

International

# Lightning



# flashes

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Newsletter from the  
International Lightning Class Association  
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## CAMPEONATO DISTRITO ECUADOR 2002

Jaime Calderón,  
Comodoro del Distrito

### Salinas, Mayo 24-26 del 2002

Hacia algunos meses que no contábamos con 21 barcos en la línea de partida en un campeonato en Salinas y eso que se nos quedaron unos 5 en tierra por puesta de mano. Este campeonato de Distrito tuvo algunas cosas interesantes que lo hicieron de alguna manera especial, como por ejemplo la presencia de 4 tripulaciones juveniles, 5 barcos que vinieron desde el lago San Pablo, 2 capitanes que se estrenaron, barcos nuevos de la serie 15000, barco antiguos con serie 9000, 10000 y 11000, todos compitiendo en igualdad de condiciones, también creamos una flota verde ecuatoriana, para agrupar capitanes con un menor nivel competitivo pero con un gran ánimo y ganas de divertirse, lo que generó duelos muy interesante entre estas embarcaciones.

Se corrieron 6 regatas en total, 2 en cada día, al final del primer día se veía que sería un campeonato sumamente disputado, debido a que las posiciones en cada regata fueron completamente variadas, lo que hizo que el puntaje estuviera sumamente apretado. Para el segundo día, el viento nos bajó un poco y no superamos los 5 nudos, estábamos listos para la foto. Nunca en mi vida me había cansado tanto, creo que es la primera vez que navegue hacia atrás. La flota 447 del lago San Pablo nos propuso premiar al ganador del día con 3 botellas de vino como premio a la amistad, por supuesto Juan Santos no desperdició la ocasión y nos dejó con las ganas de probarlo, ya que ganó las dos regatas del día.

Las posiciones comenzaron a definirse un poco, mostrándose claramente 3 grupos, los que se disputaban el campeonato, los que estaban agrupados en la mitad de la flota y los que veíamos las regatas desde atrás. Obviamente, Juan ya estaba pensando en que puesto tenía que quedar en la 5ta. Regata y así no tener que correr la última, para poder disfrutar de las botellas de vino.

En el tercer día todo fue diversión, básicamente porque subió el viento a 12 -15 nudos, excelente para terminar el campeonato, Juan nos volvió a dar una lección de cómo se navega con viento llegando 1ro y 2do en las 2 ultimas regatas, para así llevarse el campeonato con sobra de merecimientos.

Quiero agradecer a todas las tripulaciones que asistieron, al Salinas Yacht Club por la excelente atención y servicio y a "Perico" Velez nuestro Juez de regatas.



Ecuador District Champions  
Juan Santos, Gisella Villena & Enrique Granja

It's been a while since we last had 21 boats in a starting line in Salinas and that was just because five other boats stayed on shore at the last minute!

Our 2002 Districts had lots of things that made it a special regatta: four youth teams that are fighting for two slots at the Youth Worlds, five teams who made it from sister fleet Club Nautico San Pablo, two new skippers, brand new 15000+ boats competing side-by-side older boats series 11000, 10000 and even 9000! Heck, we even held a "Green" fleet regatta comprising of our less experienced skippers who nonetheless were having tons of fun and held a few duels of their own out there.

We sailed six races, two each day. At the end of day 1 it seemed evident that the permanent trophy would not go away easy because the positions in each race threw out a very tight score. On the second day the wind failed us and had the fleet sailing in 5 knots of wind and less. No one moved, it was a "Kodak moment"! I don't remember ever being so tired, especially considering that it was the first time that we actually sailed backwards! (and I HAVE sailed in Savannah). Fleet 447 of Lago San Pablo instituted a "Friendship Trophy" that would be presented to whomever won the second day of racing at the Districts. This year the award were three bottles of wine that went to Juan Santos and crew Gisella Villena and Enrique Granja, who had won the day's two races and wouldn't even let us have a sip of his wine.

Positions had already started to shape the regatta and we had three clearly defined groups: those who were fighting for second, those in the middle of the fleet and those like us who were enjoying the races from behind! Juan was out of our league and was already calculating what score they needed in the fifth race in order not to race the last.

Turns out he won the fifth race and stayed to sail the last one, only to finish second to win the regatta and the right to engrave their team's names in the permanent trophy. This last day the wind picked-up nicely to about 12 knots, a nice way to finish the series. We saw a lot more action and we were also very tired, but at least we were tired of doing something!

We'd like to thank all the teams that sailed the Districts, the Salinas Yacht Club for playing host and Pedro "Perico" Velez for his excellent job as Race Committee Chairman. And of course, congratulations to the all the winners.

See Results Page 26 ●



## President's Column

Colin Park



When I look at our class I see a lot of strengths. We have a strong class organization but we also have a class that has a lot of good characteristics on the water. Compared to other classes I have sailed in the last couple of years, we have a class that pretty much follows the racing rules on the water. While this should be a given, it isn't in some other classes, and it is frustrating when racing resembles bumper cars and nobody does circles. We are also fortunate in not having many people push the kinetics rules too far. Kinetics do work in most small boats, including Lightnings, and has gotten out of hand in some classes. We also have a great group of "professionals" sailing with us. I won't name them, but if you look, for example, at the sailmakers in our class, they are helpful to the newbies, don't generally get in protests, and are a strong positive asset.

In these respects and others we are similar to the Snipe class. The bottom line is that it is fun sailing a Lightning and we have a lot of good things going for us. Let's just make sure we don't lose these positive traits.

Colin President@LightningClass.org ●

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## Chief Measurer's Column

Carter Utzig

Is fairing fair? I think so, provided it does not change the dimensions of the boat. Why?

Making old things new again: It is a great way to offset the cost of buying a new(er) boat. Fairing makes many old boats more competitive, extending the life of a class members investment.

Fairing makes the boat faster?: For older boats, yes! For new boats, it is debatable. Yes theory says that it will make the boat faster. It really depends on what you start with. If you look at the bottom of a new boat the bottom surface is in great shape, so we must conclude that it does not give an edge that really matters. Look at all the race results, you can't prove it one way or the other. However, think back to the America's Cup in Australia. The US used a bottom coat that added ridges. Many top sailors will tell you that you that some roughness creates a better flow across the bottom and is faster (provided you keep doing it before each regatta).

Lemmings in motion: Because a top sailor did it, it must be needed to win. How many boats over the last ten years were faired and never won? People gravitate to the quick answer. Don't be a lemming. Mmmmm - sounds like a good name for a boat

Does it change the shape: After having talked with a couple of people who fair boats for a living and thinking through the process, I don't think so, unless you really screw up.

Also, did you know that your spinnaker pole is illegal? Yep it is. So the executive committee has made a ruling to put everything back in order, until we can vote on something next year.



Problem:

The current spinnaker pole specification makes the majority of our spinnaker poles illegal. This problem was created by edits made (in the 70s and 80s) to the specifications which dropped important information. I will be happy to explain any details.

Solution:

The class needs to vote on a new spinnaker pole specification. This will not occur until St. Pete next year. During the interim period, the Executive Committee has ruled on the spinnaker specifications. This is based on the detailed specification from the 70s that appear to have been dropped in later rewrites. The Executive Committee ruling and proposed specification are:

### ARTICLE III - RUDDER, CENTERBOARD, SPINNAKER POLE

#### 66. The spinnaker pole:

1. may be made of wood, fiberglass, foam, aluminum (alloy), or any combination (of wood, foam, fiberglass or aluminum (alloy)).
2. may be tapered or a uniform section throughout its length. The maximum diameter pole shall not exceed 2-1/2" (63.5 mm). The minimum diameter of the pole is 1-1/2" (38.1 mm) at its center and 1" at its end prior to the end fitting.
3. when installed perpendicular to the front face of the mast in line with the centerline of the hull, and pushed lightly against the mast fitting will not exceed 2083 mm (6'10") as measured to its extreme outer edge.

