENDAR

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

14th YOUTH WORLD CHAMPIONSHIP

February 28-March 7, 2004

Clube de Campo de Sao Paulo (Lightning Fleet 462)
Guarapiranga Lake, Sao Paulo Brazil

2004 SOUTHERN CIRCUIT

March 13-14 Deep South Regatta, Savannah Yacht Club, Savannah GA

March 16-17 Miami Midwinter Regatta, Coral Reef and Biscayne Bay Yacht Clubs, Miami FL

March 19-21 Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL

2004 CALIFORNIA CIRCUIT Mission Bay Yacht Club, San Diego

April 25-26 South Bay Series

April 28 Marathon

April 29-30 Mission Bay Series

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

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

2004 NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoe Club, Ridgeway ON Canada

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

August 7-13 North American Championship

THE 20TH IS COMING!

The 20th anniversary of the Spring Classic Regatta
at Pymatuning Yacht Club is happening this year

May 7 - 9, 2004!

New this year - Trophies for Top Ten finishes
Commemorative favors for all participants
And much more!

For more information visit our updated website: www.PYCOOnline.org
or contact Justin Proctor (jproctor@zoominternet.net or 330-721-9378)

ILCA ADDRESSING SERVICE

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

This service is also available to builders and sailmakers at 15¢ per label.

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

Contact

I.L.C.A.

P.O. Box 10747

Murfreesboro TN 37129 USA

(615) 89-FLASH

FAX (615) 893-5205

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.

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"Florida Power Park" (Al Lang Stadium). The YC is across the street. It's likely you can make last call in the bar (don't speed!!).

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Let us know you'll be there or how we can convince you to come!!!!

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VP ILCA Southern Circuit ●

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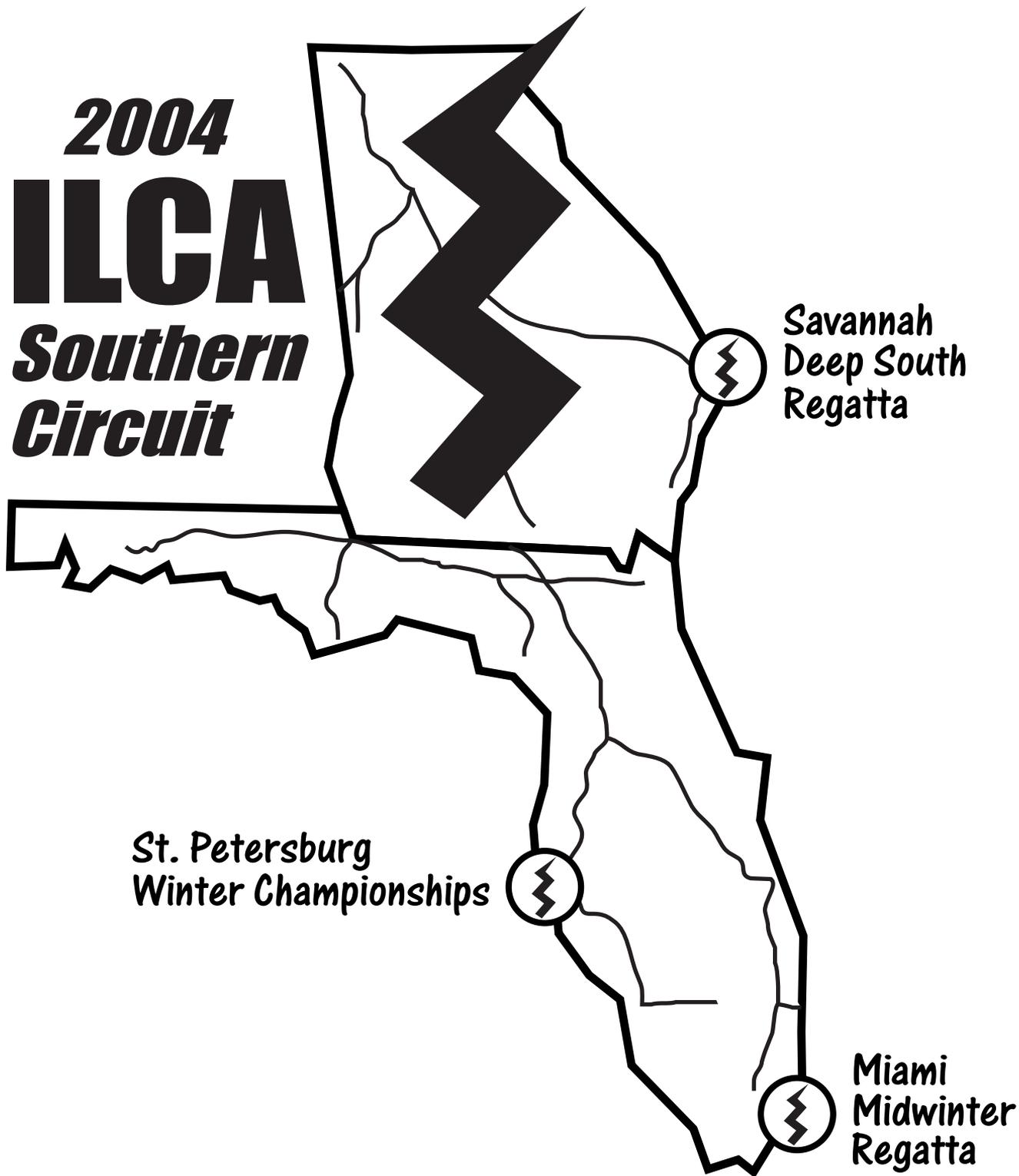
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2004
ILCA
Southern
Circuit



