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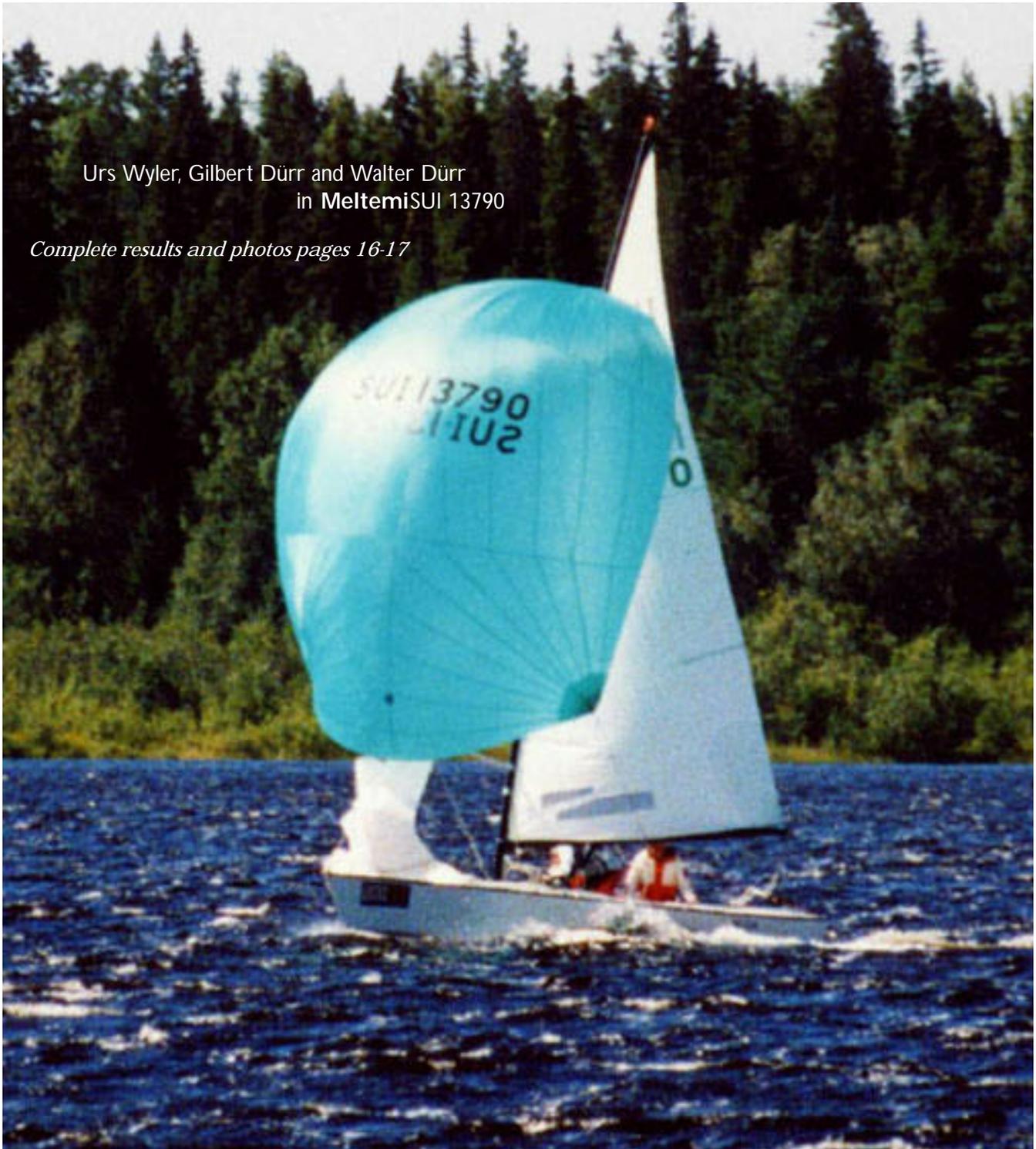
Newsletter from the International Lightning Class Association
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URS WYLER REPEATS (AGAIN) AS EUROPEAN CHAMPION

Urs Wyler, Gilbert Dürr and Walter Dürr
in MeltemiSUI 13790

Complete results and photos pages 16-17



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President's Column

Paco Solá



Congratulations to Urs Wyler, Walter and Gilbert Durr, the new European Champions. We are thrilled to learn that Greece and Finland are teaming up to bid for the 2006 and 2007 Youth Worlds and Worlds in Europe. We hope that their efforts towards this goal are successful.

Plans for the 2004 South Americans are under way too, they will be held in beautiful Guarapiranga lake in Sao Paulo in November, and since we are in the good hands of the 2004 Youth Worlds Organizers, we expect it to be a great regatta!

Speaking of great regattas, I have to tell you how awed I am after having held the 2004 IODA Optimist Worlds in Salinas. Seeing 232 boats from 51 countries (out of 61 active countries) is simply a sight to behold. The logistics involved are amazing. I am proud that our home club, host of the 1975 and 1999 Worlds, was up to this huge task.

And speaking of yet more great regattas, we expect record attendance at the Nas in Buffalo this year. That's no wonder judging at the excellent work that the BCC guys are doing. And boy do they have experience organizing NA's! Those of you who will attend, go prepared and attend the annual meeting. Those who won't, please make sure that your voice is heard by delegating your vote to your fleet or district representative or through me. I know some of you think our class organization does not allow much participation from the grassroots, but that is the way it works, we didn't invent it. So please, if you have issues to discuss or suggestions to make, let us know. I will make sure they get heard.

Here's to a long summer full of weekend regattas and races won!

Paco

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RECENT QUESTIONS AND ANSWERS FROM THE LIGHTNING-L

in case you missed them or you aren't on the List

The Question: What is the best strategy to pass a boat downwind. Consider you are approaching from astern and have closed to less than a boat length. Pass to windward? Leeward?

An Answer from Sean Fidler:

I think that that would depend on the exact situation...

1) Are you early in the leg or nearing a leeward or gybe mark (I know I know...we don't do that too much)?

If early in the leg you may want to go over, if late in the leg try bending in to leeward for an overlap at minimum.

2) What is the pressure and puff action looking like near term and long term? Are you in pressure or a lull and what is coming down at you in the next minute or so in terms of pressure? Always be in a passing position that takes advantage of the pressure high or low off the boat you need to pass.

