

Lightning eflashes

Newsletter from the International Lightning Class Association

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

telephone 615-89-FLASH fax 615-893-5205

(that's 615-893-5274)

Karen Johnson, Editor

email office@lightningclass.org

homepage <http://www.lightningclass.org>

SOUTHERN CIRCUIT



Savannah Deep South Regatta
Savannah Yacht Club, Savannah
GA, March 8-9,
28 Boats, 2 Races
← 1 Ched Proctor
2 Dick Hallagan
3 Brian Hayes



Miami Midwinter Regatta
Coral Reef Yacht Club,
Miami FL, March 11-12,
47 Boats, 5 Races
1 Jeff Linton, Amy Smith
Linton, Mark Taylor →
2 Bill Healy, JoAnn Jones,
Nick Mercier
3 Tom Allen Jr, John
Humphrey, Vicki Matthews



St. Petersburg Winter Championship
St. Petersburg Yacht Club
St. Petersburg FL, March 14-16
57 Boats, 4 Races
← 1 Brian Hayes,
Carter Utzig, Laura Jeffers
2 Bill Mauk, Barr Batzer, Suzy Batzer
3 George Fisher, JoAnn Jones, Tom Emch

St. Petersburg Masters Championship
14 Boats, 4 Races

1 George Fisher, JoAnn Jones, Tom Emch
2 Dick Hallagan, Tammi Jamison, Hendrix TenEyck
3 Gary Hurban, Stu Fossecro, Lisa Maday

OVERALL SOUTHERN CIRCUIT

22 Boats: 1 Jeff Linton 2 Tom Allen Jr. 3 Brian Hayes



See complete results pages 20-23 and on-line

HONORING LIGHTNING #1 65 YEARS AND COUNTING...

On Wednesday, August 13, 2003, at 7:00pm (during the Women's, Juniors' and Masters' North American Championships taking place at nearby Niantic Yacht Club, Niantic CT) there will be a Social Gathering at Mystic Seaport to honor Lightning #1. Donations for Lightning #1 Fund are still needed to complete restoration and ensure preservation of the "original Lightning." Donations are tax-deductible; just note "Lightning #1 Fund" in the memo section of your check and send to the Class Office. ●



President's Column

Paco Solá

I just got back from St. Pete. I did not sail, instead I spent time in Orlando with Daniela and the kids. Sort of a compromise, so I would get to sail the Worlds in Miami. But I took off from Walt Disney World to make it to our Executive Committee Meeting and a General Meeting that we had arranged for Thursday, March 10.

The first meeting was intended to discuss many issues that had been on the agenda and needed discussion before approval. Ironically, email makes it so easy to communicate but at the same time it often makes discussion difficult. I had always wondered how did Christopher Columbus made it to America without the help of duct tape and I sort of make the analogy to the ILCA in the times when email didn't exist! In any case, for me a face-to-face meeting still beats any other form of communication!

Anyway, the most pressing item on the agenda was the budget, which needed urgent approval by the EC. I feel comfortable with the numbers presented by Steve Davis, especially since they show a \$3,000 profit by the end of fiscal year, as opposed to the \$21k loss of last year. Even though we have reviewed the budget ten times before committing to the final version, and being confident that we will get by this year, it is the future that we are worried about. Our fixed costs are too high and our



variable income too dependent on membership renewals. This shouldn't be a problem, but membership numbers are not increasing, not even by the rate our manufacturers are turning out boats!

What I'm about to say is not new nor is it rocket science, but we face only two choices; either we all start worrying about making our sailor friends become members, so that we increase our income, or we look for dramatic ways to reduce costs. Now the later can only be accomplished by severe measures that undoubtedly will dramatically change our organization: reduce the number and quality of our publications and/or reduce the amount of service provided by our class office. From my point of view as a member this is not a nice scenario. As the Class President these aren't decisions that I would like to make either.

This leads me to plead with you all. You see, getting more active, paid members is as much my job as it is yours! The way I see it I'm a volun-

teer, just like you are. I wish I knew you all in person and had the time to call and discuss the issues facing your fleet, but I don't. Instead the class relies on you to convince your fleet members that in supporting the Lightning Class they support the sport you and they love, they protect the value of their investment and they get great benefits. Or they get a free ride on your (our) backs....