Savannah
Deep South
Regatta

St. Petersburg
Winter Championships

Miami
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August 3 - 6

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TUNE UP - BCC'S NFIR REGATTA, JUNE 26 & 27 OR
BCC'S OPEN CLUB CHAMPIONSHIPS, JULY 31 & AUGUST 1

Visit the regatta website - www.buffalo2004.org for housing information.

NOR will be available later on website and in March Flashes or e-mail

David Starck, General Chairman - chairman@buffalo2004.org

OR

Anne Allen, Co-Chairman, WJMs - anne-allen@juno.com

716-834-4040 or 905-894-1627 (Canada)

BOAT OWNERSHIP CHANGES BY DISTRICTActive 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!

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	*12480 Read Howarth, 116 Somers Avenue, Moorestown NJ 08057	228
	12922 Mark Northacker, 517 Maple Avenue, Doylestown PA 18901	491
	14214 Bruce Nicholson, 2350 Fairway Road, Huntingdon Valley PA 19006	228
	*14833 Peter Menninger, 148 Coach Road, Langhorne PA 19047	335
	15057 Jody Lutz, 14 Stemway Road, Trumbull CT 06611	34
	15197 Matt Reiser, 20 Giera Court, Parlin NJ 08859	104
CENTRAL CANADA	*9277 Michael Krauss, 225 Niagara Street, Winnipeg MB R3N 0V1	U
CENTRAL NEW YORK		
	*13749 Mark Kilian, 1976 West Lake Road, Skaneateles NY 13152	1
	14849 Clay Murphy, 1834 Berry Road, LaFayette NY 13082	164
CONNECTICUT RHODE ISLAND		
	11570 Liviu Vogel, 257 Lyons Plains Road, Weston CT 06883	U
	*14665 Gregory Hall, 3 Robbins Avenue, Old Lyme CT 06371	85
	14807 Rod Ratcliffe, 390 Half Mile Road, Southport CT 06490	126
DIXIE		
	13047 Matthew Jay, 110 Susquehanna Court, Havre De Grace MD 21078	192
	14525 John Bates, 3337 Cochran Drive, Lancaster PA 17601	253
	15101 Dan Liston, 44691 White Oak Ct., #510, California, MD 20619	508
	A15198 Karl Groshong, 504 Lampeter Road, Lancaster PA 17602	U
	15202 Todd Johnson, 3205 Homewood Road, Davidsonville MD 21035	329
FLORIDA		
	*12596 Peter Stengard, 3142 W Vina Del Mar Blvd, St. Pete Beach FL 33706	U
	13307 Ray Gavin, 406 Philadelphia Drive, Jupiter FL 33458	226
INDIANA	12392 Dan Ramsey, 41 Oakwood Court, Brownsburg IN 46112	270
LAKE ERIE		
	? Frederick B Cooley, 147 Parker Avenue, Buffalo NY 14214	U
	9080 Bruce W. Beglin, 132 Duncan Circle, Beaver PA 15009	U
LONG ISLAND	A15199 William Lehnert, 5 Kilburn Road, Garden City NY 11530	U
METROPOLITAN		
	*? Bruce Tripp, 19 Lamoree Road, Rhinebeck NY 12572	U
	9845 George Barr, P.O. Box 1149, Wailuku HI 96793	16
	13313 Helyn Ulfik, 1601 Route 212, Saugerties NY 12477	U
MICHIGAN		
	12978 JD Pudden 674 Queen Street, Chatham ON N2M 2K2	U
	13815 Ben Mayne 3530 Lake Grove Road, Petosky MI 49770	U
	*15021 Mike Eckstein, 21630 Rosedale, St. Clair Shores MI 48080	54
	15200 Tom Klaban, 2113 Hidden Lake Drive, West Bloomfield MI 78324	54
MIDWEST		
	*14045 Jim Rollberg, 82 Crystal Ridge Drive, Crystal Lake IL 60012	5
MISSISSIPPI VALLEY		
	*14000 Richard Powell, 8521 Farmington Blvd. Germantown TN 38139	274
	*14920 James Chapin, 504 Shadow Mtn Ct., Wildwood MO 63011	266
NEW ENGLAND	*14955 Jeff Dropkin, P.O. Box 78, Waterville NH 03215	332
OHIO		
	13969 Steve Madara, 7999 Cragin Hall Lane Dublin OH 43017	U
	*14875 Bryan Riddiford, 9421 Moss Bank Court, Dayton OH 45458	303
PACIFIC NORTHWEST		
	14553 Darrell Peck, 1727 SW 4th Street, Gresham OR 97080	283
SAINT LAWRENCE VALLEY		
	*13855 Louis Brousseau, 102 Beacon Hill Road, Beaconsfield QC H9W 1S7	215
SOUTHEASTERN		
	10086 John Holmes, 3016 Timber Ridge, Rock Hill SC 29732	365
	13620 Harry Cline III, 952 Redbud, Pittsboro, NC 27312	481
	15156 David Pyle, 4209 Craven's Point Road, Wilmington NC 28409	511
SOUTHERN		
	*11311 Whitner Church, P.O. Box 554, Pass Christian MS 39571	179
	*13931 Eric Aschaffenburg, 625 East Scenic Drive, Pass Christian MS 39571	179
	14736 John Waskom, 400 Glen Cove Road, Brandon MS 39047	388
	15201 Robert Bernhardt, 4312 North Palafox Street, Pensacola FL 32505	135