3) How much faster are you than the opponent? If you're considerably faster and are able to work well over them without getting into a close luff situation...go over. If you're barely faster it will be difficult to evade a defensive luff or the lead boat's position advantage when they heat up to defend against your attempt to roll...and you may want to stay close behind and then try and

press into leeward and try to gain to leeward. This will usually be a better fleet tactic and a situation where a pass of one boat is too costly against major losses too trailing boats sailing good optimum angles vs. your sailing way above target for an unknown time in a usually long and painful pass that may not be successful and guarantees loss to boats ahead and behind.

4) What is the situation behind in terms of lanes and tactics? Are boats gaining lower behind? Are you in clear air and will you be able to maintain it?

That is a very dynamic question.

I personally find that rolling a good competitor is painful and often costs more than one boat in the final result in terms of fleet position. The best time to roll a boat ahead is when they don't expect it or can't defend it for whatever reason. If they are a good opponent and are awake...try and stay flexible, keep them guessing but think about solid and consistent gains too leeward.

If it is very light air this is a completely different situation since air is not clear too leeward of other boats and you will not be able to pass...you want to either slowly work 3 or 4 boat lengths to weather and get into a passing lane or hold on their transom and roll them when in is time to gybe. ●

The Question: Does anyone have an easy way to snake lines down an oval mast? I may need to run the spinnaker halyard and topping lift, and I don't know an easy way to do this.

Some Answers

From Craig Thayer:

If you have an end of the old halyard sticking out of the mast, just make a tapered joint with tape to your new halyard. If not, you will probably have to remove the sheave, and then fish an old shroud through to your exit location. Once retrieved, tape your new halyard to it and pull the shroud back out. Be sure to have your other halyards tensioned to avoid tangles and have the mast rotated in the position so the halyard is on the front/back/side of the mast that you prefer it to lie. Have fun!

From Steve Little:

1. Use a metal electrician's fishtape.
2. Take the end cap, top foam, bottom cap and exit plates off as appropriate. The more you can see, the better.
3. For the lines you are leaving in, try to find ways to keep the snake from getting inside them, which will result in a "twist" or tangle.
4. Be careful rotating the mast, as that can also lead the snake inside an existing line path.

The last time I did it, I took short cuts and had problems with internal tangles. I finally pulled all the halyards out, fished 100# spectra fishing line pullstrings and tied each pull string tight, so it laid flat against the mast surface. I led most out the butt end of the mast so I could control how they laid when taut. This minimized the risk to the next fish path snagging an existing line. I then pulled the fish line out the appropriate exit hole with a wire hook.

It took 3 hours to figure out how and 1 hour to do it right.

From Peter Pundt:

Before you put anything in the mast, pull all of the internal line taught and secure them, to eliminate any chance of tangling with the tape or whatever you use...

From Joe Buczkowski:

I think everyone has covered it. The main thing is to remove the exit plates from the mast. Next remove both end caps - this will allow you to see down the mast. Make taught those halyards already run through - you do not want to twist them. If you do not have a line to splice to, follow the other advice, remove foam, blocks, etc. In my experience you need to avoid twisting halyards - one twist you can live with (although not preferred!); more will kill you. I wish you the best! ●

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Flying Telephone Pole Adventures in Wooden Boating

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You've heard of turning sailboat masts into flag poles, right? What about going the other direction?

Yes, I found another oddball
Lightning.

I wasn't thinking Lightnings, or even sailboats, when it happened. It goes back a few years, well, more than a few. When I was eight or nine, I spotted a four-leaf clover in the grass beside the old sulky track in my hometown, a little place near Grand Rapids, MI. I stood considerably closer to the ground then, and maybe that helped. Because once I'd picked the first one, more and more four-leaf clovers appeared before my eager eyes. This was not a one-day occurrence. From then on till now, I have had the ability to discern from a background of normal clover leaves the oddity of one with four leaves.

I believe the mind has the ability to distinguish goofinesses within visual patterns. Maybe it's a vestige from our distant past as hunter-gatherers. Years after I found my first lucky clover, we worked on a friend's farm and helped with picking asparagus. This consisted of riding along on a go-cart-like motorized contraption and reaching between outstretched legs to snap the asparagus. At night,

we'd go to sleep with visions of vast asparagus fields. To this day, if there's a sprig of asparagus in view, I'll spot it. Along with the four-leaf clover, the shape of the asparagus spear is imprinted on my brain.

Incidentally, though I've picked and pressed dozens and dozens of four-leaf clovers, I've never found them particularly lucky. My wife doesn't find clover, but she did find a 20-dollar bill lying on the ground, which seems more useful than clover or asparagus.

Anyway, what I'm leading up to is this: There is another field I frequent where there are many identical shapes - the hulls of Lightning sailboats at the Pontiac Yacht Club in Orchard Lake, MI. With 80-plus of Olin Stephens' classic hulls parked on trailers or poised on hoists, the Lightning's form dominates the place.

And then, there were all those hours I spent working on the hull of *Plug Nickel* - upside down, right-side up - I even got to know that hull from the inside, under the deck.

There is that characteristic angle to the transom, and a kind of swoop down, then up, of the deck line, and the bulge as the chine pursues its course from transom across mid-

ships and then inward again, meeting at the stem. On Cass Lake, there's a forest of Lightnings sprouting, each one, though dormant atop a hoist or trailer, nonetheless ready to show that it has an individual life once it flourishes sails and moves across the water, tilting, heaving, bucking, parading across the lake. Whatever the attitude, the shape is eternal.

I was working on a story about the old naval air station that once was the domineering life force on Grosse Ile, MI where the airport launched Corsair fighters, seaplanes and bombers across Lake Erie and beyond. My host was Lyle Eastom, an old time Navy hand from the base who is now superintendent of maintenance. As a newspaper reporter I get to assign myself these fascinating tours, and Lyle was driving me around the old airfield in a pickup truck and telling stories. It was a nostalgic tour past the old seaplane base, alongside the spot where Nike missiles were housed underground, the old ammo dumps. That's where the brig was, Lyle was saying, and over there we had an Olympic-size swimming pool. Here's where the base commander's house was, and -

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were lined up, nearly touching the chain-link fence.

"Stop!" I shouted.

The shape that intruded into my reverie was no clover sprig, no asparagus sprout. But the alarm was sounding.

The angle of the transom, that skeg, the curve of the chine, barely detectable under a tattered cover.

Lightning!

Lyle was mystified, but he hit the brakes and I bounded over to the fence. Could I be mistaken? Maybe it's a Snipe. Snipes look a lot like Lightnings, although, since they came a few years before the Lightning, maybe it's fair to say Lightnings look like Snipes. Nope, this is too long for a Snipe.

It was hard to see the boat's lines, but that transom was a giveaway, and it looked to be 19 feet long.

