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Lightning eflashes

Newsletter from the International Lightning Class Association
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TIGHT RACING AT DOC GILBERT POTOMAC CUP REGATTA



photo Pat Williams

President's Column

Paco Solá

I read a few days ago an excerpt of an interview to Philippe Kahn where he discussed one-design and innovation, but regarded team-work as the winning formula in his career. He talked about how the Optimist, being the largest one-design class in the world, is perceived by kids. And I somehow related to him, having bought my son Paco his first Opti. The fact is, the boat is square and slow, no matter how much you pay for top-of-the-line fins, line, sails and equipment. But it is very successful and widely spread. We will host the Optimist Worlds in Salinas in July and we expect 50 countries and 250 competitors!

The issue of class growth keeps coming up in just about any Lightning related conversation nowadays, especially in the online discussions in the L-List and forums. Growing our membership base is a great challenge and cannot be accomplished if we don't all work together. One side, we, the governing body, need to make sure that we address the feelings and opinions of the majority, while at the same time we need to be the stewards of the one-design heritage that has been carried for 60+ years. On the other hand, you, the sailing community, the fleet members, have to make sure that each and every sailing buddy in your group sees the rewards of membership and therefore, pays membership dues.

Sounds pretty hard, but that is our job, and neither group can carry along on their own. Actually we are all the same bunch of sailors, it is just that some of us were chosen to lead the group. But let me explain. If there was a governing body but there wasn't such a strong fleet system, the class would probably die a long and painful death, with very few, scattered groups of sailors. This happens and has happened to other classes. Our only reason for being would be to keep the class alive!

If, on the other hand, there was an active system of fleets promoting club sailing, but there was not a governing authority, it would be pretty difficult to organize regional, national and international regattas, because we would not have the resources to make it happen.

Now, those resources are costly. They are our main asset, but they cost a lot of money: an international class office with a full time Executive



Secretary, a monthly publication, a yearbook, a website, and all the services and products they now provide to us and that we all pretty much take for granted sometimes. Just think about what your Lightning experience would be without all these services?

Problem is, not everyone pays for these services, but just about anybody can receive them! That is where you come in. Many have said it before: someone who sails in your fleet and is not an active member is getting a free ride; they get all the benefits of membership for free! Some may think it silly to pay! So your job (not only your Fleet Captain's job) is to make them see the value of paying their dues, make them understand how their Lightning is worth what it's worth because of the class organization that backs their investment and keeps their resale value high.

Of course we appointed leaders also have lots to do. While running the class takes up a lot of time, more of it should be devoted to promoting and marketing the boat and our organization. One way to do it is to continually keep the boat current, while preserving the purity of the original design. We don't exist in a vacuum and in fact kids these days are exposed to high-tech skiffs, top of the line technology and materials and extreme speed. We have to realize that: 1) we compete with these other designs and we still come up on top in terms of competitiveness, and 2) we do not want to change our

boat to actually win in the technology area.

But things can be done, like revisiting the idea of the bar to allow older boats to keep competitive, or like replacing the darned mast blocks with a neater, easier system, or like redesigning our rudder, or like making a bigger chute. I was reminded a few days ago that the Lightning has evolved over the past sixty plus years to become a modern racing machine that it wasn't. And many of the changes we now take for granted were very hard to approve. Take fiberglass construction, the oval mast, stainless steel boards, dacron sails, digital compass, carbon, etc. If you see it in a 60-year time span you might take these changes as logical steps in the evolution of the design. But in reality each of these changes were debated for long periods of time before being introduced.

So maybe we are opening a can of worms here, but let me poll you: **what is it that you like most about the Lightning, and what is it that you hate the most?**

Please tell me! Write to me at president@lightningclass.org
Happy sailing,

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Chief Measurer's Column

Carter Utzig

There are two topics to discuss: (1) changes to the governing documents which helps people who are loaning or leasing boats or sails, and (2) an idea to move the chain plate locations forward on older boats.

Sail/boat numbers: I wrote something about this before in the *Flashes* so I will be brief. People borrow or lease boats and sails. In doing so, they sometimes end up with sail numbers different from the boat's number. While all the pieces/parts are class legal and no advantage is gained, the class rules and specs require the sail and boat numbers to be the same. The class has historically allowed numbers to be different and allowing the numbers to be different promotes sailing Lightnings (makes it easy to get something to sail). Some have said sailors must change the numbers. If you have ever tried to change numbers on a spinnaker, you know that this does not promote more people sailing a Lightning.

Old boat chain plates: I can see people picking sides already. A while back, a couple of class members proposed an idea that effectively moves the chain plate position on older boats without having to glass in new ones or move the old ones. Without going into lots of details, the design is to attach a bar across the chain plates. The shrouds attach to the bar forward of the chain plate locations which moves their position to that of the newer boats. This would be limited to boats built prior to a certain date that have not moved their chain plates. The bar dimensions and shroud positions would also be specified so that the use of the bar would not become another adjustment. The cost of this solution is approximately \$50.



The proposal was turned down by the measurement and technical committees because the majority of the committee members were worried that it could not be controlled, thought that the chain plate on the older boats location really did not change the speed of the boat, or there were ways to compensate for the location neutralizing its impact on speed.

The design has been refined since then. Class members have tried it out on a local level to ensure that it works (or, if you prefer, does not fail under heavy loading).

The question is should we consider this again? I would like the Governing Board to come back and discuss this question at the NAs. Here are the things to consider when you are talking with your fleets:

- Would this promote more sailing because people believe it helps their old boat go faster?
- Does it matter to enough people to make "exceptions" in our specifications?