Carter

Measurer@LightningClass.org ●

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## PROPOSED AMENDMENTS TO RULES GOVERNING AREA CHAMPIONSHIPS & RULES GOVERNING WORLD CHAMPIONSHIPS

### PROPOSED CHANGE TO RULES GOVERNING WORLD CHAMPIONSHIPS:

Delete Current Ruling on age limitations and add section:

### RULES WHICH APPLY SPECIFICALLY TO THE INTERNATIONAL MASTERS CHAMPIONSHIP

#### ARTICLE XIV - ELIGIBILITY

6. The skipper of the boat for the International Masters' Championship shall be a Life, Active or Associate Member of ILCA in good standing and, at a minimum, reach the age of 55 in the year the Championship is held. The skipper for the Legends Masters Championship shall, at a minimum, reach the age of 65 in the year the Championship is held. The skipper for the Family Masters Division shall, at a minimum, reach the age of 55 in the year the Championship is held, and be related to all crewmembers by blood or marriage. All crewmembers must be Life, Active, Associate or Crew Members of ILCA in good standing. On a majority vote of the Executive Committee, the eligibility for the skipper's age can be changed to 50 (minimum) for International and Family Championships and 60 (minimum) for Legends.

#### ARTICLE XV - AWARDS

There shall be three Award categories: International Masters Championship 55 years or older  
Legends Championship 65 years or older (eligible for Open)  
Family Championship 55 years or older (also eligible for Open and for Legends [if 65 or older])

### PROPOSED CHANGE TO RULES GOVERNING AREA CHAMPIONSHIPS:

Delete Current Ruling on age limitations and add section:

### RULES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN MASTERS CHAMPIONSHIP

#### ARTICLE XVIII - ELIGIBILITY

6. The skipper of the boat for the North American Masters' Championship shall be a Life, Active or Associate Member of ILCA in good standing and, at a minimum, reach the age of 55 in the year the Championship is held. The skipper for the N.A. Legends Masters Championship shall, at a minimum, reach the age of 65 in the year the Championship is held. The skipper for the N.A. Family Masters Division shall, at a minimum, reach the age of 55 in the year the Championship is held, and be related to all crewmembers by blood or marriage. All crewmembers must be Life, Active, Associate or Crew Members of ILCA in good standing.

#### ARTICLE XIV - AWARDS

There shall be three Award categories: North American Masters Championship 55 years or older  
N.A. Legends Championship 65 years or older (eligible for Open)  
N.A. Family Championship 55 years or older (also eligible for Open and for Legends [if 65 or older])

### DISCUSSION FROM BILL MAUK:

**CURRENT ELIGIBILITY RULES & AWARDS:** For all sanctioned Masters regattas including the International Masters Championship, the skipper must be 55 years old or older, and crew plus skipper's ages must total at least 130 years.

For each Championship there is only one set of awards.

**PURPOSE OF RULES & AWARDS:** Having a Masters Regatta provides an opportunity for Drivers to continue to compete against their peers. The total age requirement encourages people of more or less the same vintage to compete and eliminates young people sailing in these regattas including in many cases sons and daughters of eligible competitors. While it is a worthy objective to have people of similar generations sailing, I believe it takes away more than it gives. Let's open up the Masters and have even more fun!

Of course, having one set of awards promotes the concept that there is only one winner. For a Masters regatta we are not just doing it to crown a champion.

**SOME ISSUES:** To me the most important objectives of Master Championships are having fun, encouraging people to continue to race Lightnings throughout their lives, reliving past rivalries, and promoting Lightnings as both a social and competitive racing class.

I believe that the current rules and set of awards should be modified to better meet the spirit of and promote the objectives of the Lightning Class.

**PROPOSED CHANGES:** I believe there should be only a Driver age requirement of 55 years or older and the awards set up as follows: Open Division 55 years or older  
Legends Division 65 or older (eligible for Open)

Family Division 55 years or older (eligible for Open and Legends [65 or older])  
For the Family Division you would need three family members by blood or as in-laws.

I believe these changes would increase interest and participation and create a lot of fun. One of the things I have regretted is not being able to sail with my kids in Master Championships. I also think it would be great to have teams composed of a very experienced Lightning sailor and young, just getting interested, sailors. Wouldn't it be great to see one of our legends teaching the next

## OFFICIAL NOTICES

### MEETINGS

The Governing Board Meeting at North Cape Yacht Club during the 2002 North American Championship will be a dinner meeting at the Dolce Vita Restaurant in Monroe MI on Monday August 12. The Annual General Meeting will be at North Cape Yacht Club on Tuesday, August 13, dependent on the weather.

Bill Mauk's Proposed Amendment to the Rules Governing, which will also be voted upon at the Governing Board Meeting at North Cape Yacht Club during the 2002 North American Championship, have been slightly altered and are printed in this issue.

### DUES RENEWALS - REMINDER

At the St. Petersburg general meeting it was passed that our dues should be paid on a calendar year; January to January. It was also passed that all new members joining on or after June 1 of any year, will have their first renewal due January of the second calendar year after joining. After consideration and discussion of how to phase this in and after posting the question in the President's column, we plan on phasing it in as follows:

All renewals paid before September 1, 2002 expire January 2003. Renewals coming due on or after September 1, 2002 expire January 2004. The rationale is that many of the few renewals coming up in the fall were probably recent new members and they should get the extra partial year. It is also felt that almost all of the big group of renewals in May and June and some at the NAs in August are members who were on the old January to January program, but let it slip, or they are skippers/crews who didn't join until they got to Districts or NAs.

generation? Also, wouldn't it be great to have mother or father contending for the Family Division trophy with their sons, daughters or in-laws? Let us bring back as much of the family Lightning tradition as possible.

One other small point I think need to be made. The Lightning Class is an international Class and we need to consider, particularly when running our World Championship, to take in the custom and approaches of more than North America. In general, Masters age limits around the world are lower than 55. I think it prudent that we give authority to the Executive Committee to change the age limit for the World Championship if they believe it to be in the best interests of the Class.

I hope you find these suggestions helpful.

Bill Mauk ●



## FROM THE NOMINATING COMMITTEE

In accordance with the ILCA Constitution, the Nominating Committee is proud to place the following Slate of candidates for ILCA Office for 2002-2003 in nomination. As is the tradition, Vice Presidents from outside the US are nominated by their home countries. Officer candidates from these countries will stand in nomination along with this slate of officers at the Annual General Meeting of the ILCA to be held at North Cape Yacht Club the evening of August 13th during the North American Championships.

**Background:** The ILCA Nominating Committee is comprised of the 3 most immediate Past Presidents of ILCA with the third most immediate serving as Chairman. In performing its function, the Nominating Committee reviews and contacts every current officer. We also make time at regattas and on the phone talking to others who suggest officer candidates. In fact we sometimes travel to regattas expressly to find new candidates. The nominating process of identifying, buttonholing and the occasional arm twisting takes approximately 3 months. This year President Park requested the committee submit the 2002-2003 Slate well in advance of the annual meeting to give members time to review the list and ask any questions of the committee they might have. Please feel free to make any comments or ask any questions either through the Class office or directly to this year's Nominating Committee Chairman at bfaude@aol.com.

**Slate Highlights:** For the first time in the history of the ILCA, a member living outside North America has been nominated for President. President Nominee Paco Sola is a Long time member, and current ILCA Secretary. Paco's outstanding record of service to the Class including leading the organizing committee for the 1999 World Championship makes him a fantastic candidate to lead our Class. His nomination is confirmation that the Lightning is truly an International Class and plans to continue to look for fleet/membership development outside North America.