No doubt about another thing - it's a woodie. So's the mast. And what a mast! Shorter than a conventional Lightning mast, this spar looks like it started life as a telephone pole. The surface is ugly and irregular and it looks like it was soaked in creosote.

But here's a neat thing: The rudder is of the lifting variety. Remember those homebrew Nigerian Lightnings, the astoundingly heavy teak boats I wrote about last year that had custom-made "lifting" rudders?

The Grosse Ile boat has a lifting rudder, too. Not a "kickup" rudder like the one on *Plug Nickel*, this one has a heavy metal - it looks like iron - bladé, nicely curved, that swings up

or down on a bolt pin in the rudder post, that is, the part that turns on gudgeons. A cord connects the lower tip of the rudder blade to a cleat just aft of the tiller. If the rudder hits bottom, it will swing up. Otherwise, its weight keeps it submerged.

The distinction between a "lifting" rudder and a "kickup" rudder is minor. To tell the truth, I only recently figured it out. My kickup rudders (I now have three) have blades made of Honduran mahogany. The blades float rather than sink. Thus they have to be pulled down to stay under water. Instead of a cord that hoists them up, I have a combination of stretch cord and rope that - with the help of a cleat on the tiller - holds the blade submerged.

If my rudder hits bottom there's enough flex in the bungee to allow the blade to swing up. Then, having passed over the shallow spot, pressure from the stretch cord pulls the blade back down into steering position. Undo the cord and the blade floats up to the level of the skeg. I can still steer with the blade up, but the boat responds very slowly. Not recommended in heavy wind.

I jumped back into the pickup and Lyle drove on. Suddenly, the nostalgia of the old air base seemed distant as I thought over what I'd seen. Forget Corsairs and Nike missiles. A few days later, I was back. I'd written my feature story about the naval station; that was history. Now I wanted another look at that Lightning with a telephone pole for a mast.

This time I had my camera and was shooting photos of the mystery boat.

I have seen a wooden Lightning trailer. I own several wooden Lightning masts. But who's heard of a utility pole for a mast?

Okay, you see all sorts of goofy things on a waterfront. In Georgian Bay, I saw an aluminum motorboat somebody converted to sail. They welded or riveted a centerboard trunk into the hull and the mast was - no kidding - a pine tree with the bark stripped off. The rubs of branches were still on the tree.

But now I'm curious about this old woodie with the creosoted mast. It's an anomaly within an anomaly.

First, that distinctive hull shape jumped out from among all those fifth-wheelers, campers and power boats that populate this storage area. It was like the boat had a personality, a character, that wanted to be noticed. By someone who cares. And then it has the interesting lifting rudder. Who made that rudder, and why did they need it? And then there is this ugly, too-short, oil-laden mast.

Across Trenton Channel on the mainland there's the big, dark hulk of a steel mill, now closed down. Maybe some steel worker, strapped for cash but with a pal in the electric company, made that odd mast.

Whose boat is this, anyway? Is it still being sailed? These questions won't go away.

Next move: Ask the storage people to put me in touch with the owner.

Stay tuned.

Joel Thurtell can be reached at finder@radiofinder.com ●

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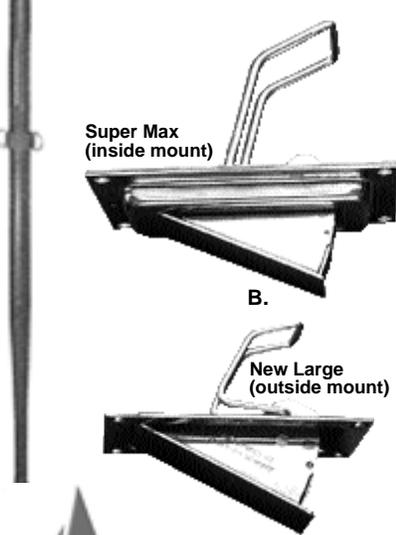
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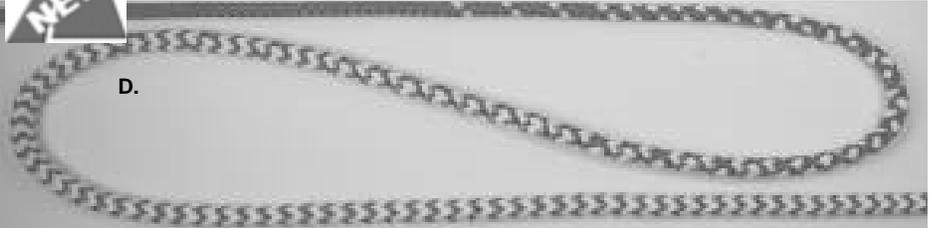
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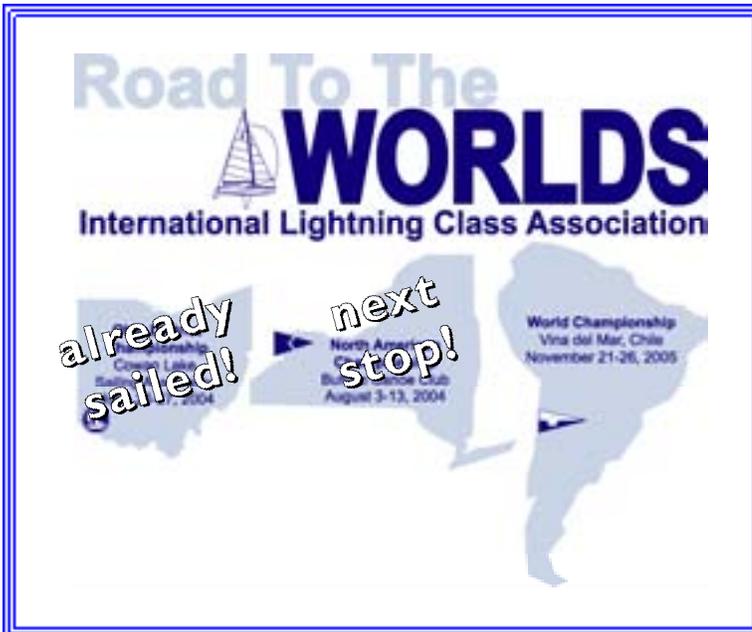
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UPCOMING MAJOR REGATTA CALENDAR

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

2004 NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoe Club, Ridgeway ON Canada
August 3-6 Women's, Juniors' & Masters' Championships
August 7-13 North American Championship



The Pennsylvania Governor's Cup

September 18-19

Lake Wallenpaupack Yacht Club

Fleet 16

Metropolitan District

ALL WELCOME!