Some of you are thinking:

"Carter you are copping out and making the Governing Board address this issue." No – The Governing Board is supposed to talk with the fleets they represent and help guide the class.

"Carter, what do you think?" I like the idea because it is simple and cheap and allows tuning knowledge to be shared more easily, but:

- I think there are so many other things that can make older boats go faster.
- I don't know really know what the impact to speed is nor can anyone truly quantify it.
- I have gotten beat by a lot of older boats (ok there are other reasons but still some of them are pretty darn fast as they are).
- I want to respect the heritage of the design and the drawings do not show a bar across the chain plates.
- I do not want the specs riddled with exceptions or create more adjustments
- What it really comes down to is "What is the trade off between reality and perceptions?" By making this change, whether it really impacts speed or not, does it make people feel better so they sail more?

I don't know... that is why I am asking the Governing Board to do a little homework. ●



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OFFICIAL NOTICES

CHANGES TO NOTICE OF RACE, Women's, Juniors' and Masters' NORTH AMERICAN CHAMPIONSHIPS

Wednesday 8/4	Women's Races (2) Masters' Races (2) Juniors' Races (3)	Warning 1000
Thursday 8/5	Women's Races (2) Masters' Races (2) Juniors' Races (3)	Warning 1000
Friday 8/6	Women's Races (2) Masters' Races (1) Juniors' Races (3)	Warning 1000

CHANGES TO NOTICE OF RACE, NORTH AMERICAN CHAMPIONSHIP

* One (1) boat for every three (3) boats from the district that sailed in the Blue Fleet in the 2003 ~~2002~~ North Americans.

NOTICE OF GOVERNING BOARD MEETING

The Governing Board Meeting will be Saturday, August 7 in the Abino Room at Buffalo Canoe Club.

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting will be Sunday, August 8 in the Abino Room at Buffalo Canoe Club.

PROPOSED AMENDMENTS

There are two required changes in order to accommodate having sail numbers different than the hull number. This is being done to accommodate loaning or leasing of boats and sails. The current by-laws and specifications do not allow the sail number to be different than the boat number. The proposed change allows the sail number and boat number to be different with some limitations.

Lightning Class Association By-Laws

ARTICLE VIII - RACING RESTRICTIONS

4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of a valid Lightning Hull Number and no two boats shall have the same sail number for a regatta the number of the sailboat. Mainsail and spinnaker must carry the same number.

Lightning Class Association Measurement Specifications

ARTICLE V - SAILS

75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per Plans, and racing numbers with an optional class emblem will be on the spinnaker. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. International events shall be identified by nationality as defined by the ISAF.

The sail number that is assigned to the boat at the time of construction is the hull number. This specification is modified by the By-Laws racing restriction, ~~and not a series of digits which are to be single unto themselves.~~ All sail numbers are to be of a solid color contrasting with the sail material. (Feb. '90)

The Proposed Amendment to the Measurement Specifications will be voted on at the Governing Board Meeting at the North American Championship at Buffalo Canoe Club. The Proposed Amendment to the By-Laws will be voted on at the Annual General Meeting at the North American Championship at Buffalo Canoe Club.

FLEETS AUTOMATICALLY SUSPENDED

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

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

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OPEN ITEMS

(what the Executive Committee and the Governing Board are working on - as of May 15, 2004)

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

(Note: * indicates new or updated information)

ITEMS COMPLETED

*Sail Numbers, By-Law Change
Temporary Executive Committee Ruling revisited. By-Law and Specifications amendments proposed for vote in Buffalo.

ITEMS REMAINING OPEN

Formula for Entry to NA's
No change this year. VP Colantuono will report to Governing Board and membership in Buffalo.

ISAF Category Status
VP Sprague monitoring

*More Effective Use of Office
Interim report submitted in St. Pete. Executive Committee will report further in Buffalo.

*Number 1 & History
Campaign for #1 complete. Proposal for ongoing "History Fund" approved in principal by Governing Board. A proposed Charter is under review by the Executive Committee prior to submittal to the Governing Board for approval in Buffalo.

*Pan Am Games Denial
President Sola & VP Sprague monitoring

*Formula for Entry to Worlds
Proposal to revise being prepared for Executive Committee and Governing Board discussion in Buffalo.

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

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

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

NEW ITEM

*Chainplate Modification
Some people perceive moving the point of attachment of the shrouds forward on some older boats will improve performance. A "bar above deck" arrangement was turned down by the Measurement and Technical Committees a year or so ago. Due to continued interest the Governing Board will be asked if this subject should be revisited.

Coming in June 2004!

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STILL AVAILABLE

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

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LOTS OF USEFUL INFORMATION AVAILABLE ON THE ILCA WEB

www.lightningclass.org

How to join the Lightning-L email list

How to contact the officers (and who they are)

Tips for optimizing exposure at your local boatshows

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

Updated regatta schedules and contact information

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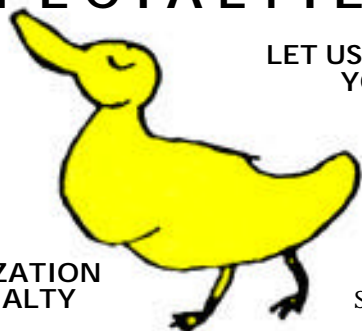
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Supplied hardware	A trip to the hardware store



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If Momma Ain't Happy

Adventures in Wooden Boating

Joel Thurtell

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The morning after my trip to Latrobe, PA to collect my free Lightning, I woke in a fresh, optimistic frame of mind.