Past President and long time ILCA Vice President Jim Carson has been nominated as Secretary. The Committee feels the experience he brings to this job will be invaluable to the fresh perspectives we hope

some of our new officer nominees will bring to the ILCA.

Dean Cady has been nominated VP/Racing Rules. Dean is a US Sailing Sr. Race Officer, Senior Judge and an ISAF International Judge. During the past several years, he has served on juries for several International and National regattas and championships, including several Lightning North American Championships, a Lightning World Championship and also served as chairman of the Jury for the 1998 Lightning Pam Am Trials. Mr. Cady is a member of the Jury for the 2002 Lightning Youth Worlds, and will be serving as chairman of the 2002 Lightning Pam Am Trials.

**Keep In Mind:** The ILCA members nominated have accepted responsibility to achieve the ILCA's objectives in their areas. This does not mean they are responsible for doing all the work. Our class works in committees. Please volunteer to help out.

Can we be clear about one more thing? The group of people working for the Class is NOT an exclusive club. It is an INCLUSIVE club. We're begging you, GET INCLUDED!!! If you're interested in helping out, call or email the class office or call or email the officer in the area of your interest.

The Nominating Committee would particularly like to thank President Park and Past President/Treasurer Harkrider on their many years of distinguished service to the ILCA and

## From the Historian

Mary Huntsman



Again thank you to all the contributors for all the things I have received - even some WRONG answers to the Trivia. As I can, I will get back to those who have sent information. I really cannot thank you enough!

What I would like is that anyone coming to the Masters or North Americans that has materials that we can use - old *Flashes*, old Yearbooks, old photos (names, dates, places, please!), please bring them and Sandy can bring them back to me. We are still missing a 1941 yearbook.

Thanks!

Mary [historian@lightningclass.org](mailto:historian@lightningclass.org) ●

welcome Dr. Park to the Committee for next year.

Respectfully Submitted:  
Bill Faude, Cal Schmiede &  
Mary Huntsman ●

### Proposed Slate of Officers for 2002-2003

President  
Secretary  
Treasurer  
Chief Measurer  
Assistant Measurers

Paco Solá  
Jim Carson  
Steve Davis  
Carter Utzig  
Joe Buczkowski  
Terry Burke  
Bill Clausen  
Jamie Calderone  
Jack Huntsman

Vice Presidents/North America  
Internet  
Marketing  
Education  
Youth World Championship  
West Coast  
Midwinter Regatta  
Southern Circuit  
NA Liaison  
Historian  
California Circuit  
World Championship Liaison  
Yearbook Editor  
ISAF/Pan Am Games  
Rules and Regulations

Jim Allen  
Rick Bernstein/Bill Faude  
Jamie Brickell  
John Atkins  
John DeBenedetti  
Carol Ewing  
Fisk Hayden  
Brian Hayes  
Mary Huntsman  
Edna Johnson  
Bill Mauk  
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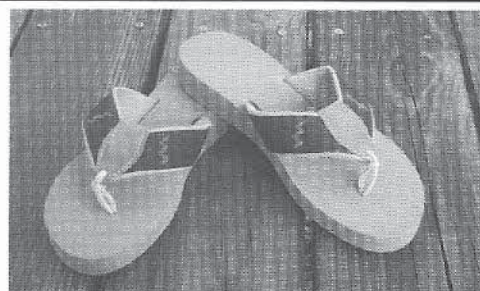
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## FLEET DUES PAID

It's getting better! Just about 3/4 of our "active" fleets have paid Fleet Dues for 2002. We WILL be checking your fleet's status at the North American Championship, so follow-up with your Fleet Officers if your Fleet isn't on this list. The following fleets have paid Fleet Dues for 2002. If your fleet is **NOT** on this list, please remind your Fleet Secretary/Treasurer to pay NOW! Fleet Dues are payable in January and are \$25 (USD) per year. Delinquent Fleets face deactivation.

1 Skaneateles Country Club; 5 Chicago Corinthian Yacht Club; 6 Housatonic Boat Club; 11 North Shrewsbury River; 12 Buffalo Canoe Club; 16 Paupack; 19 Chautauqua Lake Yacht Club; 23 Indian Lake Yacht Club; 25 Lake Mohawk Yacht Club; 26 Little Egg Harbor; 27 Leatherlips Yacht Club; 31 Devils Lake Yacht Club; 33 Turkeyfoot Lake; 34 Metedeconk River; 35 Dallas Corinthian Yacht Club; 36 Pymatuning Yacht Club; 42 Western Lake Erie; 43 Buckeye Lake Yacht Club; 47 Silver Lake Yacht Club; 50 Washington DC; 51 Crescent Sail Yacht Club; 53 Lake Fenton Sailing Club; 54 Pontiac Yacht Club; 62 Southern Yacht Club; 64 Maple Bay; 69 Milwaukee Yacht Club; 70 Red Bank of the Shrewsbury; 73 Club Nautico Del Muna; 74 Decatur; 75 Nyack; 77 Newport Yacht Club; 85 Niantic Bay Yacht Club; 90 Kitsilano Yacht Club; 104 Lavallette Yacht Club; 108 Great Sodus Bay; 110 Higgins Lake; 112 Green Bay Sailing Club; 115 Cuba Lake Yacht Club; 118 Flying Beaver; 126 Cedar Point Yacht Club; 127 Savannah; 129 Madison Beach Club; 135 Mobile Bay; 137 Gull Lake Yacht Club; 145 Spofford Lake; 146 Toronto Bay; 147 Sao Paulo; 150 Mansfield Sailing Club; 151 Annisquam

Yacht Club; 154 Wawasee Yacht Club; 164 Willow Bank Yacht Club; 166 Helsinki; 167 Lake Davenport; 173 Brant Beach Yacht Club; 178 Great South Bay; 180 Conneaut Lake Yacht Club; 187 Sheboygan; 189 Marblehead; 192 Lower Susquehanna (nee North East River); 194 Mission Bay; 196 Surf City; 215 Royal St. Lawrence Yacht Club; 216 Saginaw Bay; 225 Henderson Harbor Yacht Club; 226 Biscayne Bay; 227 Bomoseen Yacht Club; 228 Riverton; 229 Chinook; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 252 Keuka Lake; 253 Susquehanna Yacht Club; 254 Burt Lake; 257 Clark's Hill; 262 Harbor Island Yacht Club; 266 Carlyle Sailing Association; 270 Silver Fox Squadron/Indianapolis Sailing Club; 274 Delta Sailing Association; 277 Clearwater Bay; 279 Temple Reef Sailing Club; 283 Columbia; 301 Champlain; 303 Cowan Lake Sailing Association; 314 Sassafras River; 325 Rehoboth Bay Sailing Association; 326 Grand Traverse Yacht Club; 328 Jyvaskyla; 329 Severn River; 332 Squam Lake; 335 Barnegat Light Yacht Club; 338 Galway Lake; 348 Lake Lanier; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 365 Catawba Yacht Club; 368 Okanagan; 372 San Francisco Bay Area; 374 Douglas Lake; 387 Lansing Sailing Club; 405 Salinas Yacht Club; 415 Lake Norman; 429 Greater Charleston; 430 Ocean City Yacht Club; 442 Fond du Lac/Winnebago; 447 San Pablo; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 463 Lake Waccamaw; 481 Wake; 484 Ithaca; 486 Valley Sailing; 488 Rocky Mountain; 491 Lake Nockamixon; 493 Bow Lake; 496 Swift Creek; 498 Selkirk; 499 Pointe Claire Yacht Club; 501 Club Nautico el Portillo; 502 Suncoast; 506 Orient Yacht Club; 507 The Prairie; 508 Solomons; 509 Fishing Bay; 510 Lagos Yacht Club; 511 Cape Fear ●

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## BASIC STARTING RULE OF THUMB

Mark Bryant

All too often you think you're set up for a good start and wham, you're shot out the back door. Here are some procedures that may help.