Sandi Scull ssscull@ptd.net

NEW FROM US SAILING

www.sailingcourse.com

If you have not visited www.sailingcourse.com, it is time to do so. Sailing Course dot COM is a US SAILING website, free for public viewing, and currently has a new easy-to-use FLASH navigational interface.

The site currently houses:

- Six sailing courses and one powerboating course, with a total of eight online computer graded tests.
- 660 text documents with 254,000 words of text, numerous pictures and illustrations.
- 89 Video Presentations, 16 animated gifs, 6 PowerPoint presentation, 8 FLASH presentations, and 2 interactive JAVA programs.

Recent Website Expansions Include:

- "Introduction To Sailboat Racing" This section is for the sailor who wishes to get started in racing it is divided into two parts
- "Basics of Sailboat Racing" and "The Basic Rules Of Sailboat Racing" and uses 16 Computer Animated Videos, two FLASH Slide presentations along with a MS Producer Video Presentations (and for Dial-Up users there is an HTML version). After reviewing the two sections you can take a 20 question racing test to test your knowledge.
- "The Many Ways To Experience Sailing" This section discusses the different types of sailing and is targeted to the non-sailor. It is available in HTML, FLASH Slides and MS Producer Video format.

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BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in bold type.

New Owners who have recently become Active Members are indicated by *
"A" indicates amateur builder building own boat.

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

| | | | |
|--------------------------|--------|--|------------|
| CALIFORNIA | 11509 | Walter W. Wall, 760 Paseo Camarillo Suite 350, Camarillo CA 93010 | U |
| CENTRAL ATLANTIC | *13159 | William Demand, 103 Maple Street, Toms River NJ 08753 | 99 |
| CENTRAL STATES | 12719 | Tom Snyder, 13807 Fairway, Leawood KS 66224 | U |
| CONNECTICUT/RHODE ISLAND | 15116 | Doug Latour, 1 Broad Court, Norwalk CT 06850 | 126 |
| DIXIE | *8959 | Christopher B Rumpf, 513 Huntzinger Road, Wernersville PA 19565 | 253 |
| | 12752 | Dan Rusin, 113 Plum Point Loop, Aberdeen Proving Grounds MD 21005 | 192 |
| | *13184 | Vincent Townrow, 357 B Green Street, Havre de Grace MD 21078 | 192 |
| MIDWEST | *14388 | Tim Hayes, 4513 North Murray Avenue, Whitefish Bay WI 53211 | 69 |
| NEW ENGLAND | 12853 | Willard Johnson, HC 62 Box 324 B-60, Center Harbor NH 03226 | U |
| | *13642 | Kenneth A Woods, 18 Temple Street, Newburyport MA 01950 | 121 |
| | * | & William Gynan, 58 Jefferson Street, Newburyport MA 01950 | U |
| | *14111 | Doug Watts, 6 Stop River Road, Norfolk MA 02056 | U |
| | 14131 | James Unsworth, 57 Silver Fox Cove, Shelburne VT 05482 | 301 |
| SOUTHEASTERN | 9050 | Joanna Williams, 1903 Ephesus Church Road, Chapel Hill NC 27514 | U |
| | *14641 | Alan Hawkes, 1607 Heraldry Lane, Greensboro NC 27455 | 481 |
| US@L | *9287 | Brent Kendrick, 575 West Linden Street, Louisville CO 80027 | U |

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50 Years – Four Lightnings – Three Generations A Family Journey

John M. Bohnenkamp

If anyone were to tell you that little decisions in your life don't make a difference, perhaps you'll pause and reflect on Dad's decision to own and race a Lightning. In 1954 Dad was struggling with the decision to buy a sailboat, but which one? Some of Dad's friends were racing Thistles and encouraged him to join them, but fate intervened and he purchased Lightning 1191 from Jack Weber in Peoria, IL. He joined Fleet 266 Valley Sailing Association that sailed on Alton Lake on the Mississippi River near St Louis. River racing was frustrated by floods, light air, and barge traffic but the Fleet prospered.

After winning his first trophies in 1957 and 1958, he began to travel to regattas in the newly formed Mississippi Valley District. Dad was ready for a new boat and had Nichols-Holman build Lightning 7821. He took delivery in Fenton in 1961 and began to win trophies at the District level. Even then racing was a family affair as his crew included his sister and brother-in-law, Pat and Dave Smillie, and after he married, his wife, Jane. I have heard many great stories of racing and the social events that followed.

Dad moved to New Orleans in 1965 and joined Fleet 207. He raced with them until returning to St Louis in 1967. Somewhere between starts, they had two children, Lori and John. In 1971 the fleet moved to the new lake at Carlyle, IL east of St Louis. Thank goodness, no more river sailing! When my sister was about eleven and I was a precocious seven, Dad began the arduous task of training the new crew. This added several new dimensions to racing the wooden Lightning...no strength, no weight, no height, no guts! "Why IS the boat tipping dad?" "I'll only go if you promise not to fly the spinnaker."

After a few frustrating years, as my sister and I grew and developed our crew skills, Dad decided that we were ready for one of those new fiberglass Lightnings. He purchased 11815 in 1977 from another Carlyle sailor, Joe G'sell. It was the most beautiful thing that I had ever seen.



Three generations of Bohnenkamps: Mitch, Harry, and John

A sky blue Allen with all the new 'go fasts'. We had arrived at a new level of competition, racing with Lal Burrige, Stuart Bernstein, Auggie Paoli, Bob Nebelsick, and John Folwell. This was really a family time as the second generation of Matt Burrige, Mark and Gerry Paoli, Rick and Paul Bernstein, John G'sell, Scott and Rob Zerban, and others began to not only crew but began to skipper. Some of the greatest times in my young life were spent sailing on those hot summer days on Lake Carlyle in the cornfields of Illinois.

In the spring of 1977 at Decatur, IL, we won our first regatta trophy sailing together as a family. My sister was fifteen and I was twelve. We won many trophies in the succeeding years but none were as sweet as that first one. Dad retired and we moved to Mobile, AL in 1983. Lori graduated from college that year while I attended Auburn University. We joined Fleet 135 sailing on Mobile Bay and made many new friends in the Gulf Coast sailing fraternity. After marrying a sweet Texas girl in 1990, I moved to Greenville,

SC and bought a sailboat, a Lightning of course, 14136. After racing in the Southeastern District for a few years with wife Cindy, we moved to Alabama, and with two young boys to demand our time and attention, we put 14136 in Dad's care for the next few years.