The other area where we need your help is in sending your feedback: we do need and want to know what is going on in your fleets so that we may make better decisions for the benefit of our members. Too many times I have heard people complain that they are not heard, that there are no opportunities for them to tell us what/how they feel. And then I see the poor attendance to the few official meetings that we schedule each year. The meeting in St. Pete had only 21 fleets represented, although 40 (at least!) fleets were participating in the regatta. So don't assume that just because your area officer will attend a regatta they will bring your concerns to the general meetings. There are other ways of getting through to us: email, the L-List, the new Forum on our website, letters, telephone, any way you feel comfortable!

Hey, it is all not bad news! The Worlds in Miami will see 62 competitors from 12 countries! In my short memory span this is a record attendance, thanks to the excellent organization we have seen so far and, as importantly, to the great boat charter program that was put together to offer sailors from abroad competitive boats at great charter fees. The guys organizing the Worlds are an example of the volunteers we need for the long-term existence of the Lightning Class!

Paco

President@lightningclass.org ●

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BECOME A **GOLD CIRCLE MEMBER**,
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TO ACKNOWLEDGE THEIR GENEROUS SUPPORT.

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Chief Measurer's Column

Carter Utzig

Every now and then something comes along that is a real challenge, because it requires looking at the problem from many different angles and balancing conflicting objectives.

A number of people raised an issue with Ullman's spinnaker cloth. They said it was too light because the manufacturer's specification says that the cloth's average weight is under the ILCA's specification by 3 to 5% and therefore these spinners could not be legal. They intended to protest these spinners, which results in cutting a hole in someone's chute and weighing it on a very accurate scale (scales like these don't typically reside at regattas) to prove if it met the specification. My guess is we would see a retaliatory strike from the person being protested and before long everyone would be jumping up and down screaming, Cut! Cut! Cut! (play on *Alice's Restaurant*). Now this is not my idea of a fun day sailing, but everyone has the right to protest and we have to adhere to the specifications as a one design class.

Let's put the facts on the table and put everyone at ease so we can get back to enjoying each others company:

1. Sail cloth does have wide swings in weight. Most cloth manufacturers have rolls that could vary as much as 10%. So back to the question about Ullman's spinnaker cloth. If Ullman got the right rolls, they would have cloth that meets the ILCA specifications.

2. Ullman's spinnaker cloth manufacturer, Contender, has reassured me that the cloth they sent to Ullman meets our specification. To back up their verbal assurances, they have in writing, to the ILCA, certified that the cloth they sent meets our specifications.

3. Being the trusting soul that I am, we decided to weigh a sample ourselves. We enlisted Bill Hofmeister (I know he normally weighs things at the atomic level but I figured he



could handle it). Guess what, the sample weighed within our specification.

So if you ask me, I don't see a reason for anyone to protest these spinners unless of course you really want to endear yourself the rest of the competitors as we cut samples from their spinners.

Next question: 'How do we stop this from happening in the future?'

We will be voting on a change to the specifications that essentially shifts the emphasis from the cloth of an individual spinnaker to the cloth itself. Said differently: Today each spinnaker would need to be checked individually to know if the cloth used passes. In the future, if the cloth has the correct manufacturer's specifications then all spinners made from that cloth pass. This will make it easier to check cloth weight and eliminate the need to cut holes in spinners to prove compliance.

"What about my Ullman spinnaker I bought before the specification change?" It will be grand fathered - we know from the above information it is just as heavy as everyone else's.

Have fun!

Carter

Measurer@lightningclass.org ●

From the Historian

Mary Huntsman



We all just returned from a light air series in St Pete and we all are anticipating the Worlds. The pictures on the Web are to be enjoyed and identified - please let me know your bow number and name. You are welcome to use these for yourself, your fleet, or district newsletters.

In the next month and throughout the year I hope to get pictures of all of you - so smile!

I have heard from Franz Edson and Dave Peck and from Mystic on a date for our presenting Lightning One to Mystic Seaport. Everyone is welcome on August 13 during the WJM at Niantic. More in the May and June issues of *Flashes* and there will be a place on the Web for up-dates.

Let's all have a wonderful season.

Mary

historian@lightningclass.org ●

The new and improved Lightning Training Video

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing correct techniques for tacking, gybing, crew communication, spinnaker hoists and take-downs, plus much, much more. Send \$24.99 plus \$4.99 shipping/handling to:

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Above & Beyond is owned by Lightning skipper and crew, Rick Bernstein. Rick has donated much of his time and effort and video expertise to producing this project. Rick is a former North American Champion, Runner-Up World Champion, Canadian Champion and multiple District Champion.