The real objective of the start is to have the ability to go where you want, when you need to. I set a location on the weather leg about a quarter up the beat, which is desirable. This location is center, left or right of rhumbline (this would be a game plan). At the start three things are needed: clear air, room to leeward, and SPEED. Speed will often correct previous errors and allow for fleet separation. Clear air allows you to develop fleet position. Room to leeward allow for a continuation on the starting tack even with a header. Continuation (not being forced to tack), fleet position, and speed allow you to control where you want to go.

So far you have the desired result of a start. Now let's back up to when you leave the dock. On our way to the starting area we are constantly checking the following conditions: wind direction, pressure and direction of new pressure - if new pressure is always a lift consider that for direction change; wave action, this is fast tack vs. slow tack - often you will find that one tack is faster or easier to steer. This is your fast tack and desired tack to be on quickly at or soon after the start (allow for separation). Wind direction and pressure indicate what side of the course we



want and our desired location. Water flow can be very important also: if the tide is in or out, direction of current on a river. I use the visual approach, watching the flags vs. the hull of the RC. The option of dropping an object in the water results too much with wind influence or surface direction. You want the true water flow direction, which happens about a foot below the surface.

The last ingredient of our game plan is which end of the line is favored and did the RC walk the course. I usually check the line at one end by going head to wind and sighting down the line. Then going to the center of the line and sighting both directions. Both times checking the compass for a head to wind reading. We will check the RC compass c

course. If the RC's course is, say, 10 degrees different from yours, the RC may have walked the course.

Walking the course is when a correction is made to achieve near equal tack or course side time. This is done with adverse water flow direction. The sailing instructions will indicate this also by saying compass course to weather mark or head to wind. If the SI's say head to wind, the RC should not walk the course.

Secondarily, this may help to decide whether to jibe set or bare away for DDW (different article).

There is a lot to starting before you start - here are briefs on techniques.

The DIP: Only available when there isn't the one minute rule in effect.

The Dip can be used in extremely light or heavy air and when an adverse water flow is present.

Dipping is beginning your starting sequence above the line and timing your boat to the proper side or leeward of the line just prior to the start. The disadvantage is that you advertise to the fleet your intention.

The Port tack approach. PTA is generally used by approaching the fleet from the leeward end and tacking to starboard under or in front of a group. This approach can be used late at the weather end, however, it's a little risky. It is a very common approach when the leeward end is favored. Observing trailing boats on port is a key as is picking the proper hole to attack. A trailing boat can stuff you and steal your opportunity, picking the wrong opportunity and you get rolled.

The DRAG. This start can be used anywhere, usually at the weather end. Your speed differences are greatly exaggerated: going very, very slow or as fast as possible. There are many different names - stop and go, timed, weather approach and position. The names are too long. Best used when the weather end favored and the fleet is early or has thinned out.

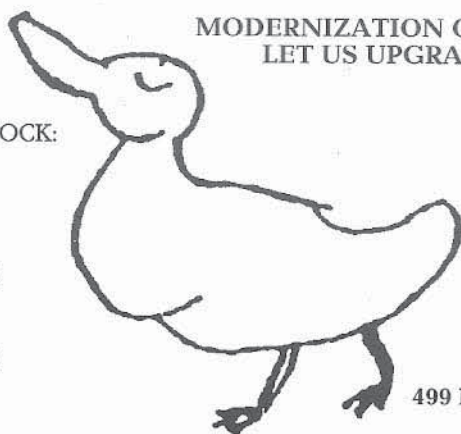
Create and Defend. Regardless of your approach you've created a position on the line that is desired. Now you need to defend that position. BOATHANDLING is absolutely key here - without it an experienced sailor will attack and steal. If attacked from leeward, spin and point directly at your attacker. Noise and volume

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*continued on next page*



Starting 101 continued from previous page

will help. If attacked from weather, slow down and let them pass. When possible during an allowed pass, work the boat to weather. This will create room to leeward to accelerate.

You are now within 5 minutes of the start. Begin your OBSERVATION stage. Observe the frequency that the fleet passes through your ideal area. Continue to observe the head to wind direction during each tack you make. Observe the FORMATION tendencies. Is the fleet setting above, below your area??? Is the fleet stacking or thinning, with your area always in mind. Notice the word area vs. spot - an area is a whole lot more general than a specific spot. A specific spot is way too difficult to defend; examples are obviously the pin or boat at a start. As the formation becomes apparent, your decision is also apparent. Your decision should be to CREATE or SEPARATE from the fleet. Creating a start always entails very good boat handling and is an aggressive move. If you attempt to create a specific area do it next to a good sailor. A good sailor is less likely to be involved with fouling or attempting to ruin some else's start. A limited ability sailor will more than likely react without confidence, which is not a good situation. Separation from a group of boats is a real good thing and needs an incredible amount of patience. Your final result (remember up the weather leg) will usually be better than a bad start. Having the ability to go

where you want is the most important. Separation allows you to sail where, why and when you want to.

What are your two planned escape routes? Escape is the key to a great starter. Recognizing you're in trouble is also. Knowing or having a plan to escape is the other. Recognizing that you're early or too close to the leeward boat is an indication you need to move on. If you're too close and early, back out, develop speed and look for an opportunity to steal. If you're high on the line and early, power over the lee boats and find a spot. The other alternative is to tack and dive through the fleet and reposition by separation. Always, have more than one plan to a start.

The largest ingredient for a successful start is being faster or slower than the boats around you. Faster makes all attempts to attack or block difficult, because the opponent must quickly increase their speed to attack or take from you. Usually by the time they recognize your speed, they respond too late. Speed is a very viable attack method. Slower can be as good as speed. The recognition that a boat is so slow, will alter a natural starting procedure. The norm is to just pass without incident. It does absolutely no good to talk to a slow boat, their time in acceleration will cause more difficulty than success.

In summary, have a game plan. stick to it, and position with a good forecast will result with you starting right next to me. ●

## COMPASS 101

Mark Bryant

During the learning curve of a new or young sailors there is generally no need for a compass. Raw boathandling skills need to be developed first. As the sailing or racing skills develop so does the need for information. That's were the compass arrives, along with a pocket load of grease pencils. Using a compass is a mathematical effort.

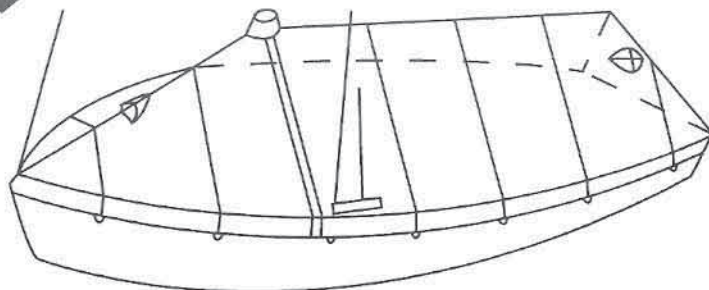
The compass has a rose or dial that consist of 360° degrees. The card usually has twelve increments of 30° degrees. Within these are two 10° degree markings and three shorter markings of 5° degrees. In addition there are stationary lines called lubber lines. The center lubber is placed to the centerline of the boat. This lubber is flanked by a 45° and 90° lubber on each side. These side lubbers are used to read the compass from different position, since you can't always read to the center. For example, if your head to wind on the center lubber is North or 0° degrees, you would read 315° degrees on the first port lubber and 270° degrees on the second port lubber. With these numbers in mind your starboard tack compass course would be 270° degrees on the first leeward lubber line. You got there by sailing 45° degrees off the head to wind and using a 45° degree lubber line, a total of 90° subtracted from 360° equals 270°. SECOND EXAMPLE PORT TACK: head to wind 0°. Starboard side lubbers read 45° and 90° respectively. Your port tack reading would be 90° degrees.

continued on next page

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Compass 101 continued from previous page

You again attained this by sailing 45° off head to wind and adding 45° for the first lubber line, your first leeward lubber reads 90°. Dead down wind is 180° degrees different than your head to wind. With 0° or 360°, you would subtract 180° which means you DDW course would be 180°.

