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International

Lightning *eflashes*

Newsletter from the International Lightning Class Association

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

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(that's 615-893-5274)

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Indy Open at Geist Reservoir
Indianapolis IN



INDEX

Photo Indy Open	page 1
President's Column	page 2
Official Notices	page 4
<i>Changes to NA NORs</i>	
<i>Notices of Meetings</i>	
<i>Proposed Amendments</i>	
<i>Suspended Fleets</i>	
Chantal is Going Olympic	page 4
Coaching - Gates	page 5
Adventures in Wooden Boating	
<i>The Green Mile</i>	page 7
Woody Corner	
<i>Installing a Cunningham</i>	page 9
Duck Boat	page 11
Calendar of Regattas	pages 13-17
<i>NA Local Sailing Knowledge</i>	
Boat Ownership Changes	page 19
Mississippi Valley District	pages 20-21
Dixie District	page 22
Nigerian Nationals	page 23
Southern Regattas	page 23
Classifieds	page 24

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President's Column Paco Solá



As the Summer unfolds and District regattas are going on around the World, I would like to remind you all that 1) you should encourage all sailors in your fleet and district to renew their memberships for 2004, and 2) the more entries you get in your district regatta, the more opportunities that you will have of qualifying and sailing the North Americans!

Speaking of the NAs, we are very happy with the way the Buffalo Canoe Club and the Organizing Committee have been working on every little detail to offer a great regatta come August. It is also notable that we expect around 120 registered boats and that the Organizers have told us that they can accommodate in excess of 130 boats!

I would like to go back to my June 2004 column in which I asked you to tell us what do you like the most and least about the Lightning. Some of you responded and I'd like to share a couple of these ideas with you. The way some of you see it, it is not really a matter of modernizing the boat for the sake of it, but with the inten-

tion of making it more comfortable to race. Of course, the one suggestion (prayer?) that keeps coming up is that we abolish mast blocks and replace them with a less awkward system for inducing pre-bend. Easier said than done, but I agree that this item should rank high on our priority list.

Another suggestion worth noting is a bit more radical and has lots of merits. Plainly stated, redesign the fore section of the cockpit to make the sailing experience easier and more enjoyable for crews! The current design has indeed evolved towards making the cockpit more comfortable, with rolled decks, a shorter splash rail, larger storage compartments, etc. but still, it is very uncomfortable to be foredeck in a Lightning. Bruises and all sorts of bumps and colors will continue to show up even a few days after the last race. For example, we could work with the builders to redesign a wider cockpit and a splash rail; it might not be so hard to accomplish, the jib leads being the only obstacle to overcome that I can think of. The lever vang is a major weapon against crews backs, as is the wire used in it. It is very simple to upgrade to a cascade system that is gentler and as effective.

These are just a few ideas to discuss. But let's have more. So we are running again the poll from last month:

what is it that you like most about the Lightning, and what is it that you hate the most?

Please tell us! Write to me at president@lightningclass.org

Happy sailing

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OFFICIAL NOTICES

CHANGES TO NOTICE OF RACE, NORTH AMERICAN CHAMPIONSHIP

At the request from the regatta hosts, in order to maximize participation at the 2004 North American Championship at Buffalo Canoe Club, the Executive Committee has agreed to change the quota from 1:10 to 1:8, e.g. each District is now entitled to send one boat to the North American Championship for every 8 boats registered in the District.

Please do everything you can to ensure that your District fill its quota this year. For those of you who have already held your District Championship and handed out the signed entry forms to those who qualifoed, you will need to contact those competitors who may have "missed the cut" at the old ratio. The office can send out more entry forms to sign and distribute. For those of you who have not yet held your Championship, please make copies of the entry forms as necessary.

If you have any questions, or would like an updated district membership list, please contact the Class Office.

* One (1) boat for every eight (8) ~~ten (10)~~ registered in their District.

NOTICE OF GOVERNING BOARD MEETING

The Governing Board Meeting will be Saturday morning at 8am, 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.

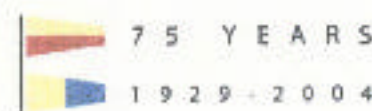
FLEETS

AUTOMATICALLY SUSPENDED

As of June 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.

33 Turkeyfoot Lake; 58 Hewlett Bay; 71 Rocky River; 95 Awosting Yacht Squadron; 118 Flying Beaver; 132 Lake Washington; 134 Noroton; 137 Gulf Lake Yacht Club; 147 Sao Paulo; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 212 Atwood Yacht Club; 216 Saginaw Bay; 250 Sempacher/Hallwiler/Vierwaldstatter/ Greifensee; 251 Yacht Club of Athens; 265 Yacht Club La Punta; 277 Clearwater Bay; 280 Chequeset; 286 Parthenon; 312 Lega Navale Italiano Anzio; 318 Algarrobo Yacht Club; 342 Higueraillas; 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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Our Own Chantal is Going to the Olympics!

Chantal Leger of Montreal Canada, who has crewed with many skippers over the years and skippered herself a number of times, will be representing Canada in the Ynglings at the 2004 Olympic Games in Athens Greece. Way to go, Chantal!

LOOK TO THE LIGHTNING CLASS WEB SITE

www.lightningclass.org

FOR ALL KINDS OF USEFUL INFORMATION!

- How to join the Lightning-L email list
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 - Tips for optimizing exposure at your local boatshows
 - Tips for Running a District Championship
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- And much much more!

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DETERMINE WHICH GATE EARLY

Mark Bryant

At last years NAs while sailing with Doc Gorman we had several engagements with Larry MacDonald particularly at the leeward gates. This was a lot fun because I new Larry wouldn't foul and/or take chances. I knew this because we've sailed against each other forever and Larry is smart.

What did Larry do to make it easy for us to compete versus every other competitor? First he put his boat in a position to be able to round the gate with as much control of others versus the as-fast-as-I-can-go attitude. Before we got to the funnel effect both our boats started to position ourselves for a clean rounding with speed.