What I learned on my summer vacation...

Well, it wasn't really summer vacation. (That concept is just a hazy memory to me now.) But it felt like vacation. Which is good, because when you talk about sailing all week long going sailing on the weekends can sometimes feel like work! I was still stuck in the office most of the summer... but then what do you expect when you work for Walt... I mean, work in the sailing industry? When I wasn't in the office I was sailing! So, here is "What I Learned on my Summer Vacation", (or "How you can learn a lot from sailing in a Lightning - for only the second time in your life!")

1. Don't be scared to try out a new boat or a new fleet. Sail with a few other good sailors and you will come up with respectable finishes, as long as you are all "reasonable" people. Oh sure, there will be some beating of the boat with the tiller extension, and stomping of dinghy-boot-wearing feet. But that won't last long. When you sail with new people you will learn all of their best tricks and become a better sailor because of it. Such as:

2. Tie the bitter end of the spinnaker halyard to something. That way any knots you get in the halyard will have to be slip knots (Think about it!). This can make the difference between a clean spinnaker douse and a take-down that is all @\$%^&ed up.

3. Set goals, but remember to keep them small and manageable. Instead of "win the regatta," try something like "roll tack smoothly in light air". Or instead of "beat Pete in this regatta," try "beat Pete's boat to the windward mark".

4. Use the compass. It's not just there for decoration! A traditional-style glass ball compass is good, and so is the easy-to-read **Tacktick Micro Compass**, but I was blown away by the advantages of a **Tacktick Race Master**. On the Race Master, you can see the countdown timer and compass heading simultaneously (no toggling back and forth or squinting at your watch). And the countdown timer has a synch feature (in case your race committee lacks a decent air horn and you're not paying attention) as well as a reasonably loud beep so you can...

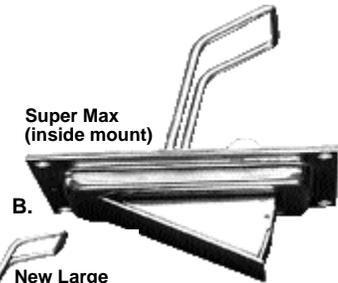
5. Keep your head out of the boat and get great starts. Like how Jim, rock star crew Andrew, and yours truly, port tacked [most of] the fleet at the start of the first race of the Borderline, finishing second in that race - and the regatta!