Basic rules to remember sailing upwind. On STARboard tack HIGHER numbers are a lift. STAR is HIGH, a good key phrase. On PORT tack LOWER numbers are a lift. Key phrase is PORT IS LESS. Sailing dead down wind you want to sail on the headed gybe.

PRERACE INFORMATION: On your sail to the starting area continually check your head to wind. If I sail a mile, the head to wind will be checked roughly five time. This information will begin to indicate a shore line effect, or a persistent shift one way or the other. You may be able to detect a change in direction with pressure. In addition you may be able to begin to attain your port and starboard tack preliminary numbers.

USES AT START: The starting line is to be set 90° to head to wind. During your prestart maneuvering continually check head to wind during each tack. This will give you a mean head to wind with confidence. EXAMPLE, your confident head to wind is 290°. Remembering the line is 90° to this number, run the line. On starboard tack your number to the pin end is 200°. Being on the line and sailing 200° the pin should be on your bow. Above your bow the pin is favored. Below your bow the boat end is favored. Start at the end above your bow when sighting on the line.

TACTICAL UPWIND HTW is 290°. Ideally we attempt to sail the center of the course on the lifted tack. This is your shortest distance to the weather mark. However, the breeze rarely comes from the same direction. Considering this you end up sailing a course parallel to center one side or the other. EXAMPLE, on starboard tack our course is 245° on the leeward lubber. This is our average or mean. Depending on pressure we may select a headed number of 240° to tack on. In very light air we may go to 235° to reduce tacking. EXAMPLE PORT TACK. Our first leeward lubber reads 380°. OOPS, I mean 20° (380° minus 360° equals 20°). Our header to tack may be 25° or larger for very light air. BASIC RULES: sail towards the center of the course on a lifted tack; Bow out in front of weather boats and headed, tack and cross; Don't sail to a corner on a header.

TACTICAL DOWNWIND HTW is 290°. Our DDW is 110°. DDW you gybe on the lifts. You want to sail the headed gybes toward center. This will result in sailing the shortest distance. Readings DDW are taken from the center lubber line. Sailing at 130° on starboard your lifted gybe away is approximately around 140°. This again will depend on amount of pressure present. On port gybe your center line is 90°. Your port gybe away is approximately 80°. Remember your gybe away is a lift DDW.

In summary, sharpen up on your math. Always have a grease pencil and write down the numbers for HTW, DDW, port, starboard, tacks and gybes. See you on race day.

Mark Bryant's Lightning résumé is extensive: 73 crew Southern Circuit Champ; 74 crew Southern Circuit Champ; 75 and 79 World Champ crew runner up; 75 NAs crew runner up; 76 JR. NAs champ; 78 NAs crew Champion; 80 Miami southern circuit; 80 North American champ; 81 mid winter and Southern Circuit Champ; 81 NAs 3rd; 82 South American Champ; 82 NAs 3rd; 83 NAs 6th; 84 North American champ; 85 2nd Southern Circuit; 85 NAs 9th; 86 2nd Southern Circuit; 86 NAs 4th; 87 NAs 7th; 88 NAs 5th; 89 NAs 7th; 90 NAs 9th. Mark points out, "There are two things that stick out: I did pay my dues crewing and won many events. I am also the only skipper to place in the top 9 for 11 years at the NAs. I know the history and that's a fact, jack!" ●

## JUNE LIGHTNING LAB AT FLEET 253

### June 1-2, Susquehanna Fleet 253

Friday afternoon, Brian Hayes arrived on the beautiful banks of the Susquehanna River, just South of where the bridge was burnt down to prevent the Rebels marching on Philadelphia had they won at Gettysburg.

He was welcomed and introduced to some club folklore: Why, for instance, the travelling team had recently changed name from the "Amish Avengers" to the "Susquehanna Swimmers." He was then set to work examining some of our "prides and joys," he was stunned into speechlessness by some traveler arrangements clearly designed by Rube's manic brother. Brian Hayes speechless is a rare sight indeed.

Beer and Pizza appeared and Brian, with his trusty North Sails CDs launched into almost 4 hours of the most interesting and inspiring discussion I think anyone in the room has ever witnessed, at least on sailing.

Saturday started on land with wide ranging discussions focussed primarily on objectives of tuning and trimming, but including just about every aspect of racing a Lightning. On the water we had many practice starts and then several races with Brian (the Voice of Doom) coaching from behind. The weather was perfect, 10 - 15 with relatively slow directional oscillations. That evening Brian deserved some time off, so after the steak roast we had him partake of some of Pennsylvania's finest - which is very fine indeed.

Sunday morning caused some to reconsider the excesses of Saturday night: 25+ with wicked 50 degree shifts. We couldn't get the marks to stay in place so play was abandoned for the day. The extra dry land time was spent on spinnaker work, viewing photographs of the prior day's sailing, and individual boat tuning. We thank Garrett Pensell of the Havre de Grace fleet for those.

Even those amongst us who are experienced had many points clarified and were reminded of some of the "Truths of Sailing," for us novices it was a cornucopia of knowledge. We don't believe that anyone's brain actually exploded, however steam was seen on occasion.

I am not sure if Brian has a gift for teaching or it is just his enthusiasm and sense of humor showing through, but his effectiveness in both imparting knowledge and engendering enthusiasm is unmistakable. Thank you Brian.

John Bates/First Sea Lord

*If your Fleet or District would like to arrange a Lightning Lab, please contact  
Jamie Brickell, VP/Education  
at [jbrickell@therousecompany.com](mailto:jbrickell@therousecompany.com) or  
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# NORTH SAILS



## FOAMING AT THE MAST *Adventures in Wooden Boating*

Joel Thurtell

Do you subscribe to the Lightning internet reflector?

If so, you may be like me -- tired of all the prattle about why or why not to put foam in masts.

So far, nobody has backtracked through history to discover the solution to this problem, which is really quite simple.

Wooden boats.

But wait -- first, what is the problem?

The problem is one of buoyancy and lack of it.

For what they consider practical reasons, most modern Lightning sailors have outfitted themselves with boats that have fiberglass hulls and aluminum spars. But left to their own devices, both materials sink in water. True, a hull when properly shaped, will displace water. But let it fill with water, as happens with a serious leak or a capsize, and, well, it's that old sinking feeling.

So makers of glass boats have designed hulls that sandwich foam between inner and outer layers of glass. In case of a capsize, foam as well as hollow tanks of air can lead to glass boats floating better, that is, higher in the water, than their predecessor wooden hulls.

Wow! It would seem that technology has really done the old wooden boatbuilders one better. I've seen a capsized glass Lightning float with more than half its hull out of the water.

How can that be a problem?

Just wait. Let's consider the oval aluminum mast. A sinker if there ever was one. Unlike its predecessor wooden mast, or even the old rectangular metal masts, the oval spar would like nothing better than to scrape the bottom of the lake.