How do you position your boat prior to the funnel for speed and a clean rounding? We and Larry did it differently but both had a successful gate approach and rounding. We had trailed Larry down to the 3/4 point of the leeward leg. At this point he went one way and our team the other. Larry attacked the four immediate boats in front. Our distance wasn't going to change with those boats but we had some to our left that they could push out. While Larry attacked the boats ahead to the right, we attacked the boats to the left.

Both of us are sailing to the right-hand side buoy (as you look at them). Larry was very aggressive, jib-



ing several times and doing a great job of positioning for the rounding. Our team decided to allow all this jockeying to continue and just sail fast angles. We too wanted to round the right side buoy.

Larry did a great job slowing the front group to a crawl with his aggressive sailing and positioning. This allowed our team to sail fast and close a lot of distance. Distance is the name of the game. Larry's position was inside although a bit slow. Our position was outside with a lot of speed.

Everyone at the rounding was yelling, except Larry and us. He just looked at me and I acknowledged his rights with a quick hand OK. This was one heck of a cluster and as it turns out Larry and my team won the approach.

Larry was close enough to the teams ahead to attack and he did just that.

Our team was just far enough behind to attack and position with speed and that's what we did successfully. Our teams used two very different approaches and both where very good.

As our teams round the leeward gate (side by side) we both win, and the 5 or 6 boats we caught - lose. Even with Larry's slow round, he had maintained a good position for the next weather leg. Our really fast rounding put 5 or so boats behind us and much less traffic in front - which is a good thing. ●

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This service is also available to builders and sail-makers at 15¢ per label.

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SOUTHERN CIRCUIT - St. Pete 1',2,3,4,5,6,7,8',9,10
SOUTHERN CIRCUIT - Miami 1,2,3',4,5,6,7,10'
SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7',8',9,10

2003

WORLDS 1,2',3,4,5,6,7,8,9,10
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - Masters 1',2,4,5',6,7,8,9,10
NORTH AMERICANS - Junior 1,2,4,5,6,7
NORTH AMERICANS - Women 1,2,3,4
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7',8,9,10
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
BLUE NOSE REGATTA 1,2,3,4,5,6,7,8,9,10,11
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The Green Mile Adventures in Wooden Boating

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Oh yes, I knew his name.

"Hi, Joel, you may not remember me. I'm Mark Cryderman."

I remembered Mark very well. It was Mark who introduced me to Lightning 1977. He'd had his eye on this 1940s Hacker-built Lightning for a long time. It was sitting uncovered for years in the suburbs of Detroit and the owner had finally agreed to part with it.

Mark wanted to fix it up.

The price was right, meaning it was free.

But first, he wanted me, the supposed expert, to look at it.

I did, and vouchsafed my opinion: Firewood.

Mark was convinced it could be saved, but backed out of accepting it.

His garage was too small to hold it.

Now, nobody held a gun to my head. Nobody said, "You take this dead boat home or we're going to do dire things to you."

But somehow, by arguing against common sense, I wound up the owner of Lightning 1977.

1940s boat, Hacker-built.

Those were the pluses.

How about these minuses – rotten half-section of mast, daylight visible through the bottom.

In that recent phone call, Mark was hoping I still had 1977. He'd like to get it from me. He's moving into a house with a big garage where he can restore it.

His timing was awesome. He called just days after I came back from Latrobe, PA., home of Arnold Palmer and Rolling Rock beer.

Except I didn't come home with a golf swing or a six-pack.

I came back with Lightning 8370, a misery hull, a death ship with a warped keelson, rotten centerboard trunk and a long catalog of woes.

Once again, I'd let common sense take the hind seat.

Four days after my return, I was up early, readying my heart and mind for the trip that needed taking.

It dawned murky that day. Heavy gray clouds giving way to low-lying black ones. I thought somber thoughts.

I thought of Jack, the neighbor down the road from the house where I grew up in a small Michigan town.

I was feeling like Jack must have felt, doing an unpleasant chore his neighbors left to him.

Jack was the cemetery sexton. It was not uncommon to see Jack in the middle of January standing waist-deep in the ground tossing shovels full of dirt out of a new grave.

Jack would tell us how found fascinating, grisly things like false teeth in what was supposed to be a fresh grave.

He knew what kids wanted to hear.

Behind his house, Jack had a business in his big old gray barn. Maybe this was inspired by his cemetery work. It was a worm farm.

I'm not making this up.

He raised angle worms and sold them to bait shops.

Back of the barn was a vast woods where Jack would walk your dog if you asked him to.

If your dog was over the hill, Jack would take him into the forest and come back alone.

I was feeling a bit like Jack may have felt that gray morning -- called to do what others blanched at doing.

There was no leaf-lined green mile for Lightning 8370 that day.

My old friend Danny climbed into my Dodge Caravan and we headed to the landfill – the dump I got to know when I finished off Lightning 1977 a couple years ago.

It cost me \$52 to polish off 1977.

Disposing of 8370 set me back \$39. So far, not counting time on the road trip, I'd wasted roughly \$135 on gas, food, turnpike tolls and now the landfill fee to "rescue" this boat.

Things happened a little differently this time. At the top of this huge dirt-

covered pile of trash hundreds of feet above the natural contour of geography, I followed a dirt track to where several huge bulldozer "smashers" were ramming their blades into earth and trash.

I backed the trailer up to the edge of a slope. A hundred yards away, a smasher took aim at me.

Danny and I dismounted from the Caravan and pushed 8370 backwards. The hull teetered and then bent stern-down off the back end of the trailer.

There it rested, its worn-out, dappled bow pointing at the clouds.

We hopped in the car and I hit the gas.

Just as the bow slid off the trailer I saw through my rearview mirror a smasher's big steel track. It was shiny and had fat spikes like numchucks that clipped the boat's stern.

Suddenly, the entire hull just splintered into tiny fragments.

It was not a sad moment. Rotten timber, warped planks and keelson, damaged frames made this hull a cadaver long before it reached its final resting place.

I salvaged the seats, seat frames and all but one piece of hardware.

I wish I'd saved the bow eye.

But now I had Mark Cryderman on the line, wanting to know what happened to 1977.