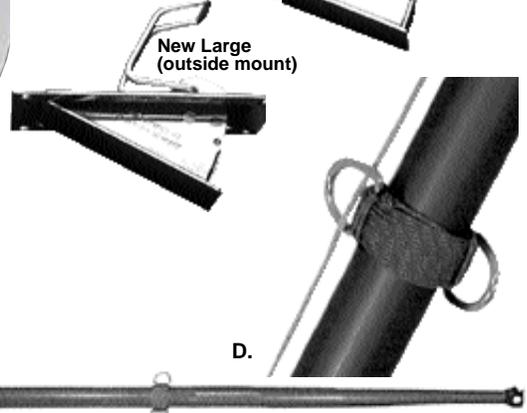
A.



C.



B.



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 the start timer that is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Synch feature. Very functional.

T040

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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 difference. In the spring, put a little "Vaseline" on the gaskets, to keep things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

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C. Tacktick Micro Compass

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

T061

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D. Lightning Tapered Spinnaker Pole

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

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FIRST ANNUAL LIGHTNING "WOOD BOAT GET TOGETHER"

Onondaga Yacht Club, Liverpool,
NY, July 25-26, 2003
By Craig Thayer #736

Let me preface this report by saying that my early years of "messaging around in boats" occurred before the days of fiberglass, on the bays and harbors of Long Island's north shore. Our next-door neighbor owned a 1940's vintage 35' Nova Scotia schooner for many years, and as a kid in jr. high, I would help ready her each spring by scraping, filling, sanding and painting the cabin and topsides. About 1960 my dad bought a 1947, 23' Chris Craft express cruiser, and in August of 1964 I purchased Skaneateles Lightning #736, built in 1941, from a neighbor up the street for the sum of \$300. It had a good trailer, almost new Hard Sails, the original cotton sails and cotton spinnaker, good rigging, and an air-cooled outboard motor. Full of leaves, with a loose centerboard trunk, and painted with a rubberized paint to slow the leaks, she was properly fitted out with a huge galvanized bilge pump and appropriately named "My Sieve". I've always told people that I bought the trailer, sails, and motor, and the hull was a bonus. After years of neglect my dad and I had her restored and sailing again the following August.

So begins my story of wooden boats and my wooden Lightning. Belonging to the ILCA since the mid 60's, and racing my boat on a regular basis until the mid 80's, it became apparent that the newer glass boats were faster, and due to their low maintenance and self-rescuing capabilities, had become the weapon of choice for the moderate-serious racer. As the technology of the boats advanced, the class went with it, featuring fewer and fewer articles and



events geared to the wood boats. I still wanted to sail and race my wood boat, but at the same time didn't enjoy getting thumped on boat-speed and pointing. The idea for a series of low-key regattas open only to wood boats started simmering in my brain. There had to be others who had like sentiments. If people with classic cars enjoyed driving to "cruise ins" where they showed off and talked about their vehicles with others, wouldn't "woody" owners enjoy doing the same? Why couldn't we have casual "get togethers" where there would be some racing, but the emphasis would be on socializing; showing off your boat and comparing notes and how-to information with the other participants. Why wait every ten years or so for one of the class anniversary regattas? It had been five years since the 60th, so why not start the ball rolling now to have a series of events strictly for wood boats every year?

To get people to come, I felt the site(s) chosen had to be easily accessible to a large # of participants in terms of driving time, and should be a small bay or inland lake where the waters are "protected", the breezes typically moderate, launching can be by ramp or hoist, and the sailing area is a short distance from the launch area. Dumping a non self rescuing boat a couple miles offshore would definitely be a non plus.. The host club should have a comfortable clubhouse to facilitate people socializing after racing, during dinner, etc. Finally, to create a more relaxed atmosphere, it would need to be a two day event. As the instigator for this idea, it was only fair that I try this out at my club. We have had held successful Lightning regattas for

years, and knew this would be a location that would satisfy my requirements.