Profits from the video go directly to the International Lightning Class Association.

OFFICIAL NOTICE

In accordance with Article IV of the Bylaws, the following Fleets are automatically suspended effective March 1, 2003. Members of these Fleets may be barred from all Lightning races until annual Fleet dues (\$25) have been paid. Fleets #: 10 Onondaga Lake; 14 Centerboard Yacht Club; 19 Chautauqua Lake Yacht Club; 25 Lake Mohawk Yacht Club; 31 Devils Lake Yacht Club; 39 Chelsea Yacht Club; 51 Crescent Sail Yacht Club; 55 Little Neck Bay; 58 Hewlett Bay; 60 Jayhawk; 62 Southern Yacht Club; 64 Maple Bay; 71 Rocky River; 73 Club Nautico Del Muna; 95 Awosting Yacht Squadron; 108 Great Sodus Bay; 115 Cuba Lake Yacht Club; 118 Flying Beaver; 121 Merrimac River; 132 Lake Washington; 137 Gull Lake Yacht Club; 145 Spofford Lake; 147 Sao Paulo; 166 Helsinki; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 209 New Orleans Yacht Club; 212 Atwood Yacht Club; 216 Saginaw Bay; 226 Biscayne Bay; 227 Bomoseen Yacht Club; 250 Sempacher/Hallwiler/Vierwaldstatter/ Greifensee; 253 Susquehanna Yacht Club; 265 Yacht Club La Punta; 273 Massabesic Yacht Club; 277 Clearwater Bay; 279 Temple Reef Sailing Club; 280 Chequesset; 301 Champlain; 312 Lega Navale Italiano Anzio; 318 Algarrobo Yacht Club; 328 Jyvaskyla; 332 Squam Lake; 342 Higuierillas; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 368 Okanagan ; 400 St. Marys; 401 Guanabara; 424 Club Universtorio de Ragatas, La Pinta; 427 Killyleagh Yacht Club; 435 Rush Creek Yacht Club; 438 Perry; 440 Palmetto; 446 Club Universitario de Buenos Aires; 447 San Pablo; 449 Marsala; 453 Flotta Del Trasimeno; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 466 Flotta Del Conero; 468 Valkeakoski; 471 Casco Bay; 484 Ithaca; 486 Valley Sailing; 488 Rocky Mountain; 490 Aculeo Lake; 498 Selkirk; 499 Pointe Claire Yacht Club; 500 Tennessee Valley; 501 Club Nautico el Portillo; 507 The Prairie; 509 Fishing Bay; 511 Cape Fear.

NOTICE

WINTER MEETINGS

Governing Board Meeting: called by the Executive Committee to approve proposed amendments to the Rules Governing various Championships and the Specifications and to ratify Executive Committee Rulings:

Doubletree Hotel, Miami, FL, 8 AM Saturday, April 11, 2003 (Breakfast Meeting)

All Vice Presidents and District Commodores (or their duly noted representatives) are expected to attend.

Annual & Midwinter Meeting (combined): Both required by the Constitution:

Coral Reef Yacht Club, Miami, FL; after Worlds Racing, April 12, 2003

ALL ILCA MEMBERS ARE INVITED AND ENCOURAGED TO ATTEND!

Only Fleet Captains (or their duly noted delegates) will vote.

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MINUTES OF SPECIAL MEETING

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

ST. PETERSBURG, MARCH 13, 2003

(revised 03/21/03)

President Sola called the meeting to order at 5:20 PM. Chief Measurer Utzig, Treasurer Davis and Secretary Carson were present.

Active Fleets present (13) # 11, 34, 42, 70, 75, 126, 129, 329, 408, 410, 481, 502, & 508. Other Fleets represented (8) # 6, 215, 226, 228, 488, 490, 500. Inasmuch as there were 87 Active Fleets on the rolls, a 25% quorum was not met.

President Sola reported progress on generation of a database that will provide greater efficiency of opera-

tion. The 2003 Yearbook is nearly ready and should be published shortly. The Class needs volunteers to work in the area of Publications and Communications. Bill Clausen was recognized for his contribution of a rudder template and Carter Utzig for a centerboard angle jig.