He wanted to fix it up.

Too late, Mark. Twice too late.

I did him a big favor. He doesn't know it.

I bet his wife would thank me.

Joel Thurtell can be reached at finder@radiofinder.com



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six times per year.



WOODY CORNER

Installing a Cunningham with dual side controls

Craig Thayer, Skipper of #736

Last month we looked at depowering the rig with an adjustable backstay. Related to the amount of backstay we apply is the amount of tension put on the luff of the main via the cunningham. There is a direct relationship between the two, that is to say, with little or no backstay we apply little or no cunningham. As the amount of backstay increases, so does the amount of downhaul through the cunningham. It is with this control that we move the relative position of the fullness or "draft" of the sail forward or aft. By increasing the amount of tension in heavier winds we can keep the draft forward and help to reduce weather helm in the boat.

Rigging this control is very simple as a purchase of 4/1 seems to be sufficient, and can easily be accomplished by splitting this so that you have a 2/1 both above and below deck. As with our other control lines, a low stretch braided line of 3/16" or 5mm diameter is ideal. To begin, you will dead end the line above deck by tying it to the gooseneck, or as I like to do, screw or pop rivet an aluminum clam cleat on the side of the mast, at or below gooseneck level,

angling it so that it is lined up with the cunningham hole. I stress using a metal cleat as the plastic ones soon become useless. This makes it a snap to rig and derig—no knots to tie or untie. After passing through the cunningham grommet, our above deck line is then led below deck where a single bullet block is tied on so that it is just below the deck when the cunningham is relaxed.

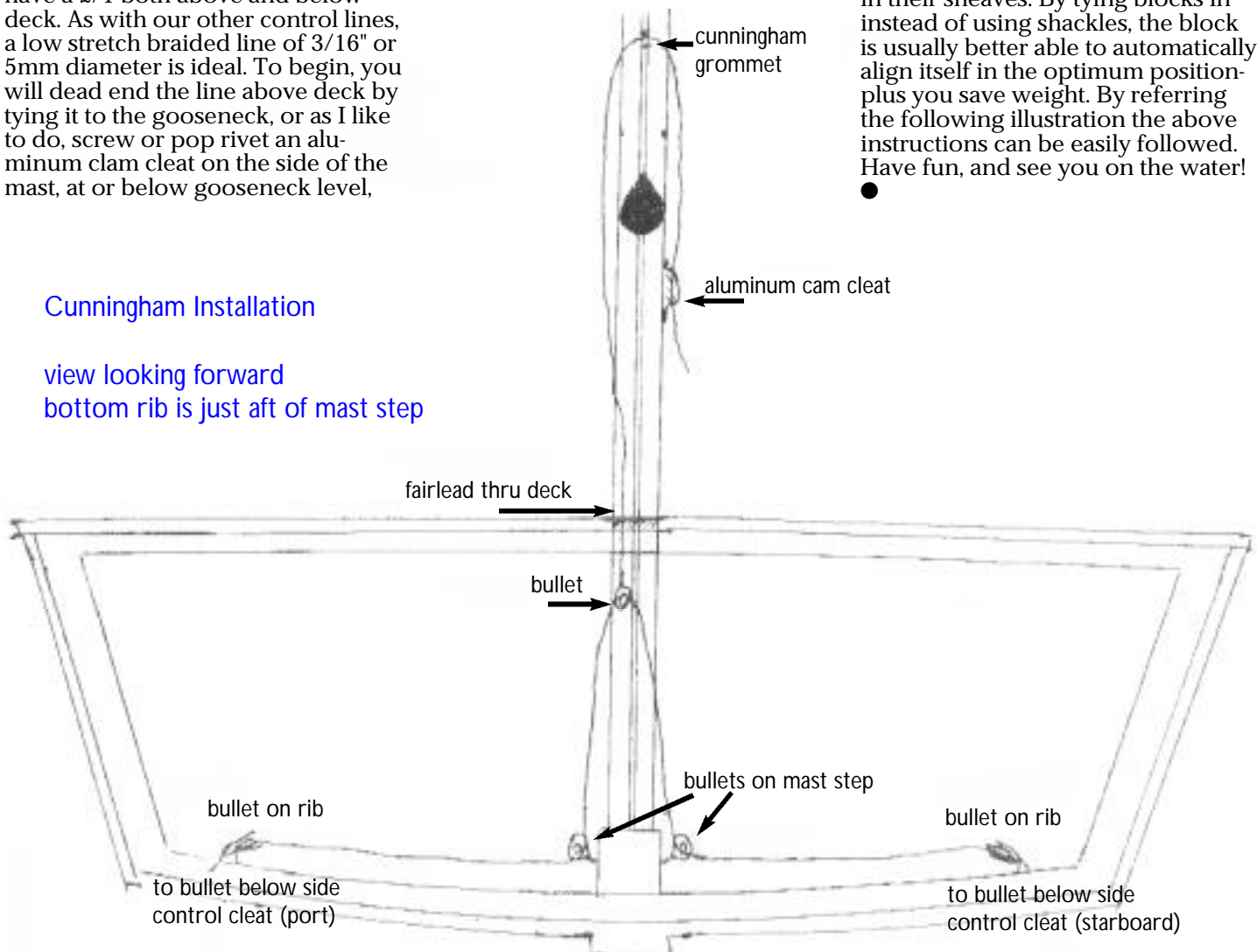
We will now add our second purchase below deck by mounting two bullets on the maststep— one on each side. Next we add another bullet on each side out near the chine by tying them in to the bottom rib as discussed in a prior article. Finally, we tie in one more bullets on each side to the bottom rib just below our cam cleats or V-jam cleats on the side

coamings. On my boat I was able to use only one hole in the bottom rib to tie in my cunningham, backstay, and adjustable bridle blocks. The cunningham is normally the forward most control of the side controls, with the backstay in the middle and bridle (side to side) aft. Some people lead their vang and bridle up/down to the sides as well. Lead the line from the cleat on say the starboard side, down to the bullet (turning block) below it, and then forward to the block near the chine and finally to the mast step block and up and over the floating block just below the deck, mirroring this path on the opposite side. We now have a control that easy to rig, and takes only moderate effort to use. When rigging any controls and positioning lines and blocks, be sure that lines are not rubbing on others or parts of the deck or hull, and that blocks are aligned so that the lines run properly in their sheaves. By tying blocks in instead of using shackles, the block is usually better able to automatically align itself in the optimum position— plus you save weight. By referring the following illustration the above instructions can be easily followed. Have fun, and see you on the water!