True, this boat I'd dragged back to Michigan was not exactly the beauty it was cracked up to be.

But as I gazed out the kitchen window at Lightning 8370 parked just off the street on our front lawn, it occurred to me that despite some rather caustic criticisms of this boat's potential from a certain party the previous evening, the boat had possibilities.

Really, it was hardly fair to cast aspersions based on a glance at the boat when darkness cloaked the vessel's good points.

But my up mood didn't last long.

Karen was still in bed, it was a bright Sunday morning, and if anything, the mottled camouflage appearance of the boat's sides made an even uglier sight in daylight than it had at night.

There's a framed motto on our kitchen wall: "If mama ain't happy, ain't nobody happy."

Why not make a quick trip to a hardware store, buy a gallon of white paint and just slather it on?

If cosmetics are the issue, take the bull by the horns and paint its face.

The key, though, was to get the facelift done fast. It would not do to be caught in the act of altering evidence.

As I was debating this plan, I heard water running in the bathroom. Too late.

I settled back on the couch with my coffee and newspaper.

"So," said Karen. "What's your plan with that boat?"

What a mistake, bringing it home.

Had I not been warned?

Had she not said it was okay to have any number of boats, so long as she didn't have to see them?

And I'd been offered a place to store it in a friend's yard.

But that hideout was way north of Detroit, far from my place in the western suburbs. By 10 p.m. the night before, after a round trip to western Pennsylvania, I was in no mood to drive further just to keep the ugly hull out of Karen's view.

Now, with coffee sharpening my judgment and daylight etching the ugliness of this boat up and down the street, I decided the best thing was to take a closer look.

After all, with big hunks of plywood and a 120-pound centerboard obscuring most of the boat's bottom, I'd really had no chance to have a close look at the bottom from inside.

First, I decided, I'd better get all that wood out of the boat. That meant removing the centerboard, which was lying on its side atop the plywood. The centerboard had to come out anyway, if I were to restore the boat. So I brought my metal hand cart to the side of the boat, lifted the centerboard onto the deck and, hopping to the ground, edged the board over the side and onto the handcart. My plan was to wheel the board to my garage – easier than dragging the monster by hand.

But when the end of the board landed on the bottom of the cart, its weight swung the cart's handle up very fast.

Right against my forehead.

WHAM!

Man, did that hurt. It cut my scalp, and left me with a warier feeling about this boat.

Once the centerboard and plywood were out of the boat, I had a chance to inspect the interior.

Instead, I went inside. There was also a load of house cleaning to do. An old friend was coming to visit for a



Rotten centerboard trunk with crudely glued repair stick at sternmost end



What are those holes in the keelson? Oops! No skeg! Note cracks in keelson and bottom planks, separation of 1/4-inch between keelson and plank and general poor condition of bottom planks

few days, and the front yard was blighted with a derelict sailboat. It seemed even more important to make the house look nice.

"So," Karen said. "What's your plan with that boat?"

I didn't hesitate. Maybe that whack on the head pounded some sense into my brain.

"It's going to the dump," I said.

Relief lifted my mood.

I was a free man! The remainder of my working career and most of my retirement would not be dominated by the hopeless quest of turning this hog into a watercraft.

At work the next day, my old friend Pat Beck, a Detroit Free Press photographer and veteran sailor, asked me about the boat.

I told her. "It's a mess. It's going to the dump."

"Aw, too bad," said Pat. "Doesn't that guy in Pennsylvania expect you to fix it up? How's he going to feel if he finds out you junked it?"

Well, that set me back. All that relief and new-found sense of freedom eroded and once again I wondered how long it would take and how much it would cost to turn this repulsive heap of lumber into a boat.

I was off work the next day. Our visitor, Danny Willbach, is an old friend from our days as history graduate students at the University of Michigan. We were going to visit some local museums.

continued on next page

Before anyone else was up, I went out to have that close look at 8370 that I'd skipped for house cleaning.

Now, in Pennsylvania, I'd already noticed the skeg was missing. That was a minor surprise. There were two empty and very brown-sided screw holes in the keelson where the skeg had been attached.

I could see other problems. Such as the 1/4-inch gap between keelson and bottom planks, the long cracks in bottom planks, the waviness of the keelson, which had warped into a different curve than its neighboring planks, which also had warped, just in different directions.

Then I noticed the piece of light-colored wood that had been crudely glued into a long emptiness at the stern end of the centerboard trunk. With a hammer, I knocked part of that stick out, exposing lots of rot in the centerboard trunk.

With all that plywood and the centerboard out of the boat, I now could see that one of the frames had "sister" ribs bolted to it. Somebody apparently didn't trust that frame. What was its problem?

Now it occurred to me that I could easily do what I considered earlier -- slop some paint onto the sides of



What's wrong with this picture? Splints, or replacement "sister" frames used to strengthen cracked frame

this hull and make it look presentable to my spouse and to the neighbors.

But I could no longer fool myself.

To save this boat, I'd need to replace the severely warped keelson and all the bottom planks. I'd have to build a new centerboard trunk. Already, I'd realized the deck, cracked in places and partially repaired by a previous owner who owned a pot of Bondo, would also have to be replaced.

And there were bad frames.

How much of this boat would be left that was original?

After all that work, would it be a beautiful boat again?