The old rectangular masts had lots of foam crammed between their four walls. That's because the halyards ran outside, just like the old wooden masts. Nowadays, though, we like to run all sorts of ropes through that hollow metal spar, and the ropes don't leave much space for a stationary slab of foam. The foam also makes it hard to replace halyards. While the modern oval mast contains foam, it's not enough to keep the spar afloat in a capsize.

I have lived through two Lightning capsizes. The first was in my first Lightning woodie, #5885, and the

second was in a fairly new glass boat.

When that glass boat went over, we had the spinnaker out and were rounding a mark. The mast hit the water and kept on going. The hull sat very high and seemed to be forcing the mast under. It didn't help that the spinnaker was wrapped around the mast. Anyway, that boat turtled quickly and spoiled the rest of the day very nicely.

It seemed to me that the superb buoyancy of the hull forced the masthead downward. And the mast, being made of metal, was willing to go under.

The natural position of that boat, once it tipped over, was upside-down.

The capsizes of 5885 was very different. This one happened on Douglas Lake in northern Michigan. It came about through a combination of stubbornness and ineptness. And very high winds.

We were visiting our friends and Lightning sailors, John and Anna Young. John's parents own a place on the east side of Douglas Lake, which is a big lake not far from Mackinaw City and subject to great winds coming from Lake Michigan. I had trailed 5885 north and was anxious to show off my woodie. But day after day, the winds blew 30 mph or more. It was great for wind surfing, and John's dad, Jack Young, was often out in his wetsuit sailing with his sons. Jack was then in his late 70s. But there was no Lightning action. Too much wind.

Finally, one day the wind slacked off. There is no public access on Douglas Lake, so we eagerly took 5885 to the west side of the lake and launched it from a ramp beside a bar. Jack, a longtime Lightning sailor, offered to come along and I was glad to have him. By the time we had the mast up and rigged, the wind had picked up again. I considered leaving the boat until the wind went down, but decided that I wanted to show the boat off and now was the time.

That's what I mean by stubbornness.

Jack took the tiller, I sat in the middle and Adam, my oldest son, then about 14, handled the jibsheets.

Once we cleared the lee of the tree-line, we had a powerful wind pushing us straight towards the eastern shore. We were really racing along. The Youngs have permanent anchors for their boats, and the nor-

mal approach is to jibe your vessel into the wind so that it coasts to the buoy. The crew lies on the deck, reaches down and grabs the buoy, clamping the anchor shackle onto the bow eye. We jibed once and headed up to the buoy. Adam was on the deck reaching for it, but the boat lost speed, stood still and began to drift backward.

Quickly, Adam was on his feet prepared to leap into the waist-high water and snag the buoy.

"Stay in the boat!" yelled Jack. "We'll go around and jibe again. Let's do it right!"

That's what I mean by stubbornness.

So we sailed away from land, came about and got ready for another jibe. When Jack yelled "jibe ho!" I let go of the main sheet, so I thought, but I was still hanging on when the boom swooped around.

That's what I mean by ineptness.

Jack's wife, Betty, was watching from shore.

"You looked like three grapes popping off one at a time," Betty told us later.

The boat lay on its side, hull precisely halfway out of the water, no more.

The mast was a rectangular aluminum spar made in the early days of metal masts and it was intended to resemble, in shape at least, a wooden mast. Since all the halyards ran outside, this mast was full of foam.

And there on Douglas Lake, despite that 30 mph wind, the boat lay flat, the mast floating.

Once we undid the main and jib halyards and brought the sails down, I stood on the centerboard and righted the boat. Straight downwind was a sandy, uninhabited beach, perfect for a half-sunk boat to land.

I have never capsized in a wooden boat with a wooden mast, but I suspect that it would behave the same. That is, a wooden mast would float, and if the hull were lying half-submerged, there would be minimal pressure forcing the masthead underwater.

Moral of the story?

If you don't want to turtle, sail a woodie.

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at [finder@radiofinder.com](mailto:finder@radiofinder.com) ●



## UPCOMING REGATTA CALENDAR

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

### 2002 CHAMPIONSHIP REGATTAS

July 6-11	2002 World Youth Championship	Newport Yacht Club, Rochester NY USA
July 23-27	2002 European Championship	Kemi, Finland
August 6-9	2002 Women's, Juniors' & Masters' North American Championships	North Cape Yacht Club, LaSalle MI
August 10-16	2002 North American Championship	North Cape Yacht Club, LaSalle MI

July 6-7	Independence Day, Pymatuning	July 20-21	CONNECTICUT/RHODE ISLAND DISTRICT CHAMPIONSHIP, Cedar Point Yacht Club Bob Martin rhm@ntplx.net <a href="http://www.cedarpointyachtclub.org/lightning.htm">http://www.cedarpointyachtclub.org/lightning.htm</a>
July 6-7	Kitsilano Regatta, Vancouver BC	July 20-21	This One's for Fun, Bay City Yacht Club, Bay City MI
July 13	LONG ISLAND DISTRICT CHAMPIONSHIP, Orient Yacht Club, Long Island, NY John Holzapfel jholzapfel@juno.com	July 23-27	EM & SM 2002, Kemi, KPS/KTPS Finland
July 13-14	Centrals, Sodus (CNY)	July 27-28	Regata de la Armada, Bogota
July 13-14	Ranking 3/6, Espoo, ESF Finland	July 27-28	ATLANTIC COAST CHAMPIONSHIP Rehoboth Bay Sailing Association Rehoboth Beach DE Dave Racine lightsailor@juno.com
July 13-14	Cornball, Chautauqua Lake NY	July 27-28	Brotz Regatta, Sheboygan Yacht Club, Sheboygan WI Hans Graf hgraf@excel.net
July 13-14	Evans Regatta, Green Bay Lightning Fleet 112, Green Bay WI <a href="http://www.lightningfleet112.com">http://www.lightningfleet112.com</a>	July 27-28	Carolina Yacht Club (SC) (open), Charleston
July 13-14	NEW ENGLAND DISTRICT CHAMPIONSHIP, Malletts Bay Boat Club, Burlington VT	July 27-28	GYA Regatta, Pass Christian Yacht Club LA
July 13-14	Oriental Sailing Social (open), Oriental	August 1-2	Lake Erie Junior Districts, BCC
July 19-21	Päijänne Purjehdus XXX (klikkaa lisäinfoa) Finland	August 3-4	The Gorges Regatta, Ithaca NY
July 20	CNY Women's, Juniors', Masters'/Open Henderson Harbor		