Treasurer Davis reported approximately \$27,000 in operating funds and \$146,000 in the ILCA and Limbaugh Funds at the end of 2002. Despite cost reductions of about 5%, deficit for the year 2002 was about \$21,000. Prior to the Southern Circuit there were 530 Active Members, 82 Associate and 391 Crew. Although dues are now due in January, numbers should increase significantly as the year progresses.

Chief Measurer Utzig announced procedures for measurement at Sanctioned Regattas are now available. At least one set of measurement tools will be obtained and owned by the Class. Owners should check centerboards to assure they are not too sharp. Utzig thanked Bill Clausen and Jim Carson for their help in obtaining the new rudder template and centerboard angle jig.

Secretary Carson reported one probable Fleet reactivation.

VP Huntsman (Historian) reported on gifting of Lightning # 1 with a reception at Mystic Seaport on August 13th during the Women's, Juniors, Masters at Niantic. Donations are still being accepted.

VP Mauk (Worlds) noted plans for the 2003 Worlds in Miami. He expects a competitive event with excellent participation from the US, Canada and South America. All slots have been filled. Nine races are planned along with a number of social events and a lay day. Charters are being handled by Steve Hayden, housing by Steve Horwitz. Charter boasts are needed for the Pan Am Games in the Dominican Republic. Rick Bernstein asked about participation in the Worlds by Europeans. Six crews from four countries are entered plus a crew from Belgium awarded a development slot. Ched Proctor questioned use of the "Z" Flag for starts. Jim Carson is the Class representative on the Committee Boat. The intentions of the Committee should be discussed at the Contestant's Meeting.

VP Hayes (North Americans) reported on a new format for the WJM at Niantic whereby everybody sails at the same time. Plans for the NA's at Cedar Point are progressing. He is working on locking in a title sponsor for future North Americans. The North Americans are scheduled at the Buffalo Canoe Club in 2004. A bid has been received for 2005 at Sheboygan with the WJM at Milwaukee. Mission Bay (California) is expected to submit a bid for 2006.

Jim Davis presented a check to the ILCA Fund for \$1,000. from North Cape Yacht Club, surplus from 2002 North Americans.

Rick Bernstein reported 150 of the new Racing Techniques video sold to date.

There being no further business the meeting was adjourned at 5:56 PM.

Respectfully submitted, J. G. Carson, Secretary ●

2003 ILCA BUDGET

INCOME

Owners & co-owners dues	42,750
Crew dues	12,000
Associate dues	3,900
Fleet dues	4,100
Boat royalties	4,500
Sail royalties	22,500
Mast royalties	1,200
Advertising - Website	2,000
Advertising - Flashes	12,800
Advertising - Yearbook	5,000
Championship entry fees	7,500
Other entry fees	1,200
Championship sponsorship fee	1,250
Flashes sales	3,600
Interest/investment income	300
Publication sales	1,500
Clothing sales	990
Video sales	1,000
Other income (Funds, postage, subs, web)	300
Miscellaneous	100

Total Income 128,490

COST & EXPENSES

Salaries & wages	33,000
Payroll & property taxes	4,000
Employee benefits	3,000
Franchise taxes	200
Yearbook publication & postage	15,000
Flashes publication & postage	32,000
Championship regattas	1,000
Other regatta expenses	2,100
Telephone	3,000
Postage	5,000
Internet costs	1,500
Office supplies & equipment	3,500
Business/Corporation Insurance	3,000
Rent	4,920
Employee travel	3,000
Meeting expenses	
Advertising & promotion	2,450
Cost of goods sold	2,200
Licenses, pres. plaque	500
Professional services	2,850
Organization dues	500
Banking charges	250
Credit card charges	2,200
Depreciation	
Miscellaneous	

Total Expenses 125,170

Profit or (loss) 3,320

A SAILING EXPERIENCE

Kristen Noll

My brother Curtis and I stepped out of the car and the bright sunshine wrapped around us. It had been an hour but we were finally in Sarasota at the Labor Day Regatta. As I took a look around I saw a grassy area with sand at the edges that led to the water. The sky was a light shade of blue with puffy white clouds floating around. Sailboats of all kinds were scattered on the bank. Optimists, Lasers, catamarans, sunfish and 420s were being rigged all around us. We made our way through the crowd and over to a trailer that was packed with sleek white boats. Ours was on the bottom so we pulled it off easily and set it in a dolly; we set the sail bag down beside it in the brown crunchy grass.