The answer is no, because it was not a beautiful boat to begin with. Judged by the standard of *Plug Nickel*, a Nickels & Holman boat with mahogany frames, mahogany centerboard trunk and seats whose interior looks like a fine piece of furniture, 8370 was a production boat built with a hard eye for the bottom line. It was a racer, and no doubt fast. But there's no way I'd turn it into something as pretty to look at as *Plug Nickel*.

Our visitor, Danny, had helped me sail my very first time on my very first sailboat, the *Maybe*. It was a 1953 Snipe then 30 years old that I would later restore. With Danny as crew on a little lake in western Michigan, I had managed to sail the *Maybe* smack into a tree. Yes, the tree was on shore, but I managed to hit it, then snagged the boat in a forest of lily pads. Finally, all clear, I sailed it into irons.

Now I was wondering if Danny would enjoy a different kind of sailboat experience.

"Danny," I said, "Have you ever been to a landfill?"

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

2003

WORLDS 1,2,3,4,5,6,7,8,9,10
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NORTH AMERICANS - Masters 1,2,4,5,6,7,8,9,10
NORTH AMERICANS - Junior 1,2,4,5,6,7
NORTH AMERICANS - Women 1,2,3,4
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10
SOUTHERN CIRCUIT - Overall 1,2,3,4,5,6,7,8,9
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9
SOUTHERN CIRCUIT - Miami 1,2,3,4,5,6,7,8,9,10
SOUTHERN CIRCUIT - Savannah 1,2,3,4,5,6,7,8,10
SUGAR BOWL REGATTA 1,2,3,4,5
ORANGE BOWL REGATTA 1,2,3,4,5,6,7,8,9,10,11,12
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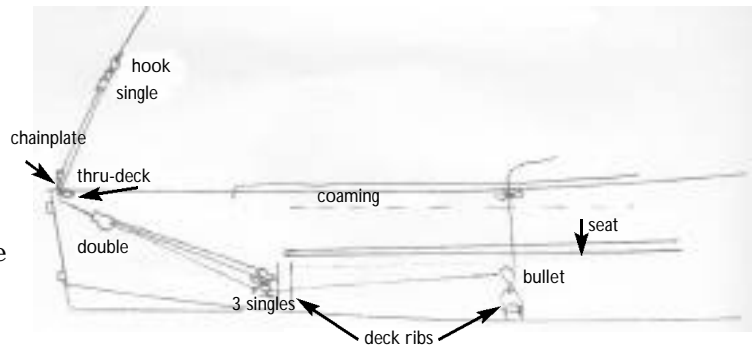
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WOODY CORNER

Upgrading to an Adjustable Backstay

Craig Thayer, Skipper of #736

Beautifully varnished wooden spars sure look nice on a well maintained woody, and if you still have yours it would be my recommendation not to part with it. This article is aimed more towards those who have seen the rot monster, a broken shroud, or too much mast bend send their wood stick into a shower of sitka spruce. The added maintenance of keeping the wood spars in good condition, and the inability of their glues to hold up to the demands of a modern backstay, which is so effective in depowering the rig, has led many of us to forego the beauty of wood for the dependability and adjustability of the oval.



Side View

Non Adjustable vs. Adjustable Backstay

Back in the "old days" when wood masts weren't meant to be bent too much, the boats were built with one off-center chainplate to fasten the backstay. Mainsails were cut much flatter than today's, as rig tensions were relatively fixed. Racers were unable to affect the amount of fullness and therefore power in both the jib and main with the fixed backstay. With the arrival of the oval spar and adjustable backstay, sails could be made more powerful, as we now had a means of adding or removing fullness. In the older wooden boats this extra force combined with higher recommended shroud tensions gave rise to often serious leakage problems in the area of the mast step. If you haven't read my previous article on installing a mast step truss, I would suggest that this be done prior to, or in unison with installing an adjustable backstay. Once both are installed, the boat will be drier, and more fun to sail on those puffy days when frequent backstay adjustment is merited.

Installation

You will need 1 thru deck block to handle very low stretch "spectra", or other polyester line no larger than 1/4", a minimum of 6 single bullet blocks, 1 double block, and 2 micro cam cleats or 2 Holt Allen "V" jam cleats, and a shackle or carabiner type hook for attaching the movable backstay line to your wire backstay which comes from the tip of the mast. Additionally your control line should be 3/16" low stretch braided polyester (polyester wears well in cam and jam cleats). The blocks can be basic bullets, micros, or carbos, depending on your wallet and weight preferences. The line used for setting up your fittings and determining the correct line lengths should be some small diameter scrap line. Finally you will need a nicopress tool, 1/8" sleeve and thimble, and cable cutters.