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## Bay City Regatta

## 2002



- August 3-4 Sweetcorn, Susquehanna (DIXIE)  
Peter Pundt ppundt@pheaa.org
- August 3-4 Higgins Lake Invitational,  
Higgins Lake Sail Club, MI
- August 10-11 Downbay Regatta, Little Egg Harbor YC
- August 10-11 Wellfleet Regatta, Chequessett YC,  
Wellfleet, MA
- August 10-11 Al Morris Regatta, Yale Lake WA
- August 17-18 Bowen Memorial, Mission Bay,  
San Diego CA
- August 17-18 Ranking 5/6, Jyväskylä, JVS Finland
- August 17-18 Squam Lake Regatta, Squam Lake,  
Holderness, NH
- August 24 1 day (Sat.), Onondaga (CNY)
- August 24-25 Northern Chesapeake Fleet 192 Regatta,  
Havre de Grace MD  
fleet192@comcast.net
- August 24-25 Lohja Open Finland
- August 24-25 Harvest Regatta, Silver Lake
- August 24-25 Brian Hughes Regatta, American YC,  
Newburyport, MA
- August 24-25 Wilmington Regatta, Wrightsville Beach
- August 31-September 1 Copa Automovil Club de  
Colombia 2002, Bogota Fleet 73
- September 6-7 Harvest Moon, Atwood
- September 7-8 Surf City Yacht Club Annual Regatta  
(multiclass), Surf City Fleet 196 (CAD)
- September 7-8 Whitecap, Pontiac Yacht Club, MI
- September 7-8 Massabesic Fall Regatta, Massabesic YC,  
Manchester, NH
- September 7-8 Harvest Regatta, Eugene OR
- September 8 Fleet #1 - 1 day (Sun.), Skaneateles (CNY)
- September 14-15 BCC Fall Regatta, BCC
- September 14-15 PA Governor's Cup, Lake Wallenpaupack
- September 14-15 This One's for FUN! Devils Lake YC MI
- September 14-15 PACIFIC COAST CHAMPIONSHIP,  
Eugene OR
- September 14-15 Augusta, Strom Thurmond Lake, GA
- September 21 Canon Business Solutions Manahawkin  
Bay Championship for Frank Temme,  
Sr. Trophy, Surf City Yacht Club (CAD)
- September 21 Caz 1 day (Sat.), Cazenovia
- September 21 Bow Lake Regatta, Bow Lake, NH
- September 21-22 SMSA Fall Invitational, Solomons MD  
Fleet 508 (DIXIE)
- September 21-22 Ranking 6/6, Tuusulanjärvi Finland
- September 21-22 Red Flannels Regatta, Chicago Corinthian  
Yacht Club (MW)
- September 21-22 Bare Bones, Mansfield OH
- September 27-29 Copa Salinas - Tomine, Club Nautico  
Portillo
- September 28-29 Fall Classic, Cedar Point YC
- September 28-29 Hoosier, Lake Wawasee, IN
- September 28-29 Waccamaw, Lake Waccamaw SC
- October 5 Riverton Fall Regatta, Riverton YC (CAD)

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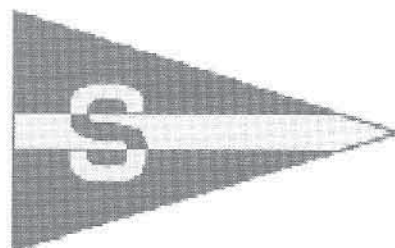
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- October 5-6 Ice Breaker, Crescent Sail Yacht Club MI
- October 5-6 Snowball, Buckeye Lake YC, OH
- October 5-6 Atlanta Cup, Lake Lanier, GA
- October 12 Last Blast, Nyack Boat Club NY
- October 12 Fall Blowout, North Cape Yacht Club MI
- October 12-14 CAMPEONATO NACIONAL 2002,  
Club Nautico Muña, Colombia
- October 12-14 Fall One-Design, Perry Yacht Club,  
Meridian KS
- October 12-13 Leaf Peeper Regatta, Malletts Bay BC,  
Burlington, VT
- October 12-13 Seattle Regatta, Seattle WA
- October 13 Frostbite (Sun.), Ithaca NY
- October 19-20 Frigid Digit Fall Championship,  
Seyvern Sailing Association (DIXIE)
- October 19-20 Chris Young Memorial Regatta,  
Coconut Grove Sailing Center,  
Miami FL
- October 19-20 Fall In, Cowan Lake Sailing Assn OH
- October 26 Pumpkin Bowl, Barnegat Light YC (CAD)
- October 26-27 Borderline Regatta, Kerr Lake NC
- October 27 PNW District Team Races, VLSC,  
Vancouver WA
- November 2-3 Bluenose, Harbor Island Yacht Club,  
Nashville TN
- November 16-17 Turkey Regatta, Mission Bay, San Diego
- November 23-24 Copa Livesa 2002, Club Nautico Muña
- November 30-December 1 Thanksgiving Regatta,  
Davis Island Yacht Club, Tampa FL
- December 7-8 Regata Obregon, Bogota Fleet 73
- December 26-29 Orange Bowl Regatta, Coconut Grove  
Sailing Center, Miami FL

## 44<sup>th</sup> Annual White Cap Regatta Pontiac Yacht Club Keego Harbor, MI

**September 7th & 8th**

Come join the  
World's largest  
Lightning fleet

Great competition

Famous steak  
dinner

FUN!!

**Schedule - Saturday, Sept. 7**  
Registration: 8:30AM-11:30AM  
Cont. Breakfast: 8:30AM-10:30AM  
Lunch: 11:00AM  
Skipper's Meeting: 11:30AM  
Harbor Gun: Noon  
Races 1-3: 1:00PM  
After Race Refreshments: ~5:30PM  
Dinner/Door Prizes: ~8:30PM

**Schedule - Sunday, Sept. 8**  
Harbor Gun: 9:00AM  
Races 4-5: 10:00AM  
Lunch/Awards: Immediately after  
the final race

No race will be started after 1PM

\$35 (\$5 discount U.S. Sailing members) - includes 1 regatta t-shirt  
\$5 pp - Lunches (Sloppy Joe's on Sunday)  
\$10 pp - Steak Dinner

Trophies for Top 10 skippers/crew & award for boat  
that travels the farthest!

Contact Eric Heller, eheller@ford.com;  
(h) (734) 844-0347; (w) (313) 594-0154 for more  
information, including housing and babysitting, or  
see our web site [www.pyc54.org](http://www.pyc54.org) which also has  
directions to the club



Follow the Youth World Championship on the web!  
[www.ilcayouthworlds.com](http://www.ilcayouthworlds.com)



"Youth World Championship Trophy  
(donated by Peru)...who will win it this time?"



**North Cape Yacht Club, Fleet 42, Michigan District, USA**

**August 7-9 (Women/Junior/Master NFAs)**

**August 10-16, 2002 (NFAs)**

# 2002 Lightning North American Championships

Visit the web site. You'll find all the details of the event, facility, housing and social schedule. Still have questions, e-mail one of us below.

John Heagy - [john@heagy.net](mailto:john@heagy.net)

Jeff Hagman - [jeffh@foxberry.net](mailto:jeffh@foxberry.net)

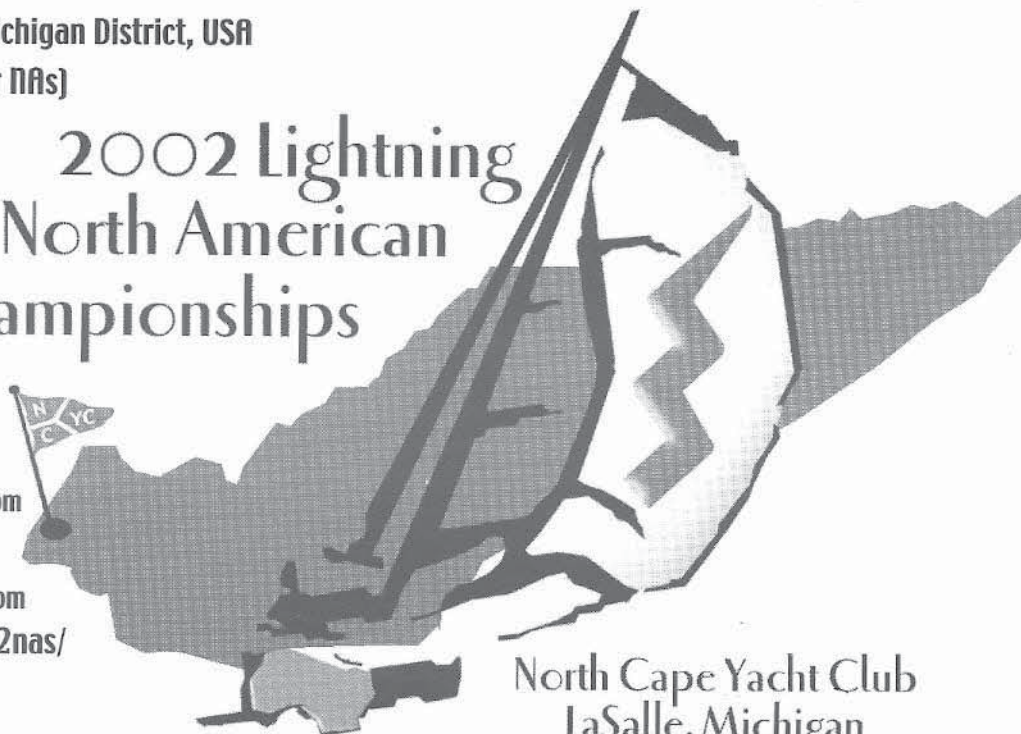
Jim Davis - [jadavis@buckeye-express.com](mailto:jadavis@buckeye-express.com)