Cunningham Installation

view looking forward
bottom rib is just aft of mast step





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OLD LIGHTNING FINDS NEW LIFE AS ...

This old Lightning never dies, she's reborn as something that LOOKS like a Lightning, walks like a Lightning, quacks like a Lightning, so she must be a ... duck (boat)!

Once upon a time, this was *Spike*, sometimes known as *Audrey's Lightning*, or more formally as Hull #12822. It is now a duck hunting skiff. Michael Elmergreen and Fleet 442 at Fond du Lac also used her in this guise as the RC boat for the Lighthouse Regatta.

If you have a photo of a used-to-be-a Lightning, send it in and we'll publish it. Please, for the records, find out the hull number so we can record officially that it is really no longer a true Lightning. ●



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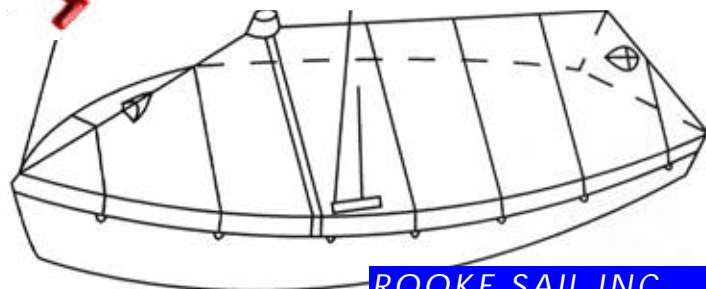
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UPCOMING MAJOR REGATTA CALENDAR

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

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**

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Buffalo Canoe Club
August 3-13, 2004

World Championship
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November 21-26, 2005

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A. Lightning Tapered Spinnaker Pole

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

LTSP

Layline \$149.99

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 replacing the gaskets. Over the years, we have found that properly installing a whole new bailer solves the problem.

A564133 Super Max List \$122.06/Layline \$82.25

A564136 New Large List \$95.03/Layline \$63.50

Internal New Large Gasket

A574194 For a little piece of foam \$15.80

C. Tacktick Race Master

You'll be blown away by the advantages of a Tacktick Race Master. Combining heading with a uniquely instinctive header/lift display, Race Master puts straightforward tactical compass information right in your field of view. Plus, you can see the countdown timer and compass heading simultaneously (no toggling back and forth or squinting at your watch). The countdown timer also has a synch feature. All this, with no connections required and an installation taking just minutes, has made Race Master an instant worldwide success and a "must have" for all sailors serious about winning.

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D. Machine Tapered Mainsheet

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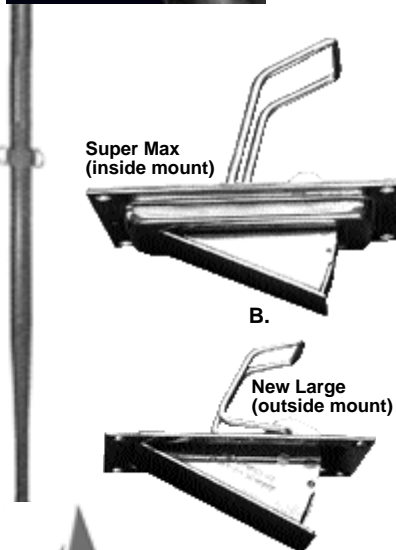
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E. Tacktick Micro Compass

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2004 NORTH AMERICAN CHAMPIONSHIPS

BUFFALO CANOE CLUB
REGATTA WEBSITE
www.buffalo2004.org

We asked Dave Starck to provide a little insight about sailing conditions on the open waters of Lake Erie, so read on!

Local conditions in August are ideal, and sailors should experience rather pleasant weather during the Lightning North American Championship weeks. In general, the air temperature is 60 degrees at night, and 75-80 degrees during the daytime. The average Lake Erie water temperature during the month of August is 74 degrees. Lake Erie is a fresh water lake and is one of the five Great Lakes. Western New York State (Buffalo, New York area) and Southern Ontario, Canada witnesses little in the way of rainfall in August, although storm fronts are certainly possible. The prevailing wind direction is southwest, generally 8-15 knots.

The race course will be approximately 1 - 1 1/2 miles south of the sandy beaches of the Buffalo Canoe Club. Generally speaking, it's an easy sail out of a protected bay to the open waters of Lake Erie.

Prevailing winds at the BCC are from the southwest. Lake Erie, the shallowest of the great lakes, is aligned with the prevailing winds, creating the potential for 1-2 meter waves with a short frequency. As is the case with many sailing sites, eastern Lake Erie is subject to weather fronts, etc. Sailors may witness sustained easterly winds or a northerly. An easterly breeze is fairly steady in both direction and strength, while a northerly is offshore and shiftier. Land will be more of a factor in an easterly and/or northerly due to the location of the race course. Oh, and if the wind is coming from due south, you're hallucinating!

Local knowledge.

"It's never like this here... honest!"