My goal was to get ten boats. Despite publicity in Flashes, the lack of response nearly caused me to call off the whole thing. Were it not for the appeals of some of my club members, and those few sailors who were so enthusiastic about coming, I might not be writing this article. What we lacked in numbers was made up for in enthusiasm. As it turned out, six boats registered, plus two other skippers who had recently purchased boats that at the time were unsailable drove over to look at the boats, crew, and glean information from their skippers. The schedule called for racing after Saturday's lunch followed by a cook-out at the club, and the remainder of the races Sunday morning. The boats ranged in age from my #736 to #10113, a Cayuga owned by Byrne and Karen O'Brien of the Ithaca fleet. Bob Astrove from Columbia, Md brought his #7603 Nickels and Holman, Eddie Walton from Skaneateles sailed Cayuga #9136, Andrew Hagen of Syracuse manned Saybrook #9711, while Martin and Andrea Osterode brought their beautifully restored Italian made Lightning from Ma. Unfortunately, the number was unknown. This boat was not sailed as the wind was a little stiff for them, but it could have been placed in your living room as a beautiful piece of fine furniture. Dennis Schuelkens from Allentown, Pa., and Susan Davis from Rochester, both new wood boat owners, were able to find crew slots.

It was great Lightning weather for both days, however at 12-18, winds were a little too strong at times for

some of the competitors, resulting in some breakdowns and leaving three remaining competitors by Sunday. Through the process of attrition, yours truly, ably assisted by junior sailor Joe Raite, and Phil Murray, and Andrew Hagen (Sunday), was able to capture the coveted engraved varnish brush for first, O'Briens were second, and Eddie Walton third. It was thought that three professional quality brushes were nicer trophies than other possibly suitable items like termite killer, large capacity bilge pumps, etc.. My thanks go to Clay Murphy from Caz., and club members Pete Osborne, Carl Sigona, Phil Murray, and Gary Klink for being the RC, and all of those who helped onshore with meals. In retrospect, it was another great summer weekend in upstate NY - good wind, good food, good sailing, and good company. It was nice to visit with old friends like Bob Astrove whom I used to sail against 20 years ago when the Borderline Regatta first started, and it was fun to make new ones who have an affinity for wood.

For those of you who called or e-mailed me that you couldn't make it this year due to other obligations, or with the lame wood boat owner's excuse that you were working on your boat but wouldn't have it finished in time-----well, that excuse at least won't cut it this year. The second annual wood boat get together is going to be held at Onondaga YC this next July, so mark your calendars early! While I can't guarantee the weather, I can promise that we will have a good time. If some of you other wood guys (gals) get the urge, I hope you'll consider a regatta at your club. If any of you "glass guys" also own a woody drag it out of the barn and sail it.

In closing, I ask all of our members to please help us find our older boats- those that are sailing, those that are for sale, stored, or abandoned and rotting in someone's backyard or marina. If you happen to know other owners that have a wooden boat but don't belong to ILCA, encourage them to come and join the fun - maybe we'll pick up some new members! Remember, wood boats were being built up until the high 10,000s. There has to be several thousand still around, and somebody has to own them. Help us build an accurate and current database of these old boats- sailable, restorable, or unsalvageable.. Give Karen a call or e-mail her with the hull number, general condition, and the current owner's name and address. Hope to see you at OYC in 2004! ●



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ITHACA FROSTBITE REGATTA A CREW'S POINT OF VIEW

October 12, 2003, IthacaYacht Club, Ithaca NY
by Eliza Pope-Collins

On October 12th, we were invited to race in the annual Frostbite Gorges Regatta, hosted by Ithaca Yacht Club. Contrary to the name, the weather was very pleasant, warm and sunny with temperatures going up into the mid-seventies. My skipper (and uncle), Dan Pope and I went to the race short our middle crew Greg, so we were relieved to find that the wind was southerly and light, albeit variable. We were in luck to have over 15 other boats to compete against.

In the first race, we had a good start, getting over the line with clear air and speed. At the windward mark, Clay Murphy rounded first, with Jack Jones, Kirk Reynolds, Dick Hallagan and us thrown into the mix for the top five. Upwind, Dan was just fine, but downwind was a completely different story. My experience is mostly as front crew, and though I had some spinnaker work under my belt,

it was hard to keep Dan focused on steering because he kept trying to do my job for me. He threw a few tantrums when boats were closing in on us and I had to repeatedly remind him to let me focus on the spinnaker, and that he should worry about where the boat was pointing. After awhile he calmed down and was his usual self.

At the leeward mark, the entire fleet decided to bunch up, creating utter chaos, luckily we came out unscathed and went on to with the race, beating front-runner Clay Murphy, who had a nice lead.