George Sipel - [gsipel@aol.com](mailto:gsipel@aol.com)

Skip Dieball - [skip@od.northsails.com](mailto:skip@od.northsails.com)

Ernie Dieball - [ernied@sales.northsails.com](mailto:ernied@sales.northsails.com)

<http://www.lightningclass.org/2002nas/>



**North Cape Yacht Club  
LaSalle, Michigan**

\*\*\*\*\*

**Directions to North Cape:** North Cape Yacht Club is located at Exit 9 off Interstate 75, in LaSalle Michigan.

**From Detroit Michigan, (North):** Follow Interstate 75 south past Monroe Michigan to exit 9, South Otter Creek Road. Turn right on South Otter Creek Road (East) about 1/4 mile. Turn Right on the first road after the interstate and follow the signs.

**From Toledo, Ohio (South):** Follow Interstate 75 north past Luna Pier to exit 9, South Otter Creek Road. Turn right on South Otter Creek Road (East) about 1/4 mile. Turn Right on the first road and follow the signs.

\*\*\*\*\*

**Hotel Information: Special Deals and Ones We Like**

Exit 6 off of I-75 (about 5 min. South of NCYC)

**Super 8 Motel** Rate: \$59.00 per night\*

We have a block of 20 rooms reserved.

4163 Super 8 Drive, Luna Pier, MI 48157

Phone: 734-848-8880

\* Let them know you are sailing in the Lightning North Americans to get the \$59.00 group rate.

Exit 11 off of I-75 (about 5 min. North of NCYC)

**Comfort Inn** Rate: \$65.00 per night\*

We have a block of 15 rooms reserved.

6500 East Albain Road Monroe, MI 48161

Phone: 734-384-1500 [www.comfortinn.com](http://www.comfortinn.com)

\* Let them know you are with group #10347 to get the \$65.00 group rate.

**AmeriHost Inn & Suites** Rates \$45.00-70.00 per night\*

We have a block of 20 rooms reserved.

14774 Laplance Rd. Monroe, MI 48161

Phone: 734-384-1600 [www.amerihostinn.com](http://www.amerihostinn.com)

\* Let them know you are sailing in the Lightning North Americans to get the \$45.00 to 70.00 group rates.

Exit 15 off of I-75 (about 10 min. North of NCYC)

**Holiday Inn Express** Rate \$68.00\*

We have a block of 20 rooms reserved.

1225 N. Dixie Hwy. Monroe, MI 48162

Phone 734-242-6000 [www.hiexpress.com/monroemi](http://www.hiexpress.com/monroemi)

\* Let them know you are sailing in the Lightning North Americans to get the \$68.00 group rate.

**Camping Information**

There will be no camping on NCYC or Toledo Beach Marina grounds.

Campground - Located at exit 11 off of I-75 (about 5 min. from NCYC)

Harbortown RV/Camp Resort

14999 La Plaisance Road Monroe, MI 48161 Phone: 734-384-4700

**Other Places to Stay**

(The following Hotels are between 10-25 min. away from NCYC and rates vary from \$40-\$85 per night.)

**Hampton Inn** (Exit 15 off of I-75 about 10 min. from NCYC)

1565 N. Dixie Hwy. Monroe, MI 48162 Phone: 734-289-5700

**Cross Country Inn** (Exit 15 off of I-75 about 10 min. from NCYC)

1900 Welcome Way Monroe, MI 48162 Phone: 734-289-2330

**Hampton Inn** (Just off of I-75 at Alexis Rd. - 15 Min. from NCYC)

5865 Hagman Rd. Toledo, OH Phone: 419-727-8725

**Radisson Hotel** (Downtown Toledo - 20 Min. from NCYC)

101 N. Summit Street Toledo, OH Phone: 419-241-3000

**Ramada Inn** (Downtown Toledo - 20 Min. from NCYC)

141 N Summit St. Toledo, OH Phone: 419-242-8885

**Wyndham Hotel** (Downtown Toledo - 20 Min. from NCYC)

2 Seagate Toledo, OH Phone: 419-241-1411

**Comfort Inn** (West Toledo - 25 Min from NCYC)

3560 Secor Rd. Toledo, OH Phone: 419-531-2666

**Clarion Hotel** (West Toledo - 25 Min from NCYC)

3560 Secor Rd. Toledo, OH Phone: 419-535-7070



**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!

<b>CANADA</b>	14017	Ross Wheatley, 38 Falcon Avenue Stratford, Prince Edward Island C1B-1L4	U
<b>CONNECTICUT/RHODE ISLAND</b>	8540	Hubert Bush, 41 Indian Trail, Vernon CT 06066	U
	<b>15130</b>	<b>Chris Vann, 208 Niantic River Road, Waterford CT 06385</b>	<b>85</b>
	<b>15154</b>	<b>Brad Thompson, 157 Mile Common, Easton CT 06612</b>	<b>70</b>
<b>DIXIE</b>	<b>13306</b>	<b>Laurie E. Duncan, 2300 41st Street NW #203, Washington DC 20007</b>	<b>50</b>
<b>ITALY</b>	A15153	Paolo Colangelo, Via Antonio Bertoloni 37, 00197 Roma	U
<b>LAKE ERIE</b>	10031	David Hettrick, 92 Thomas Jefferson, Buffalo NY 14226	U
	15156	Builder	
<b>METROPOLITAN</b>	<b>14198</b>	<b>Donald Okner, 30 Hillside Road, Sparta NJ 07871</b>	<b>25</b>
<b>MICHIGAN</b>	<b>14023</b>	<b>Jeff Leland, 3435 Golden Avenue Apt #1103, Cincinnati OH 45226</b>	<b>254</b>
	<b>15155</b>	<b>Ryan Flack, 18764 Nola, Livonia MI 48152</b>	<b>54</b>
<b>MIDWEST</b>	<b>*11589</b>	<b>Brad Gruneberg, 3416 North 11th Street, Sheboygan WI 53083</b>	<b>187</b>
<b>MISSISSIPPI VALLEY</b>	9288	Randy Rathmann, 185 Light Gap Road, Arab AL 35016	U
<b>NEW ENGLAND</b>	10613	Alan F. Hurley, 24 Eastman Street, Nashua NH 03060	U
	13697	John Murphy 363 Morrill St. Gilford, NH 03249	U
	A15140	Martin Osterode, 12 Bridge Street, Beverly MA 01915	U
<b>OHIO</b>	12439	James Bogner, 1214 Gladys Avenue, Lakewood OH 44107	U
	<b>14523</b>	<b>Len Ciccone, 4020 New Castle Road, Pulaski PA 16143</b>	<b>36</b>
<b>PACIFIC NORTHWEST</b>	12290	Darrell Peck, 1727 SW 4th Street, Gresham OR 97080	283
<b>SOUTHEASTERN</b>	14941	Pierce Barden, 6308 Shinn Creek Lane, Wilmington NC 28409	511

**July 2002 eFlashes – Part II**

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