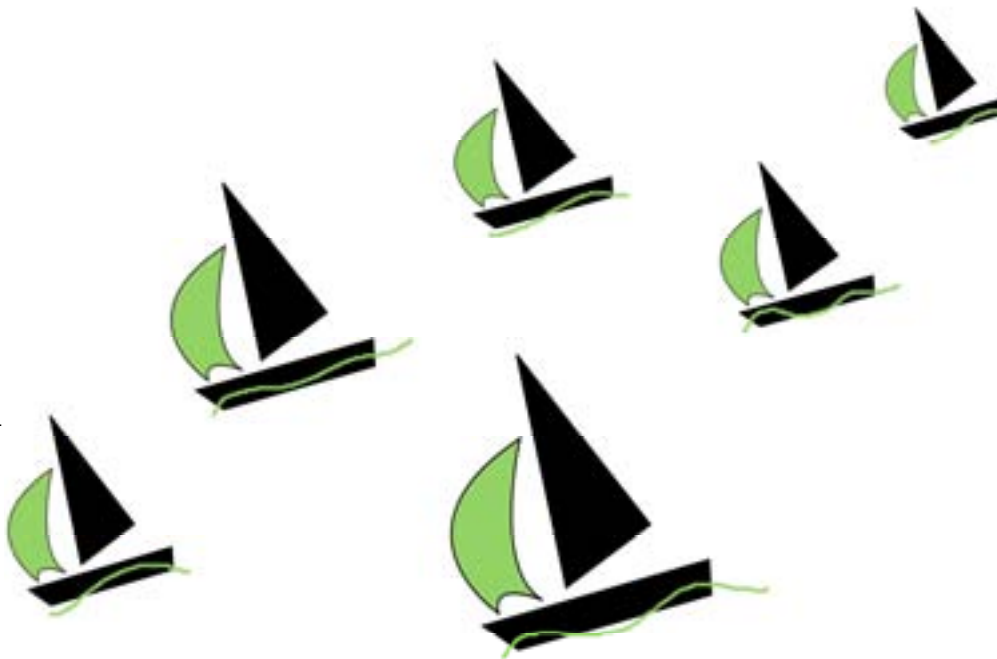
Southwest Wind (50%): The race course should be far enough offshore that the land effect off Point Abino will not come into play. However, keep an eye on the right side of the course, especially at the top end of the weather leg. The SW wind direction and velocity should remain fairly steady. In the am, if the breeze is 180-220 and building, the middle/hard left may have more velocity. Once the wind shifts to 240, the strength is generally steady across the course. If the wind goes through SW to the W, watch the right.

Easterly Wind (20%): Wind direction and velocity should be fairly consistent across the course. Having said that, the sides will pay. Pick a side and try to avoid sailing up the middle. If the wind is right of E, watch the right, left of E, watch the left.

Northerly Wind (20%): This is a tough condition to sail in, but there is a method to it. Both direction and velocity are variable. It generally pays to sail on the lifted tack but to commit to a side toward to top end of the weather leg.

Southerly Wind (10%): The wind will not live long out of 150-200. If it builds from this general direction, it will shift right, not left. Happy sailing!!

2004 Lightning North American Championships



Buffalo Canoe Club

2004 NORTH AMERICAN CHAMPIONSHIPS

BUFFALO CANOE CLUB REGATTA WEBSITE www.buffalo2004.org

David Starck, General Regatta Chairman, and Anne Allen, Co-Chairman for the WJM's, expect record turnouts for all fleets.

As a tune up, all participants are invited to race with Fleet 12 in the BCC Tom Fallon Club Championship, July 31 and August 1st.

Please check the website or April Flashes for housing and campsites, or e-mail Ginny Daniels at: housing@buffalo2004.org.

Directions to the BCC are in May Flashes.

Remember to bring ground tackle as boats will be wet-sailed.

If you have any other questions please
e-mail David Starck, Chairman@buffalo2004.org
or Anne Allen, Chairman WMJ's, anne-allen@juno.com.

The phone number of the BCC is
905-894-2750; fax is 905-894-1146; e-mail; office@buffalocc.on.ca

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Sheboygan and Milwaukee will host 2005 Lightning North Americans

The ILCA proudly announces that in 2005 the North American Championships will return to the Sheboygan Yacht Club in Sheboygan, Wisconsin (August 13 - 19), and the Women's Junior's, and Master's Championship to the Milwaukee Yacht Club 50 miles south. Both clubs are on the shore of Lake Michigan, and offer superior race management teams, quick access to the racing area, and a wealth of shore side activities and diversions. Most importantly, both venues are known for their reliable thermal breezes that make them among the best in the world for sailboat racing.

Sheboygan Yacht Club last host the Lightning NAs in 1976, and the WJM NAs in 1993. Lightning Sailors can get a glimpse of Sheboygan's venue during the 2004 PGA championships (August 12 - 15) being held 8 miles north of the Harbor along 3 miles of Lake Michigan shoreline at Whistling Straits Golf Course. The brand new Blue Harbor Resort and Conference Center (Opened Memorial Day, 2004) overlooks the racing area, and offers luxury family accommodations complete with an indoor water park. The Sheboygan Youth Sailing Club will conduct a sailing camp during the NAs, so kids who are too young to sail the championship can learn to sail, and make new friends while Mom, and/or Dad sail..

Milwaukee Yacht Club has hosted numerous National, and International Championships including the Lightning NAs, and the Soling Worlds. Their newly renovated club includes a swimming pool, and hot tub so competitors can enjoy a resort atmosphere at the Yacht Club in the heart of the city. All the amenities of a first class metropolitan area are within a short ride from the club including theater, shopping, fine dining, and Brewer baseball.

Links 2005 NAs www.2005lightningnas.org
Sheboygan Yacht Club www.sheboyganyachtclub.com
Milwaukee Yacht Club www.milwaukeeyc.com/



BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in bold type.

New Owners who have recently become Active Members are indicated by *

"A" indicates amatuer builder building own boat.