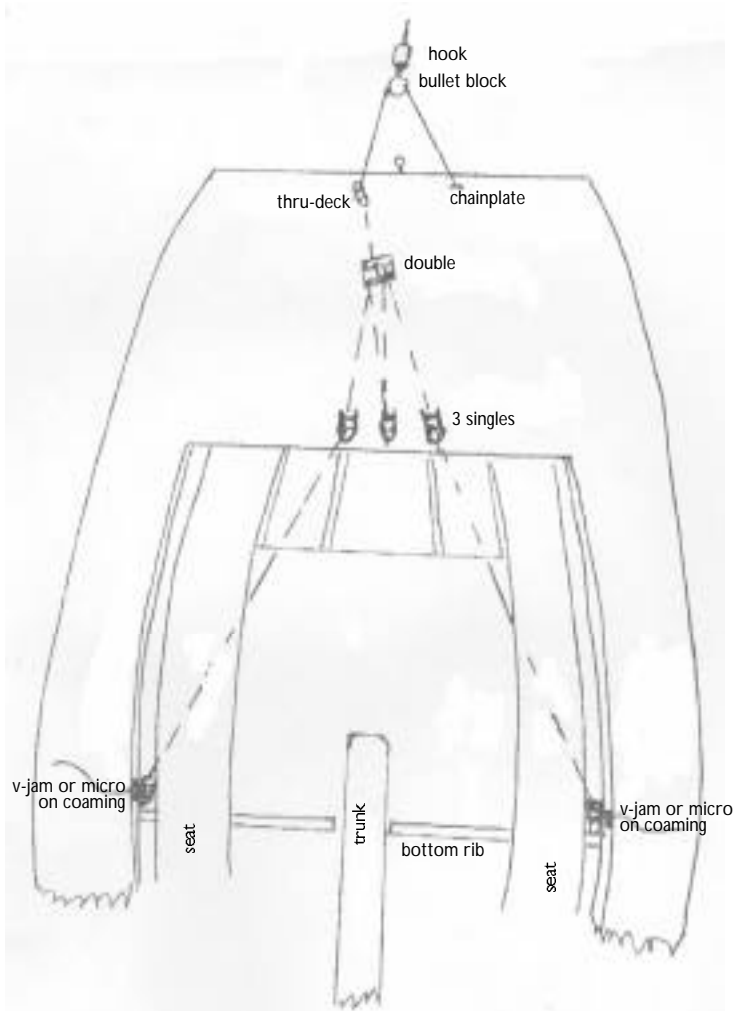
To begin, you will want to shorten your existing backstay using a pair of Felco wire cutters. I like to cut mine so that with the boat sitting on a typical low rider trailer between the wheels, I can just barely, but comfortably reach high enough to attach the top bullet block to the wire backstay when standing behind the transom. The higher you make the upside down "V" above the deck, the less amount of effort it takes to apply more backstay. Here you will attach a thimble, nicopress sleeve, and a hook that won't open up under backstay loads. The kind that has a spring-loaded keeper hook that retains the bul-

let block is a good one to use. Once this has been accomplished, you will want to measure the distance from the center of the top gudgeon to the transom chainplate pin hole. This distance should be replicated to the other side of the gudgeon as the location of the aft side of the thru deck SHEAVE (just ahead of the inside face of the transom). Do not cut a hole in the deck yet.

Below the rear deck, we will want to get ready to mount three of the bullet blocks. They will face aft from the bottom rib that is aligned with the aft side of the rear seat. They can be mounted to small eye straps, or preferably tied in with very light line by attaching to the eye straps, or drilling through the rib, inserting a copper tube with flared ends, and then putting the line thru the tubing so as to not let water into the rib. By tying in the blocks, it allows them to better align themselves with the angles of the control line for less friction. The three should be mounted fairly close together for the above reason of better alignment, with the middle block on the centerline of the boat. Small clamps are very helpful in determining correct positioning of the various blocks by clamping the short pieces of line attached to the various blocks to the bottom ribs.

From the two outer blocks the control lines will either each be led to blocks out near the chines, or as in my boat, diagonally forward to a bullet block which will turn the line on each side upward to the cleat located on the coaming just ahead of the skippers position when seated on the side deck. These blocks are again fastened/tied to the bottom rib so that the line just clears the back edge of the seat. As you will probably be adding a side to side, up/down, and or cunningham or vang controls to this area of the cockpit, here again it pays to try to rig all the control lines at once using clamps or other means so as to not have a problem with interference and chafing when other controls are added later. Unfortunately I can only address one set of controls at a time in these articles. To accurately determine the correct position for each piece of hardware, it is necessary to use a piece of scrap line of small diameter and reeve it through all the blocks, keeping it under tension to simulate the final conditions.

Lastly, you will want to drill the cutout for the thru deck block. This will need to be done very carefully with the mast set up in the boat as this block has to be angled so that the line will run thru the sheave properly both



Top View

above and below the deck (the forward end will be closer to the centerline than the aft). You can test the angle by holding the thru deck block just above the deck with the line through it and being led down and forward toward the center bullet below. After looking at how the line is running in the sheave when entering and exiting the sheave, you can determine the correct angle and correctly make the cutout. Once inserted, we can connect the line to the double bullet below deck. It should be long enough so that with no backstay on, the double block is very close to the transom. Now we can rig our line that will eventually be the 3/16" control line, coming from the cleat on one side through all the bullets and back to the other side. Here again, it must be long enough to have about 12-18" above the cleats with no backstay applied. Once the system has been moderately tensioned, you will want to modify any of the fittings locations, mark the correct spots, and mark your trial lines to determine the correct lengths to order. Typically the backstay cleats will go ahead of the side to side and up/down, but behind the cunningham and vang, so this should be kept in mind when planning your updates.