Before us lay an unrigged boat far from ready for a race. Starting with the tall silver mast we did the best we could to rig our boat. This was a difficult task since we had only done it a few times, but with help from some other friendly sailors we did it. I pulled the crisp sails and lines out of our sail bag and spread them out. Curtis attached all the lines with careful instruction and placed the rudder on the stern. Together we struggled to raise our sails, and then threaded the sheets. I set the centerboard in the boat and we were finally done. All that preparation was vital to the race we were about to start. Any stray lines or slack sails could slow us down and cost us our position.

It was now time to go to the skippers meeting so we made our way over to the clubhouse down a long stretch of white sandy paths. The clubhouse was a tropical looking place positioned by the marina. We gathered around the stage where an older man began to explain the course and the start pattern. He seemed to be a very

experienced sailor with a lot of wisdom to share. We paid close attention and took note of the changes. At this point everyone was eager to get out on the water and start racing. As soon as the meeting was over all the sailors from our club ran back to the boats.

The crew for each boat had one more task before the race. We had to put our trapeze harnesses on. Mine was red with blue trim and looked like a foreign object to me. I had only put it on one time before and that was with help. I stood there looking at this tangled mess of buckles, ropes and straps. I managed to find the places to put my legs through and then my brother showed me how to tie and secure all of the buckles. Looking down I saw a shiny metal loop, it was hard to believe that this thing was going to be attached to a line on the boat and I had to then hang out over the boat with only my feet touching. I became very nervous about doing this because I knew the boat would be moving very fast, one wrong move and I would fall into the water.

My attention was taken off of these uneasy thoughts when the parents started to gather all of the sailors from our club for a picture. I pulled my red and blue life jacket over my arms and zipped it up then secured my sunglasses and visor and went over for the pictures. There were six kids total and the first picture taken was of the three crew members one of which was me. Then our parents took a picture of the skippers, they all stood there looking cool and calm, ready to race. Last was a picture of the skippers with their crew standing beside them. I took my place beside Curtis, noticing his bright yellow life jacket was not zipped yet. Of course that didn't surprise me; he wouldn't zip it till the last possible minute. It was his wild personality to resist the rules; he wouldn't even be wearing a life jacket if he could have his way. I then noticed his black board shorts with fiery red, orange and yellow hibiscus flowers on them, he really liked to stand out. He was the perfect skipper, a wildly competitive free spirit.

About twenty minutes before the race was scheduled to start there was a wild rush of boats toward the waters edge. While waiting for our turn Curtis and I helped shove our friends' boat off. Next it was our turn so we pushed the heavy dolly into the water. Our boat started to float and we rolled the dolly back onto the bank. Curtis held the boat as I stepped into the clear shallow water. Little waves washed ashore, the water was cool and felt good on this hot day. I climbed into the boat and took my position toward the front. Curtis gave us a little shove, hopped in then took hold of the mainsheet and tiller. As we glided out into deeper water I slid the center board down in its spot. Sitting in the middle of the boat I held the jib out as far as I could, hoping to catch some of the gentle breeze. The light wind made the task of getting to the racecourse painfully slow.

Once we got to the course we oriented ourselves by looking for all of the buoys. As we started over to the committee boat we saw coach boats surrounding the course. We spotted our coach on a small white motor boat as he headed toward us. He was an experienced sailor that we all looked up to. He had that rusty old sailor look about him with his messy gray hair and darkly tanned skin. He had years of experience as a sailor and had a lot to share with us. His motor boat slowed as it got closer and he yelled out a few last tips before the race. His voice jumped across the water as he told us to sit closer together and get the weight in the middle of the boat. Among the coach boats was a motor boat with a photographer on it. He came by and snapped a picture of us. He looked very awkward trying to position all his camera equipment on such a small and wobbly little boat. As he was taking the picture we heard a loud BEEEEEP. It was the five minute warning that the race was going to start.

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6-10		\$122	\$151	\$172	\$194	\$206	\$219	\$232
11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
16-20		\$180	\$233	\$273	\$313	\$337	\$361	\$385
21-25		\$212	\$277	\$327	\$377	\$407	\$437	\$467

Florida: \$500 minimum premium. Some counties excluded.