*

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

ARGENTINA	A15219	Armando Trivero, Pedernera 467, X500CGU, Rio Cuarto	U
CALIFORNIA	*8896	Chris Balcom, 1214 P Street, Newman CA 95360	U
CANADA	*13947	Brian Awad, 10 Crown Drive, Halifax NS B3N 1K9	U
CENTRAL ATLANTIC	14624	Frank Leonard, 22 Wyncrest Lane, Tinton Falls NJ 07753	U
	15218	Steve Warren, 807 Lincoln Avenue, Beesley's Point NJ 08223	196
CENTRAL NEW YORK			
	*13925	Don Curran, 97 Olivia Drive, Rochester NY 14626	77
DIXIE	*10302	Mark Hergan, 1805 Falstaff Court, Bel Air MD 21015	192
	11240	Mark Daghir, 3710 Green Spring Road, Havre de Grace MD21078	192
	*15159	Frank Hanson, 1718 Central Park, Orefield PA 18069	253
INDIANA	9974	Dick Carman, 1316 Country Club Drive, Warsaw IN 46580	U
LAKE ERIE	A15224	Chris Metropolis, 1 Washington Avenue, Toronto ON M5S 1L1	U
METROPOLITAN	*11448	Charles Chute, 1 Linwood Terrace, Sparta NJ 07871	
	*12873	Bruce Tripp, 19 Lamoree Road, Rhinebeck NY 12572	U
	14061	Paul Luisi, 106 Tatum Drive, Middletown NJ 07748	70
MICHIGAN	1854	University of Central Michigan Sailing Program	U
	13385	Joe Malloure, Northville MI	U
	13388	Dennis Setter & Karen Murphy, 5471 Ole Banner Trail, Grand Blanc MI 48439	U
	*14117	Mark Kramer, 1355 Forest Bay Drive, Waterford Township MI 48328	54
	15221	Sean Fidler, 1301 Wyandotte, Royal Oak MI 48067	54
	15222	Builder	
MIDWEST	*13589	John Haugh, 531 East Briar Lane, Green Bay WI 54301	112
MISSISSIPPI VALLEY	8645	Douglas A. Hopkins, 1437 Woodgate Dr., Kirkwood, MO 63122	U
	*12852	Mark George, 35 Northlake Circle, Conway AR 72032	U
	*14004	Douglas D Walker, 507 South Pine Street, Champaign IL 61820	U
NEW ENGLAND	*2331	Robert Tortorice, 49 Hale True Road, Chester NH 03036	U
	*13902	Arnold Tran, 9 Mill Pond Lane, South Burlington VT 05403	301
OHIO	13183	Christopher Willson, 345 Boone Ridge Lane, Lexington KY 40515	U
PACIFIC NORTHWEST			
	13289	Campbell Pearce, 6351 Juniper Drive, Richmond BC V7E 4Z	90
SAINT LAWRENCE VALLEY			
	*14114	Alain Ranger, 420 Claude, Dorval QC H9S 3B3	215
SOUTHERN	*	Ted Prechter, 938 Lafayette Street #403, New Orleans LA 70113	179
TEXAS	A15223	David Wright, P.O. Box 136712, Fort Worth TX 76136	U
US@L	15220	David Spira, 900 Race Street, Denver CO 80206	488

CALM AND SAFE WINS THE RACE AT MVLD CHAMPIONSHIP

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

Carlyle Sailing Association,
Hazlet IL, June 12-13
Matt Burridge, 14834 YETI

17 boats attended the 2004 Mississippi Valley Districts at Carlyle June 12 & 13. The fleet boasted 4 former champions trying to unseat the defending champion William Hofmeister from Nashville. Former champ Greg Florian from Decatur returned to racing form with his 15 and 14 year old sons, Nick and Colin crewing for him. Tobi Moriarty (who was born into the Lightning fleet a mere 29 years ago) was finally able to say to someone what has been said to her for years, "I remember when you were born". A great day, indeed.

Strong thunderstorms with dozens of lightning strikes moved through St. Louis headed eastward to Carlyle early on Saturday morning. It did not look like a good day to be on the water. Thanks to a new lightning detector, Ted Beier, our PRO, could tell when it would be safe to venture out. For those of you who attended the 1999 NAs, Ted was our RC Chairman and expertly used his skill in managing the schedule and variable conditions to get in a full series.

The day before the regatta was to start my crew fell apart. Roselyne Schillebeeckx came to our rescue and stepped in as middle crew. Roselyne has a lot of experience and a very calm manner, also on board was Jen Aljets, without whom I'd be truly lost.

At the start of the first race I was lost, we'd gotten sidetracked and sailed too far upwind with Rick Bernstein working on speed and point before the start. We pulled in below the line and asked Roselyne's husband Marc, "how much time?" Judging from the look of it I thought it was 4:30 or so, actually it was only about 40 seconds. Damn. We put the pedal down and managed to position ourselves in a poor first row position so that Hof could mow us down (like a patch of weeds) from above. Stay calm, stay calm...and then General Recall flag and audibles. Whew, saved from our own stupidity. Second try, we were off cleanly and trailed Tobi Moriarty through a WL when the race was abandoned on the second beat! The lightning detector had registered lightning strikes within 5 miles of us. With all that sail-

ing and nothing to show for it some of the natives got restless but on our boat Roselyne stayed calm and therefore so did we all. The wind died, we ate lunch and the rest of the fleet got worked up. I was starting to like this mode of sailing (not my usual).

The real race #1 started after lunch and we raced a tight race with us taking the gun, Tobi 2nd, the sponsors of the nearly bankrupt Belguin mobile phone company Belgacom, Marc Schillebeeckx was 3rd, Rick Bernstein-Fisher was 4th, with the pride of Harbour Island, Capt. Hof 5th.

On our boat, Yeti, our crew weight was a little extreme, extremely small that is. We tipped the scales at only about 410, much less than the great picture of us on the cover of the 2004 ILCA yearbook (taken by Arthur Merdinian) in the black background, middle left. As you can see from this picture, we have no waves at this lake, so you can "cheat light" on crew weight and get away with it, usually. I was lovin' it since I am rarely ever the biggest one on board but I was this weekend.

In race #2 we had to claw back to catch Chan Owen upwind with a WL to go before the finish when the wind absolutely died on the run. After tossing a leaf in the water at the shrouds (I'd forgotten to clean out my bailer bilge) I counted 25 seconds for it to clear the transom. This was very bad for anyone near the front, Tobi Moriarty had worked her way up to 4th only to be "shafted" by the shore shaft of wind that Rick "Fisher" and Bill Killebrew owned. Terry Burke, who had been hung out to dry along with us, was able to fold in just ahead of the peloton and hold on. The finish order was Bernstein-Fisher, Killebrew, us (Yeti), Burke and Schillebeeckx. Tobi was feeling punished at this point having had a sure 1st abandoned due to Lightning and then trading a 4th for a 9th in the great shafting. She was sailing much faster than her points indicated. Her crew and husband Dan Moriarty is also known for delivering the best races when the chips are down so we were anxious for what the morning would bring.