Forward to June 5, 2004, my mother's 77th birthday, Dad (75), John (38) and new crew, Harry (11) as we three set sail for the first race of the Southern District Championship. It would be nice to tell you that we won, but it was great just to be there together in a Lightning sailing against many old friends from the coast. When Harry was asked if he had learned any new words during the race, he tactfully replied, "no, most I already knew, but they were under a lot of pressure". Grandpa slid him a \$5 bill and said "good answer, Harry". After 50 years, four Lightnings, and three generations of sailors, it's these memories and family that really count. That's what makes the Lightning Class so special.

●



Tito Gonzalez, 2003 World Champion
Powered by North

2004

SOUTHERN CIRCUIT - Overall 1,2,3,4,5
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
GREAT LAKES REGATTA 1,2,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5

*partial results

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CANADIAN OPEN CHAMPIONSHIP

Royal St. Lawrence Yacht Club, Montreal QC, July 3-4

| | | | | | | | |
|----|-------|---|----------|----------|----------|----------|----|
| 1 | 15082 | Michael Holly, Valérie Tardif-Holly, Patrick Littée | 1 | 7 | 1 | 1 | 10 |
| 2 | 14768 | Peter Hall, Christine Wheatley, Frédérique Gagnon | 6 | 1 | 4 | 5 | 16 |
| 3 | 14326 | Jamie Allan, Andrew Allan, Pieter DeVries | 9 | 4 | 2 | 2 | 17 |
| 4 | 14591 | Alain Boucher, Stéphanie Boucher, Brent Baran/Christina Chaniotis | 2 | 3 | 12 (OCS) | 3 | 20 |
| 5 | 13385 | Richard Walsh, Tina Walsh, Tim Klemarow | 7 | 2 | 9 | 6 | 24 |
| 6 | 14050 | Bretton Gardner, Nick Farina, Scott Thibault | 3 | 6 | 5 | 11 | 25 |
| 7 | 14905 | David Gorman, Judy Murphy, Tim McCormick | 4 | 10 | 3 | 9 | 26 |
| 8 | 14584 | Peter Hazelett, Brad Harris, Nick Aswad | 8 | 8 | 7 | 4 | 27 |
| 9 | 14174 | David Sprague, Daniel Sprague, Anne-Marie Shewelet | 5 | 9 | 6 | 8 | 28 |
| 10 | 14114 | Alain Ranger, Francois Ranger, Mattieu Ranger | 11 | 5 | 10 | 10 | 36 |
| 11 | 14612 | Ross Bailey, Andrew Murtomaki, Ian McWirter | 10 | 11 | 8 | 7 | 36 |
| 12 | 15064 | Larry MacDonald, Joy MacDonald, Adam MacDonald | 13 (DNC) | 13 (DNC) | 13 (DNC) | 13 (DNC) | 52 |

FIRST: Patrick, Michael, Valérie



2nd: Crew Christine & Frédérique



3rd: Andrew, Jamie, Pieter



VOLVO 51ST OPEN LIGHTNING EUROPEAN CHAMPIONSHIP

Lake of Neuchatel, Grandson, Switzerland,

18 Teams, 4 Countries, 6 Races, No Throwout



| | | | | | | | | | | | |
|----|--------------|-----------|--|----|----|-----|-----|----|----|------|--------|
| 1 | Meltemi | SUI 13790 | Urs Wyler, Gilbert Dürr, Walter Dürr /SCM | 1 | 1 | 1 | 2 | 3 | 1 | 6.0 | master |
| 2 | Masi V | FIN 14534 | Kimmo Aromaa, Mika Aromaa, Tea Aromaa /Merenkavijat | 2 | 4 | 8 | 1 | 1 | 6 | 14.0 | |
| 3 | Dominike | GRE 14211 | Gerasimos Orogas, Nikolaos Mastrokolas, Theodoros Poulakos /I.O.T.Hv/YCA/YCG | 4 | 2 | 2 | 6 | 5 | 9 | 19.0 | |
| 4 | White Cloude | ITA 14245 | Carlo Jommi, Giancarlo Mariani, Americo Mandolini /LNI Porto San Giorgio | 6 | 5 | 3 | 4 | 4 | 3 | 19.0 | |
| 5 | Gaston | SUI 14530 | Jacques Perret, André de Montmollin, Natacha Godel /CVN / BT | 5 | 3 | 7 | 5 | 10 | 2 | 22.0 | master |
| 6 | Joy III | GRE 11811 | Angelos Vasilas, Despina Manesioti, Vassilios Priftis /PSC | 7 | 6 | 5 | 7 | 2 | 10 | 27.0 | |
| 7 | Garoupa | GRE 14686 | Sotiris Stoubos, John Manolakis, Bill Papadakis /IOP / YCG / IOP | 8 | 10 | 6 | 3 | 8 | 8 | 33.0 | |
| 8 | Shark | FIN 14936 | Sakari Pesola, Pekka Bollström, Liisa Hasunen /TP | 9 | 8 | 15 | 9 | 6 | 4 | 36.0 | |
| 9 | Gamma | FIN 14638 | Matti Leppänen, Mari Leppänen, Anssi Kariola /TP | 3 | 14 | 4 | 8 | 14 | 16 | 43.0 | |
| 10 | Chiloé | SUI 13840 | Gilbert Despland, Alain Perret, Jean-Michel Kohler /CVG / CVB / CVG | 11 | 16 | 13 | 11 | 12 | 5 | 52.0 | master |
| 11 | Kikka | FIN 14269 | Markku Paloma, Heidi Paloma, Api Raappana /OPS | 12 | 7 | 9 | 14 | 15 | 12 | 54.0 | master |
| 12 | Santa Fiamma | GRE 14197 | Dimitris Stathopoulos, Christina Fragkiadaki, Giorgios Mastoris /IOP | 13 | 11 | 16 | 15 | 9 | 7 | 55.0 | |
| 13 | Irene II | SUI 12953 | Silvio Merz, Roland Huwiler, Hugo Beerli /SKM | 14 | 9 | 12 | 12 | 13 | 11 | 57.0 | |
| 14 | Kahru | SUI 14664 | Peter Graf, Thomas Heuser, Alexandra Wicki /SV Thalwil | 10 | 12 | 10 | 10 | 16 | 15 | 57.0 | |
| 15 | Fram | SUI 3790 | Lukas Gerig, Stefan Küng, Jimmy Stucker /SKM / YCR | 17 | 15 | 11 | DNF | 7 | 13 | 63.0 | |
| 16 | Sini | FIN 14952 | Kalle Ahola, Timo Jarvinen, Riitta Kangas /JVS / TP | 15 | 17 | 14 | 13 | 11 | 17 | 70.0 | |
| 17 | Excalibur | GRE 14361 | Theodorolea Kyriaki, Maria Karinou, Stamatia Fragkiadaki /SEANATK / IOP | 16 | 13 | DNF | DNF | 18 | 14 | 80.0 | |
| 18 | Cézanne | SUI 13705 | François With, Elisabeth With, Urs Gerig /SCvG / ScvG / SKM | 18 | 18 | 17 | 16 | 17 | 18 | 86.0 | |