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A cool breeze swept across the sleek white bow of the 14 foot boat. I turned back to Curtis, a messy blond haired skipper. I met his ocean blue eyes and we prepared for the upcoming race. Taking a deep breath I could smell the fresh salty air. Tacking up and down the start line there was what seemed like chaos, cold water splashing, halyards clinging, boats coming close enough to hit then turning. As the horn for the one minute mark approached we counted down, timing our tightly worn watches to that exact moment. Then BEEEEEEEEEP, one minute till the start. Our hearts were pounding with anticipation, we had to time this perfectly so not to cross the line early. We sailed the line one more time, past all the congestion of our competitors, past the end mark. Turning into the wind we sat and waited, the sails luffed. Like the calm before a storm everything was quiet. At fifteen seconds we turned toward the start line, this was it. In a fast

motion I pulled the jib sheet in and the skipper pulled the main. The sails filled with precious wind and we were off to fight for a spot on the line. The huge white sails were pulled in tightly to gain speed; I sat up on the rail and scooted closer to Curtis. Boats passed us and came up from behind nearly hitting us with their booms. With all this movement salty tasting water splashed into our faces. Quietly so as not to let our competitors hear, Curtis and I started to count down. Five, four, three, two, one BEEEEEEEEEP!!!! At that instance we crossed the line with great speed. The sails were pulled even tighter, with feet locked in hiking straps we both hiked as far over as we could to keep the boat flat. Our first race as a brother sister team had started.

Kristen is coached by Mark Bryant at Edison Sailing Center in Fort Myers FL. She wrote this essay for a writing assignment in college. ●

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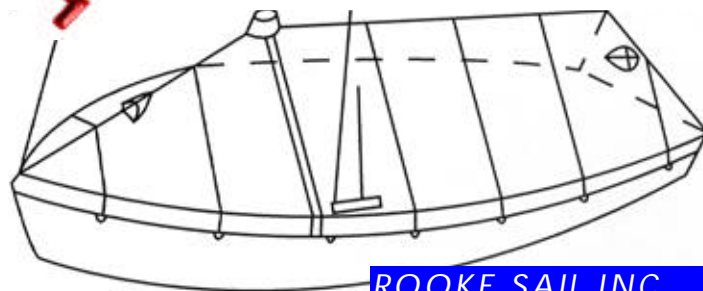
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...Layline would not be in business!

Everyone has been there, right out of college, trying to get your first used Lightning up to racing snuff. For me it was 1985 and my boat was 9771. The following projects drove me to start Layline.

Floatation Bags: Remember how the older boats seemed to be going straight to the bottom after the gunnells would "gently slip" under and all that water would rush forward kicking the stern in the air? I had this problem and went in search of inflation bags. My local guy tried to sell me big chunks of Styrofoam, the hot catalog at the time was unhelpful and never sent me the catalog I requested. Whiff One.

Cam Cleats and Ball Bearing Bullet Blocks: 9771 came with a fairly new Bryant Aluminum Spar Set, the board was not stainless but was in good shape. All of the controls were antiques and needed replacing.

Harken's "New" cam cleats and Bullet Blocks were the coolest thing since sliced bread. I had been sailing Lightnings with Rick Ferguson. Anybody remember Rick? He was "sick" and had all of the latest go fast toys.

I went to the local store and they tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything, (W.M.) I told them what kind of boat I had and what I was looking for. All they could do was take a catalog request, 6 weeks later the catalog arrived. Uuuggghhhh. Whiff three.

Validation that Walt has a weak mind accompanied by a low IQ.

The light bulb in my young, innocent and limited mind lit up and I thought, "Hey, here is a market opportunity". I took the big leap. Now, 16 season's, later I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

If it was not for Lightnings, I might have a real job and actually be able to afford my own boat and the time during the summer to race it.

Sampled here are a few products we sell to Lightning sailors along with some comments I thought you might be interested in.

Walt



A.



C.



D.

A. Race Master

Besides the big easy to read numbers, the other reason to step up to a Race Master for your Lightning is that the start timer is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Has synch feature. Very functional.