This completes the article. As in most things, there are numerous ways to reach the same conclusion. Due to construction differences between builders, what works great in one boat may require modifying to work in another. Some may want to run their lines close up under the deck using cheek blocks, side deck pockets or mount their cleats under the deck just outside the coaming with exit holes cut in the deck for the control lines. Flexibility in design and rigging is one of the attractive features of our class. Hopefully all of the above is clarified somewhat in the illustration below. As always, if you need help, feel free to contact me. See you on the water! ●

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UPCOMING MAJOR REGATTA CALENDAR

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

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

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

2004 NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoe Club, Ridgeway ON Canada

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

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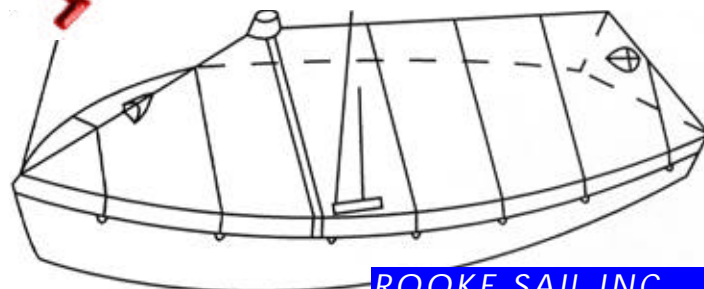
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2004 NORTH AMERICAN CHAMPIONSHIPS

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Having hosted nine North American's, a "Nationals", four "Internationals" and a World's and Youth Worlds Championships, it's probably safe to say that most who will participate in this year's NA's have already visited the Buffalo Canoe Club. For those who haven't, a few words about our facilities and local attractions won't hurt.

The BCC is situated on a wide sand beach bordering warm, clear waters perfect for swimming or wading. The club also has facilities for tennis, volleyball and softball. Bring your stuff!

The clubhouse, which has undergone extensive refurbishing, boasts a full-service dining room, a snack bar, new men's and women's showers and locker rooms, a front porch overlooking beautiful Abino Bay, and a cozy bar.

For those not racing, area attractions begin, of course, with Niagara Falls. Say you've been there/done that? Don't be too sure. If you really want to experience the power of the Falls, a trip on the Maid of the Mist excursion boat, which drives to the very base of the falls, is a must. A ride on the Aerial Car over the Niagara gorge downstream is also a rush.

While you're at the Falls, check out Casino Niagara, one of the highest grossing gambling casinos in North America. It's worth a look-see even if your idea of gambling is a too-close-to-call port crossing.

For those who like to shop and browse, quaint, historic Niagara on the Lake can provide a few relaxing hours. Even closer to the Club, the town of Ridgeway has some interesting antique shops. Winery tours of the Niagara region are another diversion, as is a side-trip to Old Fort Erie, a restored fort and museum from the War of 1812. Additionally, the Fort Erie Race Track offers thoroughbred horse racing.

All in all, although you may never want to leave the Club, there is plenty to do in the Niagara Region of Ontario within 25 minutes of the BCC.

MASTERS NOTE: Anne Allen, Co-Chairman of the WJMs, announces there will be a special Masters trophy presented this year. Anne expects a record turnout of our Senior Corinthians.

WOMEN'S NA's: Anne advises she has received commitments from 8- 10 teams, which is more than most previous years. Gals, get your team together and join the fun.

2004 Lightning North American Championships



Buffalo Canoe Club

HOUSING NOTE: Refer to April *Flashes* or the regatta website, www.buffalo2004.org Ontario regulations prohibit camping on the Club's grounds. Sherkston Shores or Knights Hideaway (Ridgeway) offer excellent camping facilities close to the BCC.

WET SAILING: Contestants are reminded that boats will be wet-sailed at the NAs this year. Boats will be moored in knee to thigh-high water off our sand beach, or tied up to our new floating docks.

Ideally, you should bring ground tackle (i.e. a substantial anchor). At the very least, bring a stout bow and stern line.

BABY SITTING: The BCC will make every effort to establish a short list of babysitters at nominal wages for the convenience of our guests. If you need a sitter, inquire at the desk with as much advance notice as possible.

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THE DARK SIDE OF THE FORCE

MID-CONTINENT REGATTA

NOTE: Results for this and other regattas are available on the Lightning Class web site www.lightningclass.org

Carlyle Sailing Association,
Hazlet IL, May 1-2
Matt Burridge, 14834 YETI

The Force that gives us sustenance is the Water park condition at Lake Carlyle, that warm steady 20 knot southwest breeze that only raises half a foot chop and makes the sailing playground of Fleet 266. However the Force has a dark side, as we learned at the 2004 Mid Continent Regatta, it is an overcast northern 20 knot unstable breeze with rain and 50 degree temperatures.

Interestingly this breeze also brings curious wave conditions that resemble Lake Erie off Rocky River, Ohio in a kind of sort of a washing machine like steep, irregular chop that is impossible to anticipate. Our lake is 10 miles long to the northeast but waves from this direction are largely unknown to us. If you are expecting the smooth swimming pool conditions with a strong NE breeze, you are in for a surprise.

14 boats contested this event from Decatur Illinois, Green Bay and Nashville joining the local suspects as they raced for the inaugural Augie Paoli Traveling Trophy in this scheduled 6 race event.

The first race saw Dan Moriarty and Dave Young from Nashville jump out of the blocks and lead the race in 15 knots. During this race, the puffs

were becoming more variable as a passing cold front prevented the temperature from rising after 10:00am and increased the cloud cover during the day. The puffs increased and made for some interesting passing lanes downwind. Matt Burridge with his reunion tour team of Mike Murphy and Jen Aljets gybed aggressively and found a way to foul Dan and Tobi just while trying to gain an overlap at the final downwind gate. A 720 put Burridge in his place with Moriarty taking the gun, Young 2nd, Burridge 3rd and defending Champ Rick Bernstein 4th.