VOLVO 51ST OPEN LIGHTNING EUROPEAN CHAMPIONSHIP

Photos by Michel Fremaux



2004 TEXAS LIGHTNING DISTRICT CHAMPIONSHIP

Jeff Bodkin 15117

Corinthian Sailing Club, Dallas,

June 12-13

Once again Fleet 35 sailing out of the Corinthian Sailing Club in Dallas was host to the Texas District Championships. Attendance at this year's Districts was down slightly with only 7 boats participating but a great time was had by all in attendance. The racing was extremely competitive and we saw a wide range of conditions over the course of the weekend. I would encourage all of you to mark your schedules and try to make it down for our Leukemia Cup regatta or District Championships next year.

Saturday

Race 1 proved to be a real work out with an Olympic course set and consistent gusts in the 25 mph range. The race started with a sprint to the left to take advantage of the shoreline effect. Scott Anderson managed to round first with your author right on his transom. Both boats set kites and took off on a screaming reach into the gybe mark. Scott caught a hard puff just as he prepared to turn the boat was forced to round wide at the mark opening the door for me to get inside and lead going into the leeward mark. After rounding, Scott chose to head right and picked up some nice lifts up the western shoreline which allowed him to regain the lead by the weather mark. We lost a bit of ground on the run but were able to keep in close enough to Scott on the beat so that we were within 2 boat lengths at the finish. Third place went to Clancy McKenna who kept the two of us honest in our fleet management and caused plenty of sore necks from looking back to cover him.

After our finish the fleet went back into the Club for lunch and enjoyed some much needed rest and sandwiches. Luckily the winds moderated to a much more crew friendly 15-17 mph for Race 2. After promising my crew Debralee that things would be much more subdued in the next 2 races (a missed hiking strap had her head in the water at one point in race 1) we cast off our dock line and headed out to the race course. I don't recall too much about this race other than the right side seemed to pay off better than in the first race and that everybody had a kite up this time on the down wind legs. I do remember loosing quite a bit of

ground to Scott at the leeward rounding due to a fouled spinnaker halyard on a late douse though. This allowed Ralph Bilnoski to get back into the game and he managed to push us quite hard over the next leg. In the end it was Scott Anderson sailing very consistently and managing the course well for the win. We managed to keep Ralph behind us and finished second and third respectively.

Upon finishing, we were treated to some on the water drama as Clark & "Doc" Newman rushed to repair a broken gudgeon before the start of the next race. While the committee re-set the line and prepared to go into a sequence for Race 3 they toiled to get their boat fixed; just managing to join the sequence on time. Good seamanship guys, and thanks for the entertainment while we waited for the next start!

With the races held back to back; conditions were similar to those in the last race, however a slight backing trend favored the Eastern shore of the Olympic course in the third race. Scott was the star of this one, taking Buddy Melges' age old tactical advice to heart by winning the start, going left to reach the weather mark first, and extending his lead over the next 4 legs. That left me to contend with strong challenges from Clark Newman and Clancy McKenna. Coming out of the gybe mark Clark made a sharp move to weather of us, and after passing, held on to second around the leeward mark. Through hard work and a few lucky shifts we managed to claw back into second place by the end of the next upwind leg. I don't remember much happening downwind in this race despite increasing oscillations in the wind. As we rounded the last mark we looked up the course to find Scott already 1/2 of the way to the finish. We immediately split tacks and began to grind down the distance between us. By working the boat as hard as we could; and with my crew continuing to do a great job of calling the shifts, we managed to give Scott a scare finishing only a 1/2 boat length behind him. So close and yet so far away seemed to be the story of our regatta. Meanwhile, Clancy McKenna and Clark Newman continued to duke it out for 3rd; with Clancy just managing to keep his bow ahead at the line.

Upon reaching the dock and putting away the boats for the day we had an



opportunity to relax and share stories over a keg of beer. Probably the best tale was from Jim Crittendon who surprised us all with his story of capsizing during race 3. I completely missed it! All in all, it was a great opportunity to catch up with old friends like John Wascomb who made the 6 hour trip from Jackson, MS. We really appreciate the travelers who come out to visit us at this regatta and I want to thank John again for his support of our fleet. But my lasting impression was how neat it was to see so many families sailing Lightning's together. I would like to recognize Ralph Bilnoski and daughter Alyssa, Beau Howard and wife Kelly, and best of all Sylvain "Doc" Newman who sailed with son Clark and daughter Deanna.

Sunday

Arriving at the dock that morning we were graced with pleasant breezes from the South at 10-12 mph. The forecast was calling for the winds to shift to a more Northerly direction later that day so we were happy to get an early start and avoid the calms that would inevitably come with the change in direction - more on that topic to come. Working hard to get 2 races in the Committee set a gold cup course and sent us on our way. We began Race 4 with another drag race to the left with Clancy leading the way and Scott and me stacked to weather on his hip. A bit of a header allowed Scott to tack away and gain a 2-3 boat lead by the weather mark. As the breeze began to soften Scott extended his lead around the reach-



ing legs and held his own up an ineventful second beat. It was after rounding the weather mark and heading down towards the finish that things began to get interesting. From over my shoulder I could hear that most dreaded of sounds, boats closing on us with more wind. Trying to avoid the hole to leeward of us proved to be our undoing as we delayed our gybe and Clancy was able to get past us. As we raced for the finish we tried one last tactical gybe to try and reach the boat end of the line before Clancy could make the pin. Unfortunately, we called this one a bit too close and our kite brushed his backstay. We immediately dropped our spinnaker and began our penalty turn trying desperately to get the board down before we lost any more places. As it turned out, Clark Newman was right on our heels and beat us to the line as we limped the last 4 boat lengths to the finish. The race for 3rd was getting pretty hot as Clark Newman kept within 2 points of Clancy going into the final race.