T040

List \$785.00/Layline **\$694.75**

B. Bailers

Shown here are the Super Max and New Large, the New Large fits many older boats, the Super Max fits many newer boats. Inside or outside mounting is the key differentiation. In the spring, put a little "Vaseline" on the gaskets, keeps things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

A564133 Super Max

List \$113.00/Layline **\$108.00**

A564136

List \$88.00/Layline **\$83.00**

Internal New Large Gasket

A574194 For a little piece of foam

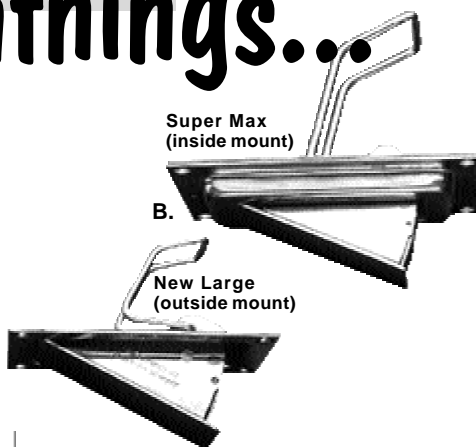
\$13.00

C. Small Harken Aluminum Cleat

Most of us have these all over our boats. 3 years ago Harken "killed" the aluminum version of this replacing it with the Carbo version. Now the aluminum ones are back giving us the durability and reliable holding we have come to expect. Fits same holes

H338

List \$20.65/Layline **\$17.55**



Super Max
(inside mount)

B.

New Large
(outside mount)



E.

D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its' Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H₂O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

E. Competitive J22 Boathandling

What is a J22 CD doing in the Flashes? We can always learn from others, right? The J22 is sailed with a 3 person crew and there are a lot of tips on this video that are general in nature and can be applied to the Lightning. Good instructional video to get your team on the same page.

H4938

Layline **\$45.00**

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LIGHTNING LAW Adventures in Wooden Boating

Joel Thurtell

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I woke that morning very early, to the sound of a newspaper hitting the side of the house. Something about that noise seemed odd, unsettling. I got up and wearily turned on the porch light. But I couldn't see the street for all the papers. I mean, there was a pile of pulp towering over the lawn, higher than our flowering crab trees. It was as if I'd been on vacation for five years and nobody stopped the papers.

Mystified, I opened the front door, only to have an avalanche of mail slide onto the floor of the hallway. The first envelope's return address was ILCA with a post office box in Hawaii. Blinking, I slit the envelope and a little disk the size of a nickel fell on the floor. I picked it up and, well, I don't know what I did, but suddenly it seemed alive. A vapory trail of black smudges leapt from between my fingers and slapped itself on the wall. What kind of delivery system was this?

There on the side of my living room in huge letters was the Flashes masthead.

Dated July 4, 2008.

This was beyond belief.

Was I dreaming, or just plain nuts?

It was sure a weird issue of the Flashes. Instead of your usual photo of a crowd of Lightning sailboats leaning away from a fresh breeze, there was a shot of billowing black clouds of smoke rising from what looked like a warehouse.

What kind of regatta was this?

Had I somehow slept through five years, awakening to some brave new

world of sailing that involved conflagration instead of competition?

Seeming to read my mind, the pages on the wall changed and this odd letter came into focus:

To: Karen Johnson, ILCA Secretary

From: Ralph Rexhull, Chief Measurer

July 4, 2008

It happened again.

This time it was at the District level.

I caught two woodies trying to compete illicitly.

The owners were not happy as we meted out the regulation punishment.

I was not happy, either. There is so much epoxy in these bootleg wooden boats that you need a gas mask before, during and after ritual ignition.

The pirates have come a long way, too, perfecting ways of disguising the banned material. This latest pair of vessels looked exactly like glass Lightnings – no frames to betray a carvel plank hull. But our electronic wood-sniffer detected them nonetheless.

We let the owners take their spars home. They were modern – aluminum – so they technically weren't covered by the Prohibition on Wooden Lightnings Ordinance of 2004.

But I think the time has come to review the entire series of events that brought Lightning racing to this point.

The Prohibition, as we know, had no teeth until our lobbyists persuaded Congress to add a rider to the Omnibus Marijuana Act of 2005 which broadened the definition of cannabis sativa to include all species of wood from bur oak to sasafra. Once we could classify western red cedar, mahogany, oak, Douglas fir,

Sitka spruce, white pine, etc. as marijuana when used as a building material in water-borne vessels of less than 20 feet length overall, we finally had some clout.

With civil forfeiture as a tool, we at last had a way to root out the monstrous outrage – the resurgence of wooden boats as a competitive instrument in our class-sponsored races.

At least, that's when the enforcement obligation began for the class. If you really want to track the history back, you'd have to look closely at those pro-woodie columns that we ourselves allowed to be published in the Flashes for so long that it appeared that commercial production of wooden Lightnings might actually re-commence.