Jen Aljets was so frustrated at the turn of events that she spoke up. It was made clear that Matt had let her down on her 28th birthday she made us we swear to improve. This extra motivation was all it took to tighten the lowers, re-block the mast and set the traveler up for the port tack directly into the chop, thereby creating good luck. Race #2 was a boat handling challenge as conditions deteriorated and Burridge "caught the bus as it left the station" on the first run, eventually building a 3 minute plus margin. It is amazing what you can do to keep the birthday girl happy! Part of this separation was due to bad luck for the Dan, Tobi and Nick Beckmann team who suffered a broken jib halyard wire and still sailed on for two more laps to a 9th place. This would prove to

be pivotal in the final standings.

The lunch lull almost convinced us that the conditions were moderating but then things got a bit wild. Race #3 had a rainsquall and steadily increasing breeze. The leeward gate appeared skewed and some fancy last minute boat handling allowed Burridge to sneak inside of Dan Young while Moriarty who had led the whole race chose the unfavored gate. Burridge and Young worked left into the storm and finished 1, 2. The rain brought with it a 15 degree shift that left Moriarty on the outside of this pack where he finished a heartbreaking 3rd while Jim Gagnon from Green Bay put on his own charge to close on the group and finish 4th. The long port tack into the waves was becoming more like a white water rafting journey as cross-waves were intersecting with double peaks and deeper troughs on a regular basis. This was getting fun and these races were all 40 minutes or less to cover the 1.2 miles per leg on the 2x WL course.

While all of this was going on a new-comer to the class, James Chapin was racing in his boat for the first time. He only had his brother on board and was flying the chute in this race. Later at the rum party he said they went fastest "just before the capsized and by the way where do you buy new mast partner blocks?" What a welcome to Lightning-dom!

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The last race saw an aggressive prestart and "go left show" that rewarded boat handling as some boats were taking knock downs upwind due to the confused seas and increasingly unstable, blasting puffs with near auto tacks. On the first downwind one aggressive gybe to port was met with a 45 degree header that shifted the apparent wind forward almost to the beam with the top boats all on high plane aiming at the gate. Although this only lasted for 1 minute it paid a huge reward to those who had positioned themselves well and left a "you hadda be there" aura with those who experienced it. Sailing upwind was a gear-shifting chore to keep the boats on their feet. We resorted to easing the jib out to the spreader tip and opening the bailer to keep moving!

Ian Schillebeeckx had been listening to his dad, Marc, talk about his days sailing on the North Sea in Belgium in huge seas, obviously the pep talk helped as they 3rd just ahead of Young and behind Moriarty. Someone told me later that the temperature during the last race fell to 49 F, but frankly, we were working so hard we never got cold. The dark side of the water park force is not so bad after all.

The evening's entertainment was a hot, hearty, lasagna meal and surprise 50th birthday Mount Gay Rum

bash (remember the one at the '99 NAs?) for Terry Burke. Terry was truly surprised and many limes lost their lives in the ensuing slaughter!

The standings were interesting with Burridge owning a 3-1-1-1 record, Young from Nashville with a very solid 2-3-2-4, Moriarty with a jib wire damaged 1-9-3-2, Green Bay's Jim Gagnon with a solid 6-5-4-5 and Team Belgacom (Schillebeeckx) with an improving 7-6-6-3. The forecast for the next day was for a frontal passage and less wind. However, the dawn brought fog, calm and many cold, wet clothes and the racing was called off.

Team Yeti's goal (Burridge, Murphy and Aljets) was to honor our friend, fellow competitor and grand master of Lightning racing for so many years, Augie Paoli. We are delighted that we could have a strong performance with his sons Gerry, Mark and Tom Paoli all present. The Schillebeeckx family organized a tremendous event and PRO John Woodworth and his team made it all look easy with perfect race management and minimal waiting (which helped us all stay warm). We very much appreciate our out of town guests from Green Bay bringing the warm weather with them (they didn't complain one bit)! But we promise to deliver warmer weather next year. ●

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KNOW YOUR SCORES, STUPID

Mark Bryant Goofs Big Time at Florida Districts

Davis Island Yacht Club, May 1-2
Mark Bryant

This regatta started with a beautiful day for sailing, and ended with me stupid and a fire. Saturday morning at Davis Island Yacht Club was great, seeing old friend and trying to figure out who was hot and who wasn't. The problem being that all sorts of new sailors were there. Who ever heard of Rod Koch? I had - he won a whole bunch of Sunfish Nationals and gave me plenty of stuff during this event. The new kid Andrew Vann, once he learns to start will be a real competitor. Andrew heard some not so nice advice twice during this regatta from me, but we had a great talk later as to how to start and sail a Lightning. Andrew will be representing FSA in the semi-final at the Sears.

So when you show up at Jeff & Amy Linton's and Mark Taylor's club, you're a nobody. These guys have won the Worlds and have sailed together longer than I've ever been married (Bad Joke). But they are good. Well I show up with my team,

Travis Maier and Monica Trejo. They are good too. So we go racing, and I goof up right off the bat with an early start. We restart and claw our way back to 2nd behind Bill Mauk's team. Hey not bad for an old guy (meaning me not Bill). The second race we ace the start and have a big lead, you got it, the wind ties. Rod gets wind from god and closes a half mile. We hold off this strong challenge and win. OK. Keep track now. Bryant has 2-1. Mauk 1-3 and Linton gathering 4's. Maybe he is beatable.