We were relieved to head in (although feeling burnt around the edges by the shafting) with a one point gap over Rick "Fisher". It is amazing what lies and myths can be

generated about blazing boat speed when, in fact, position in the pressure and a lighter payload are solely responsible. The mental picture of the "glued leaf" in the water stayed with me and I was thankful that we'd stayed calm since "glued" and "blazing" just don't go together.

Raging party - a great dinner pulled together by Roselyne S. (the calm one) for the fleet. Also a beer fueled round of 20 Questions featuring a cross examination of PRO Ted Beier, who is usually very stoic ensued. My little boy Tim had his 6th b'day party and I sprinted home to see the film and play with his toys (kids have the coolest stuff these days) so I missed the festivities.

Sunday morning was bright with 10-12 knots from 180°. This built to 12-14 and shifted to 210° for race #3. With this breeze and NO chop (identical to the yearbook picture afore mentioned) the eager fleet jumped the gun like a pack of over caffeinated type "A"s. General Recall. On the "Do over," the I flag was up but boats were still OCS. Burke and Bernstein had to go round the ends and had a hard time recovering. Burridge had a poor start but bailed out right to get some oxygen. Cully Ward had a 100 yard lead from a lefty half way up the beat which he took to the windward mark. However, we had reaches not a WL, so we got a little breathing room from the charging peloton. Ward, Burridge and Hofmeister saw the wind was still moving right, the first reach was broad and the next one was going to be tight. Cully Ward has a deserved reputation as a light air ace. He is also very crafty off the wind in light gifting conditions, but tight reaching in marginal planning conditions might not be what he'd wish for. Hoff and Burridge slowly closed the gap to only a five boat lengths at the mark. The next beat showed the mark had been moved to 220° to take the perpetual right shift into account. This beat required real hiking at times for us and yet we somehow found a way to get by Cully and keep hard charging Hof behind us. Unfortunately the rest of the race was going on somewhere but we were oblivious so I can't report much other than we got the gun and in the final 400 yards Hof gained altitude on Cully and put the hammer down to pass and be 2nd. Tobi Moriarty, Team Belgacom (Schillebeeckx), James Chapin and

Dan Young were all pretty tightly packed and finished in that order.

Going into race #4 (the last one) we were calm with a 9 point cushion over Hof with Tobi and Team Belgacom (Marc) tied one point back. The I flag was out so we have to continue as we'd done all weekend, get a poor, safe start and bail out early, taking no starting line risks at all. We picked the boat end in the second row and motioned James Chapin forward so we could take the forming hole. We follow him over the line, safely. James looked puzzled but took the gift and ran with it timing his start perfectly. Staying calm to direct traffic helps a lot. The wind was still going right, to infinity, and beyond! (Sorry, I've got small kids). Perfect for us but unfortunately Tobi was OCS and rounded the pin to restart. We were mid fleet or so right behind Rick (who became Fisher again) and gybed to port immediately for the run. This worked great as that side had more pressure and the perpetual shift favor. Rick got to the leeward gate first. We got there a closely packed 2nd, Hoff picked the other gate, James Chapin was with us right off of our quarter. We put it in point

mode and ate distance to windward, choosing when to plateau off and foot. 5 minutes of this stair stepping had pulled us ahead of Rick with Hof very close to us. Somehow we got the gun, Hof 2nd, Terry Burke 3rd, James Chapin 4th, Marc S. 5th.

The sense of relief and appreciation for our good luck was palpable. We knew that other, very worthy sailors had just been unlucky.

Overall: 1. Burrige 6 pts, 2. Hoffmeister 16pts, 3. Marc, Titu, and Ian Schillebeeckx 20pts, 4. Terry Burke 22pts with Rick "the lost Fisher brother" Bernstein winning the tie breaker with Tobi Moriarty 5th with 24 pts. James Chapin, Carlyle's most improved skipper, in just his second Lightning regatta, had steady improvement with scores of 10-6-5-4 for a seventh. Carlyle sailors were lucky enough to claim 6 of the top 7 spots but we know this can't last and next time will be very different.

We had a great time and look forward to next year's event in Memphis on beautiful Lake Arkabutla in Hernando Mississippi, home of the Memphis Fleet 274. ●

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MY FIRST DIXIES

Havre de Grace, June 12-13
Dr. Mike Wertz

It was a dark and almost-gloomy day, and after the 4th race of the 2004 DIXIE DISTRICT CHAMPIONSHIP REGATTA, we were in approximately 12 place (out of 29 boats).

We realized that to achieve the glory we thought we deserved, a place in the NA's, and to sell more hats for supercrew Heather Dodd's business, we would have to sail as the most cohesive team ever.

As skipper Carol Park and Heather described it, we would be like an Oreo cookie: They were the two wafers and I was the cr me in the middle (I am not making this up – we have the shirts Heather made to prove it).

Carol executed a masterful start for the 5th race. We headed for the middle of the course and passed a previously capsized Lightning, which by now had turtled into the mud.

As the fleet split for the laylines, we charged up the middle, slamming tack after tack, spray and spittle flying. Carol was ecstatic. We were in 1st place approaching the windward mark, ahead by at least 5 boat lengths, and our boat was screaming through the water. One more short tack to starboard and we'd be off and running – leading the fleet! Victory!

Not to be. When one fails to grab both the hiking strap and the hiking

handle on a hard, fast tack, it is like being catapulted into the sky. On a boat heeled far to leeward it is also a long slow descent into the water. With lots of time to think about what could have been.

As the leaders of the rest of the fleet approached my bobbing head, I gave them my best "Where's Waldo" wave of the hand.