With 2 hours of racing remaining the race committee decided to give us our money's worth with a very long Olympic course. Our first crack at Race 5 began with a general recall as we all were pushing hard to finish the weekend with a win. After a clean second start the fleet split towards both shorelines. Scott and Clancy duked it out on the Western side but our choice to stay with the left paid off and we managed to cross the both of them just before the mark and lead them down the first reaching leg. As we ghosted around the course the wind began to die off in earnest fading below 10 mph for the first time that weekend. With stellar sailing and lighter crew Scott once

again passed us on the second beat and held his lead down the long run. Further back Clancy and Clark were pushing hard with Clancy managing to gain a pretty good lead by the time they reached the final beat. It was at this point that the wind decided to drop off completely leaving us bobbing in winds that boxed the compass. Scott and I managed to trade the lead many times in that half hour, but the breeze finally began filling in from the left and pushed him across the line for the win. As the breeze settled in we also crossed the line and were treated to a very spirited race for third. As Clark charged in from behind he managed to gain an overlap and threw in a tack to force Clancy away from the finish. With only 10 boat lengths of race course left Clancy was unable to recover and the Newmans locked in third for the race!

As most of the crews put their boats away I began tabulating the scores for the regatta. After checking the score sheets several times it was apparent that Clancy, Clark, and Ralph were all within 4 points of taking home a trophy. In the end however it was Clancy who took home the prize beating the Newmans by only 1 point! In second place was your author and dominating the regatta with straight bullets was Scott Anderson. Congratulations Scott on a very consistent performance.

I would also like to thank Bob Gough and the Flying Scot Fleet for running a fantastic regatta for us. Without their help we would not have been able to stage such a great regatta. I hope all of you will take up our invitation and that we will see you next year at our districts or the Leukemia Cup Regatta. ●

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THE 2004 DIXIE DISTRICTS

Greg Fisher

Havre de Grace MD, June 12-13
29 boats sailed in the 2004 Dixie Districts held at Tidewater Marine in Havre de Grace, MD, June 12/13. PRO John Hoffman did a great job in setting up 6 races over the weekend and provided "a little of everything" for the fleet.

Saturday the conditions were tricky to say the least with 3-5mph breeze that seemed to come from everywhere at one point or another! Sunday was absolutely beautiful (although a bit cloudy) with 8-15mph and steady winds.

Some of the highlights were: Steve Constants domination in the tricky stuff with a 2,2,1. Unfortunately a 12th in the first race on Sunday knocked him back to third in the overall finishes . . . but on Saturday Steve was on fire! Then Carol Park's middle crew dive at the weather mark was fairly spectacular . . . they were leading at the time and while some judges scored only a 9.5 we felt that he was quite deserving of a 9.8! Those straps are slippery! This and Carol's ensuing swim later (in the same race) was well documented in the July *Flashes*. Carol's dive was, we heard, judged only a mere 8.7!

Finally "Mr. Consistent" Jamie Brickell with his team, wife Susie and Jim Ward, sailed tremendous with only one race out of the top three. Jamie somehow showed the fleet a point gear that no one else seemed to be able to develop. The more we all talked about it around the keg Saturday evening the more spectacular his height became!

Saturday night there was a great cocktail party enjoyed by all followed by a spectacular steak dinner.

Our team - my wife JoAnn (last year's Dixie District Champ), my daughter Martha and me - had a great time (well, I did at least!) and we were fortunate enough to win when it was all over.

Thanks to Jason Werner, the gang at Tidewater Marine and all those at Harve de Grace who helped make the Districts a great time! ●

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



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CALIFORNIA DISTRICT CHAMPIONSHIP

Scott Finkboner

Mission Bay Yacht Club,
San Diego, June 26-27

Eight boats entered the California Districts this year. We had new fleet members Pete Bellin, Dave Gravatt, and newly transplanted from the Buffalo Canoe Club now living and working in the Los Angeles area, Timothy Jehle, chartering a local boat.

The competition would be tight as usual. Personally I was coming off a massive rotator cuff surgery (ouch- no fun!) in December 2003 and intense therapy for 5 months where I was forbidden by the doctor not to sail until recently. It would be my first Lightning regatta since September 2003.

My foredeck was 12 year old Scott Hoffman, one of twin boys (Evan) of the new Richard and Jamie Hoffman family dynasty at Mission Bay YC. They all race Sabots, Capri 14.2s and Lightnings intensely and are very competitive. Scott just started doing foredeck on another Lightning and I was fortunate to have him as he has a great work ethic and attitude. The winds are usually on the lighter side so felt we had a chance to win. Father Richard would be crewing for Pete Bellin so we had to beat dad. Mother Jamie would be assisting on the R/C boat.

Also crewing was long time sailor John Carr (current refurbishing #13411 in his back yard in Ramona, CA) on Saturday and Greg Tondreau on Sunday. Greg used to crew for me in the mid 80's and is now living in the San Diego area again. Scott Hoffman and I only had a chance to practice together for 75 minutes on the Friday before the regatta after 2 hrs preparing and tuning the boat on the trailer.

Saturday the winds were as forecast 5-9 kts from the SW. First race was 3 W/L's with a windward finish. The lead would change hands several times during the fluky and very shifty winds race. We were leading when I mistook the finish as downwind and sailed past the leeward mark. 5 boats rounded behind us and we realized it was not the finish. We quickly doused the chute and scrambled back up to weather picking up a couple of boats to get 4th place.

The next 2 races we started at or near the pin end and generally played the shifts up the middle. We had great boat speed, sailed smart



Winners Greg Tondreau, Scott Hoffman, Scott Finkboner (John Carr not pictured).



2nd place skipper Pete Bellin, Richard Hoffman, Karen Gerstoft

3rd place Dick Brewer, Katie Hamm, skipper Mike Brewer

and won both races with a 4-1-1 to lead Kirk Johnson by 2 points. There would be one throwout if 6 races were sailed and scored. It was still anyone's regatta.

On Sunday as last year the winds were drastically different-South at 15 kts +. We were definitely overpowered as the heavier crewed boats, Bellin and Brewer just accelerated to the front at the start or by the finish. The first race was 3 W/L's with a downwind finish. The Brewers were way in front and won handily. But the next 4 spots were uncertain as we were 4 abreast coming to the finish under spinnaker. Jeff Coppens was at the committee boat end to take 2nd, followed by us coming from behind nipping Bellin by 2 feet for 3rd (as we were to find out later

at the club). That would be crucial in the final totals.

We slugged it out in the final 2 races getting another 3rd and 2nd to win by one point over Bellin. We came from behind on the last downwind leg to the finish in the last race to nip Brewer for that 2nd by going to the favored committee boat end.