Third race Andrew, Bill and others get in my way at the start, Andrew, Linton, me and Bill restart one way or the other. I know we get a 6th, Jeff and Bill are I think behind us. Frank Atkinson and this guy Rod are 1 & 2, I think. Getting the picture, I don't know what's going on. Fourth race, Cam Carlin is hugging the RC boat real hard too early, I sit back and wait. Yes I have patience. Cam moves at 6 seconds and I blast through the opening. You're right we win the race will a slight challenge from Mauk. At this point I've sailed 4 races, the back and legs say no more. My teammates agree that a 2-1-6-1 will work for the event and we retire for the day.

On shore we watch the race. This guy Rod restarts and with the course being short can't catch up. Mauk isn't having a lot fun with a 5th, but that Linton team gets a second. OK, we sit and relax. Good for me but bad idea for winning. The scores are posted, with a throwout. Maybe I should read the SI's for the Districts and the Mallory's. We sit 2nd with 10 pts behind Mauk with 9. This is where it gets all messed up. I put the printout of the standings where I wouldn't forget them. Yep, I forgot where I put them. At that time, I really thought the scores were there in my head. We go home and enjoy the evening.

Sunday morning (should be mourning) they start at 9 am. We got the boat in and made the race. However, the scores are left in the place I can't remember. We talk a little about it and figure Linton (too many 4's) is out and we need to beat this guy Rod and Mauk. This is a BIG mistake. I have the scores wrong in my head and don't sail to win a single race. Protect your lead, if you know the score. I didn't and LOST.

The first on Sunday I covered or sailed against this guy Rod, let Linton and Mauk go hard right after my great start. "IF ONLY I'D KNOWN THE SCORE." So we finish 4th, Mauk 3rd and I thought Linton 2nd. As it turns out Linton wins and Atkinson 2nd. Now the picture is way messed up. I'm still thinking that Jeff had 14 pts to start the day, a 2nd gives him 16. Mauk starts with 9 and a 3 gives him 12. We have 14. The final race will determine the outcome. Except, I've got the scores goofed. Entering the last race Mauk has 12, Linton has 14 not 16. I didn't know the SCORE. That's what I do for a living, know the score and what the wind, water flow is doing.

Last Race # 7. Linton and our team start side by side at the leeward end and drag race towards the left corner. Mauk is going hard right, all I can think is another Districts is in the bag. Linton rounds 1st, we're 2nd and Mauk is like 9th. I'm liking this. Frank (3rd) is not the quickest off the wind at 600# of crew, so this is good. Although Travis says we should attack Linton, I didn't see any reason to. We win all tie breaks. BAD IDEA Didn't know the score. The second weather leg Jeff is tacking all over me, I'm not sure he knew the score either. I protect my position against 600# of Atkinson and sail up to Linton, thinking, well we just won another one.

The Final Story. Jeff, Amy and Mark won the Florida Districts because they are World class sailors. I may have lost that regatta because I'm an idiot. Stupid will follow me for a short time, Jeff and team and my team get to go at it again in early July for the Mallory Semi. I'm keeping my team, Amy and Mark don't really want to sail a Thistle.

After packing the boats and getting relief from the tent, someone came running yelling: "Mark! your boat's on fire!" Travis ran and found an old travel cover smoldering. Whoever put it out - Thanks a bunch! That was John Hughes' boat and we do care about it.

I apologized to my team for the scoring goof. They both wrote, it's our fault too, we had a GREAT TIME and are looking forward to the future. So am I folks.

See you all at Buffalo or New Jersey.... ●

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42ND INDIANA OPEN REGATTA DODGES WEATHER BULLET

Indianapolis Sailing Club, May 1-2
Ken McGinity

Every regatta chairperson lives with the same fears. What will the weather be like when the Lightnings leave the dock? Our Chairman for the 42nd Burl Harmon Memorial Indiana Open Regatta, Pete McGinity, contemplated a cold & rainy forecast for Saturday May 1st as he called the skippers meeting to order at noon. But the drizzle stopped, the clouds lightened a bit and a northwest breeze of 5 @ 7 knots filled in.

Our Race Chairman, Buzz Levinson, a former champion Snipe sailor, set a windward@leeward twice around course for the 12 competing boats. Three races were completed on Saturday afternoon with the winds increasing for each race. At the end of the day, Brad Wagnon from Fleet 154 was leading with 6 points, followed by Craig Cobbum Fleet 154 with 9 points and Bill Gibson from Fleet 5 in Chicago with 10 points.

After everyone dried out, we enjoyed a steak dinner in the Indianapolis Sailing Club clubhouse.



Top three: Mark Kilbey, Craig Cobbum (1st skipper), Rick Lemberg, Ron Lester, Brad Wagnon (2nd skipper), Kevin Keller (all from Wawasee), Bill Gibson (3rd skipper), Steve Jenkins, Tom English (Chicago)

On Sunday morning, we started early with a harbor gun at 0830 and first of two races at 0900. Winds continued strong from the northwest building to 15 @ 17 knots. The course was the same as Saturday but with three times around for the final race. Craig Cobbum moved quickly into first place with a win in the fourth race and claimed the regatta

champion trophy by also winning the final fifth race. Congratulations to Craig in #14940 and his able crew Ron Lester and Rick Lemberg! Brad Wagnon held on to take 2nd with Bill Gibson claiming 3rd.

Fleet 270 at the Indianapolis Sailing Club on Geist Lake in Indianapolis invite all Midwest Lightning sailors to join us next year on May 7th & 8th. ●

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lightningflashes

June 04

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