However, I saw out of the corner of my eye that my two heroines were not to be dissuaded. They rounded up, executed a perfect jibe and approached me with blinding speed. I will never forget the look of steely determination on their faces as they leaned out of the boat with their arms ready to hook me. Two cow-girls ready to pick up their rodeo clown and swing him back up on top of their ride. It worked beautifully. We rounded the windward and offset marks and popped the spinnaker.

We were now in 6th place and having a glorious run down the waves. Hell-bent on reclaiming our short-lived glory, we approached the gate marks at the leeward end of the course in a swarm of boats. Within a few boat lengths of the left mark, we jibed both main and spinnaker, raised the jib, doused the spinnaker and rounded up around the buoy. Our boat careened inches from other boats, their crews shouting colorful expletives at us.

We came within millimeters of slicing fleetmate Star Mikell's boat amidships, right into his centerboard trunk. He would later describe my eyes as "big as saucers." I believe his crew was cowering under the foredeck at this time and didn't see this event. I thought Carol was the most skilled driver I had ever witnessed.

And then came dreaded words from Heather, "Carol's not on the boat."

I thought Carol had vanished as if by magic or something. So I let the jib fly and asked Heather to do the same with the main sheet (don't ask how we switched positions). But Heather informed me that this was impossible as Carol was hanging onto the main sheet as we dragged her through the water about 20 feet astern. Carol had been knocked overboard during the jibe as we approached the leeward mark and had made the rounding with Heather and me as she rode behind.

Carol's words from the water, as she relayed them to me later, were: "I'm your skipper and you have to save me!"

Fortunately, Heather had had some very recent practice in retrieving people and I had managed to stay aboard this time. So we pulled Carol on board and away we flew. We were laughing so hard it's a miracle we could continue sailing. But we did, and managed to finish that race in 21st place. Not great but we were alive and taking nourishment.

For the final, 6th race, we finished in 7th place, our best race of the regatta. Talk about getting back up on the horse.

A couple of observations from the other boats: One boat gave me a 9.5 score on my execution and form as I dove from the boat. I had a small deduction for my dinghy boots being apart as I hit the water. Have to work on that for the next time. Another boat admonished Carol and me to celebrate after the race and not during it by jumping in the water. We got that tradition confused.

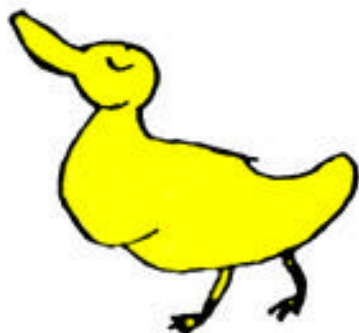
Hopefully, Heather is now in her Annapolis 'office' (Capital Logo, Inc.) making embroidered sailing harnesses for Carol and me. A new addition to her Heather-Wear line.

All in all, a great regatta and a brilliant sail with two lovely ladies. ●

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NIGERIAN NATIONALS WEREN'T QUITE

15th May 2004

Day opened worryingly with light rain and little wind at Lagos Yacht Club. All around were heavy clouds and squalls. Took a chance at 1100 hrs and boats were launched. Twenty eight in the water.

Started first race at 1230 as window appeared (but not for long)

As fleet headed for weather mark rain clouds were observed bearing down on us from the west, wind then Force 2. Then line squall sneaked up behind us from the east.

Both weather systems met as leaders approached first mark. During thirty seconds, wind swung 180 degrees and increased to force 7 with predictable results --- chaos reigned. Heavy rain reduced visibility and shipping movements increased the fun!! Some boats ran before the weather and beached themselves whilst others either fought back or dropped their sails and anchored. Those of us with new sails watched helplessly as they were battered severely.

Race was abandoned but fleet was not fully recovered for another three hours, even with four rescue boats out, as they had scattered so much.

Ended up with two broken masts and damage to sails and fittings. Members then retired to the bar to lick their wounds and recount fantastic tales of their experiences.

Race will take place at later date to be advised. ●

PASS CHRISTIAN YACHT CLUB FLEET 179

Pass Christian MS

Gene Walet, Fleet Secretary

The Lightning Class was represented at the Southern Yacht Club Juby Wynne Regatta Memorial Day Weekend with five (5) boats. Five races were sailed in southerly breezes 18-25 knots. Larry Frost III of SYC won the event with Robert Bernhardt of Buccaneer Yacht Club taking second place and Eric Aschaffenberg of PCYC third.

The Southern District Lightning Championship was sailed at Buccaneer Yacht Club on Mobile Bay June 5&6. Winds were predominantly out of the south both days. The winner was Robert Bernhardt of BYC, second was Larry Frost III of SYC and third was Eric Aschaffenberg of PCYC. The fleet consisted of seven boats.

Our next big Lightning event will be Summer in the Pass Regatta July 24 and 25 at PCYC. The following weekend July 21 and August 1 the GYA Lightning Championship will be sailed at PCYC during the Birthday Regatta. Both of these events will be five races. We hope to have 8-10 boats for each event.

The Lightnings have been participating in the Wednesday night races at BWYC and on Thursday nights at PCYC. We are attempting to have some races on weekends and look forward to increasing the number of boats we have in the

fleet. Buddy and Bo Clarke should have their Lightning ready for the July regattas.

The Southern District Lightning Fleet helped their annual meeting at Buccaneer on June 5, and, although I was not able to attend, I was elected Commodore of the District and John Waskom of JYC was re-elected Secretary-Treasurer. I'm looking forward to working with the fleets to promote the class throughout the District. The Southern District consists of the states of LA, MS, and AL.

The Lightning is a fun, fast boat to sail and there is always a need for crew members. Anyone interested in crewing on a Lightning in this District, please contact me at 228/452-2744. ●

The Class still has copies of the "old" video available.

\$42 plus \$4 shipping.

This older video is much more basic and is geared to the beginner sailor rather than the beginner racer, as the new video is.

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page 24

lightningflashes

July 04

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14111 Allen race rigged, stainless board, two sets racing sails, trailer, trailering and mastup covers, \$5000. Motivated seller - already bought next Lightning! Bob Shapiro phone 781-359-4553 or email to bshapiro@lightbridge.com (MA)

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