Actually we did not know until just before trophy presentations we had beaten Bellin in the 4th race (1st on Sunday) that we had won. It was those 2 come from behind downwinds that were the key to winning. Scott Hoffman, John Carr, Greg Tondreau did an incredible job on both days. Scott will be a champion in other fleets as well in the future. Watch out for him!

Aloha, Scott ●

FLEET 145 - DAVE FITCH MEMORIAL REGATTA

Ben Wallace

Spofford Lake NH, June 26-27

The Dave Fitch Memorial Regatta was held on the weekend of June 26-27 with great success. Saturday's weather started out in the "iffy" category with remnants of Friday's rainstorm still in the air. However, by the start of the races the clouds parted and delivered better than average conditions for Spofford Lake in early summer including a little of everything, and continual changes. The racing was a challenge for the 11 boats and for the race committee. By the end of the day, all 5 scheduled races were held in essentially building wind conditions from the north.

Bob Shapiro owned the day in his new-to-you Lightning appropriately named *Wind*. Bob mastered 4 consecutive 1st's and a 2nd in Saturday's racing. Following the races, everyone was treated to the renowned Spofford Yacht Club hospitality. In traditional New England District fashion the leading boat was made to

wear "Leader Hats" and Bob Shapiro & crew were properly roasted as they presented a chalk-talk outlining their successes during the day. Racers were then treated to a fine potluck dinner prepared and served by Yacht Club volunteers.

Sunday delivered slightly stronger wind and 3 races were held in relatively stable conditions to complete the 8 race regatta. We made a bid for first with finishes of 1st, 3rd and 1st in Sunday's racing. But, in the end, Bob Shapiro held on to win the regatta followed by us and John Hughes. The top 3 skippers and crews were presented with framed photos of the lake. The trophy presentation was highlighted by Dot Fitch's presentation of the perpetual Dave Fitch Memorial Regatta trophy and her original poetry reading that captures the spirit of the regatta and Lightning racing in general. Hats off to all the participants, yacht club members and race committee who helped put on a great event.

Photo by Dot Fitch



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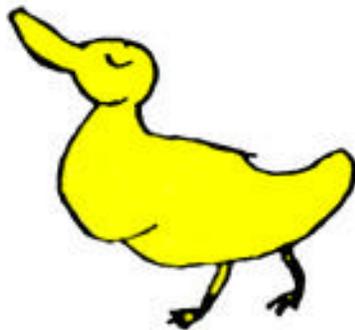


This older video is much more basic and is geared to the beginner sailor rather than the beginner racer, as the new video is.

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LAKE ERIE DISTRICT CHAMPIONSHIP - A FABLE

Billy Neal

Silver Lake Yacht Club NY,
Fleet 47, July 10 & 11, 2004

Wind shifts of 30 degrees are not uncommon on Silver Lake. With a big high pressure overhead for the regatta weekend, we had sun and a light southerly breeze with 30 to 60 degree shifts for the first three races on Saturday. The Race Committee of Paul Goszewski, Bob Starck and Cal Schmiede had the most difficult job of all. Setting courses, starting lines, and keeping everyone happy on the water.

My 16 year old daughter Sarah who is 100 pounds soaking wet and I crewed for Tom Allen Jr. I'm sure Tom was looking more for local knowledge than a light crew when he asked us to sail. I have raced Lightnings on the Lake for almost 50 years, and it is no secret that the right side has always paid big dividends in the past when the wind is out of the South. That is all anyone needs to know... Right? In fact a young west coast sailor, Tom McLaughlin, set me straight on this back in 1965 when he came to crew for the Bone brothers before going on to crew for the great Tom Fallon at the Worlds in Naples Italy that year. He also felt that once on the right, never cross the center of the lake. By the way, I believe this is also true of the waters off the Buffalo Canoe Club, even if you start on the American side of the lake.

Anyway, we went right at the start of the first race as David Starck, Larry MacDonald, and Skip Wilday went left. I told them not to do that! They

finished that race 1,2,3 and we were 9th. Never twice in a row... we went right in the second race. David, Larry and Jody Swanson went left, for another 1,2,3! In the third race I pressed for another right at the start and ate crow, as Tommy went up the middle on the second and last leg to bring us back up to finish 5th. David Starck was very happy with his cousin Brian Starck on board for the local knowledge. Brian has sailed many Harvest Regattas on the Lake. They had three first place finishes at the end of the day. Skip with a 3,5,2 was second and Larry third.

Because of the light fluky air and the hope of a better tomorrow the R.C. send us in. This gave David, Larry, Ian Jones and Kevin Robinson time for a round of golf. It was not the first time Larry has driven a cart on the course, but I think that was the first time before dark. What great Harvest Regatta Cocktail Parties we use to have.

A light southerly wind with maybe just 30 degree shifts greeted us on Sunday morning. The R.C. set a course right off the club. I think we all were looking more for puffs, catspaws and pressure than what side of the lake to be on. A boat just 50 feet away like David Starck might just sit in no air as 6 or 7 boats just sail by. Larry's daughter Joy flew the spinnaker and pulled her Dad up for their first win of the regatta. Jody was second, David Sprague was third, Skip 4th and young Drew Bergan 5th.

The last race was a drifter and then the wind just died with Larry, Tom Jr.

and Ed Roseberry half way up the last beat. We went right, Larry in the middle and Mr. Roseberry to the left. And we drifted... Joy was lightest crew and her Dad won the race, Tom was second as Sarah Neal was lighter than Sarah Montgomery on Mr. Roseberry's boat who was third.

So much for local knowledge! In fact most of the Silver Lake Skippers finished near the back of the fleet mainly because they listened to me for too long.

I would like to thank Tommy. He went out of his way to explain what was going on, ask questions and teach Sarah at every opportunity. Even in the heat of going from first to ninth on the 50 degree shifts. He is always fun to sail with!

Silver Lake Yacht Club Commodore for life David Nasca and his wife Gail did just an outstanding job on running the Regatta... Thank You.

The top five were: David Starck, Larry MacDonald, Jody Swanson, Skip Wilday and Tom Allen Jr.

The Jerry Blake Memorial Crew trophies are awarded to two crew members who show all the attributes of a great Crew: loyal unselfishness, teamwork for the good of the Boat. Congratulations to this year's recipients Heather and Glenn Everett who have crewed for Ira Johnson of Silver Lake for seven years.

For the first time a Youth Sailing Award was given in Memory of Kaleigh Wilday. Lauren Jones sailing with Jody Swanson was the youngest sailor in the Regatta this year. ●

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