The start of the second race was not a good one for us; we had to clear our air and tack to port, heading for the east shore, which seemed to pay off. At the rounding, we were yet again fighting off Mr. Hallagan, Kirk Reynolds, Jack Jones and Clay. Downwind became another fiasco and then the wind died. This made matters worse as Dan became at risk for a heart attack as boats floated past us.

After drifting for about twenty minutes at the leeward mark, a breath of air allowed us to round second, after Dick, putting Dan's fear at rest. We again picked up a breeze from the east shore and battled with Dick, who won the race with us in second, followed by Reynolds in third place.

Unfortunately the winds were uncooperative and thus the fleet decided to head for shore. We always love to come to Ithaca because of the great hospitality, and well-organized racing. Thank you to Ithaca Yacht Club for putting together such an enjoyable one-day regatta. See you next year!

Below are the top 5 finishers for the Ithaca Frostbite Regatta held October 12, 2003. If you want the full results, chek the Results & News page at <http://cnyLightnings.org>.

5th Willowbank YC/Clay Murphy
4th Henderson Harbor/Jack Jones
3rd Skaneateles YC/Kirk Reynolds
2nd Newport YC/Dick Hallagan
1st Newport YC/Dan Pope ●

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TOM ALLEN JR. WINS BORDERLINE

October 25-26, 2003, Carolina Sailing Club, Kerr Lake NC

Tom Allen, Jr. scored lowest points of 26 Lightning teams to win the Borderline Regatta, held on Kerr Lake October 25th and 26th. Fleet 481 of the Carolina Sailing Club holds the regatta, which has been sponsored by Layline for the past ten years. The top 10 finishes were dominated by past ILCA Champions from Lightning districts other than the local Southeastern District, with Jim Carson finishing 2nd, Jamie Brickell, 3rd, Tom Allen, Sr., 5th and Dick Hallagan, 9th. Pierce Barden took 4th with other top Southeastern District sailors Bob Harkrider and Pete Marriott finishing 6th and 7th, respectively. John Pelosi edged Alan Krauss, both CSC sailors, by two points to take 10th.

The regatta also features a scoring system (Hull Number Handicap) that favors older boats. A rule change this year resulted in 8 more teams taking home the Fierce Competitor awards (8 plus 10 equals 18 out of 26 boats received trophies). Michael Rees won first place in that competition, with Bill Sloger, Ron Buchanan and Terry Tyner next. Bob Astrove finished 5th in his beautiful woody #7603. Don Behrens, John Sawyer, and Alan Krauss finished out the field of Fierce Competitor winners.

Our Commodore John Norton headed up the race committee of expert course setters and race runners and he and his committee gave us great courses throughout the regatta. The races both days featured lake sailing winds at their best, requiring careful attention to playing the shifts and picking the favored sides. Sunday's first race markedly favored those who chose the left side to the point that any boat going to the right was out of the race by the time they reached the first weather mark.

Saturday after the races featured a social and dinner with all the trimmings, including Chicken Cilantro courtesy of Chef "Henri" Bridgers. Besides heading up dinner, Henry and Avis also planned and set up the social while Avis also did all the scoring. Despite only four boats from the local Lightning fleet, all team members pitched in to get all the work done. Crew members who were not even fleet members helped out a great deal. Both Katie Triplett and Jennifer Dewey from Layline helped wherever help was needed. Gene Prather made a major contribution by heading up the lunch-making detail and, for the first time in three years, lunches were applauded.

The Borderline Regatta offers great competition. This 23rd annual event was no exception. Our Southeastern District sailors really appreciate the chance to compete with sailors from all the other districts that attend. It helps us and it helps the class! Mark next year's calendar now as it is always scheduled for the fourth full weekend in October. See you in 2004! ●

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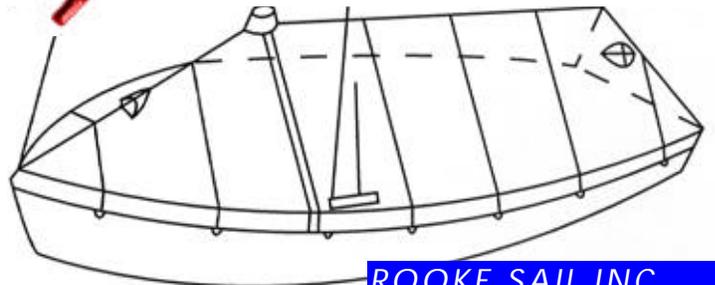
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NOKIA SUGAR BOWL REGATTA & FLEET 179 DE-NAMING CEREMONY

December 27-28, New Orleans
Yacht Club, New Orleans LA
Gene Walet, Fleet 179 Secretary

New Orleans Yacht Club hosted the 2003 Nokia Sugar Bowl Regatta on December 27 & 28. The Lightning Fleet was well represented with 7 boats on the starting line. Our newly reactivated Fleet #179 from Pass Christian Yacht Club had three entries which included the newest member of our fleet, Eric Aschaffenburg #13931, Jeffrey Reisch #13170 and myself sailing #10812. There were two boats from Rush Creek Yacht Club Fleet #435 out of Dallas with Scott Anderson #13953 and Jeff Bodkin #15117, Carl "Batton" Kennon #15169 from Memphis Fleet #174 and Robert Bernhardt #14736 from Mobile Fleet #135.

What was supposed to be a 5 race series ended after 3 races due to weather conditions. The 3 races on Saturday were sailed in 8-20 knots E to SE with light to choppy seas. Then on Sunday the fleet went out in light air and rain. There was never enough wind to start a race which was very disappointing to not have the final 2 races.

Eric Aschaffenburg won the regatta and Eric had never sailed a Lightning until that weekend. That's what I call real "beginner's luck." 2nd place went to Scott Anderson and tied for 3rd was Robert Bernhardt and Gene Walet.

The following is a tentative schedule of regattas for the Southern District and Fleet #179:



Fleet 179's DeNaming Ceremony, welcoming new boats and welcoming back "old" friends to Pass Christian Yacht Club

PLEASE COME JOIN US!

3/13-3/14: Spring Fling, Jackson Yacht Club

5/8: Opening Regatta, Pass Christian Yacht Club

5/24-5/25: Juby Wynne One-Design Regatta, Southern Yacht Club

6/5-6/6: Southern District Championship, Buccaneer Yacht Club

7/24-7/25: Summer in the Pass Regatta, P.C.Y.C.

7/31-8/1: Birthday Regatta G.Y.A. Championship, P.C.Y.C.

9/18-9/19: G.Y.A. Race Week, Bay Waveland Yacht Club

10/23-10/24: Hospitality Regatta, Jackson Yacht Club

12/18-12/19: Nokia Sugar Bowl, Southern Yacht Club

The De-Naming Ceremony
We are planning to have a denaming ceremony for 4 boats on Sunday, January 18th at Pass Christian Yacht Club. At that time Guy Brierre, the newest member of our fleet, will be arriving with his Lightning #14129 which will bring the number of boats in our fleet to 6. This isn't bad for a fleet which was just reactivated in November after 45 years. The 4 boats which will be denamed are Eric Aschaffenburg's #13931, Guy's #14129, Whitner Church's #11311 and my boat #10812. We're looking forward to having a full house for this event. For those of you who are not familiar with the DENAMING CEREMONY, I will be happy to furnish you with a copy of same.

We hope to continue to grow as we approach the sailing season. ●

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14266 Allen, white hull, light green deck, 2 North M&J, new galvanized trailer, compass, new half cover \$6,900. Dave Pyle saildp@ec.rr.com; (910) 798-1712 (NC)

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

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

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

14758 Nickels, runner-up North American Masters. Fastiggi rigger, faired by Waterline, maintained by Ray Harrington. Adjustable for-aft straps for forward crew, adjustable jib cars lead to side decks, adjustable lowers and Tak-Pik dual display electronic compass. Nickels trailer and spare tire, mast up cover, two piece travel cover. Very little use and low tow road mileage, always stored indoors. \$11500. For an additional \$1000, may choose any main jib and spinnaker in my current sail ad. David Gorman (W) 518/483-1015 (H) 518/563-2016 (NY)

15052 Nickels. Minimum weight. Fully race equipped. 2 mains, 2 jibs, 2 spinnakers. Trailing cover. \$13,500 Sandy Huntsman 732/842-5292 paul.huntsman@comcast.net (NJ)

Ford Shoals Models. Hand Carved Wooden Lightning Half Model. Your Choice of colors. \$295.00 plus shipping and handling. Scale: 1 inch equals 1 foot. For photographs and more information email james.finn8@verizon.net or call 315/342-5343. James P. Finn 13579, 161 Swift Street, Oswego, NY 13126

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