Yes, it's true – some ignoramuses actually were being convinced that wooden boats could not only be competitive against our wonderful plastic craft, but a few miscreants even claimed wood was inherently better and even faster.

I know, hard to believe, but fact.

To ward off any re-appearance of woodies, of course, the class belatedly banned those godawful cockamamie pro-wood columns, but it was too late. The damage was done. And with the Internet, the columnist continued publishing his treacherous fare on the web – well beyond our control.

By making it a crime to build a wooden boat of less than 20 feet, we at least got a handle on the commercial builders. Tell you what, though, I'm beginning to feel like Elliott Ness when I go on these ax-wielding raids, chopping up wooden Lightnings as they lie on the stocks. We've pretty much got the big makers back in line with our raids and daily hull inspections.

But with the appearance of freelance woodies at regattas around the country – woodies built by people at home – it's clear we are once again losing control.

I'll be sending my official Chief Measurer's column later, after I've had time to settle my nerves.

In a future column, I may de-classify the transcript of my interrogation of a wooden boat owner. Unbelievable. Under the glare of the lights, she belligerently argued that her wooden Lightning could beat a plastic boat any day of the week and thrice on Sunday!

And the sad fact is that she managed to achieve just that for several weeks of this season before suspicions of her illegal material began to grow. You can't consis-

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continued next page

tently win races these days without somebody wondering if your boat is made of wood. In her case, her outing came about by accident. She got overconfident and offered a rival a ride. Stepping into the cockpit, this veteran racer noticed a nick in the finish and closer inspection revealed that she'd covered the cold-molded wooden hull with gel-coat to conceal the contraband wood.

What a pleasure it was to hoist that pirate onto the pyre. The delightful memory of that scorching cedar tickles my nostrils to this day. It reminds me of those halcyon early days of Prohibition when some daring scofflaws brazenly nosed their old Skaneateles and Nickels & Holman hulls towards the layline. Of course, with their multiple frames protruding inward from the hull, discovering this crime was comparatively easy.

But oh the wonderful sound of that crackling western cedar! The acrid and tantalizing odor of burning mahogany! Those were the good old days when life and law enforcement were so much simpler.

My word, it tries a measurer's patience to see the subterfuges these modern buccaneers have concocted. Would you believe that we had a contestant not long ago who built a woodie of particle-board? There were no telltale frames. He used a computer to shape the thing, raced it a few times and when we threw it on the burn pile, he just laughed. He pointed at the name on the transom. "Throwaway"

This is what it has come to: Some intransigents will do anything to cheat the rules. Unfortunately, we couldn't persuade Congress to make violations of Lightning

Law a criminal offense, so these brigands are free to come back and try their luck again.

I tell you quite frankly that my worst fear is that our effort to destroy all those old 1950s Etchells hulls may fail before someone finds one and runs off a batch of duplicates. As you will recall, those boats pushed the rules on hull shape but were extremely fast. My worst fear is that somebody will lay hands on one of those super-fast woodies, create a computer template and then – using computer controlled cutters -- carve an entire hull from the trunk of some hardwood tree. Think of that – a solid wood boat! A thin but superhard hull with no frames to tell the tale. A nice coat of gel or just plain epoxy paint would hide the crime, perhaps forever.

That is my worst nightmare – that the rule of fiberglass hulls would come to an end, but we wouldn't even know it.

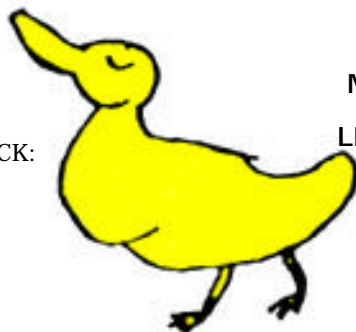
That would terminate all our enforcement efforts, and I have to say it would ruin much of the fun of sailing for me.

The smell of burning woodies has become a way of life, I confess, and the thought that our class might be someday dominated by the enemy wood is almost too much to bear.

As the sun rose that day, the dim dawn began to obscure this strange projection on my living room wall. I decided to go back to bed and try to sleep in hopes that this strange letter from the future was all a dream.

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at finder@radiofinder.com or 734/453-8303 ●

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NORTH SAILS

UPCOMING REGATTA CALENDAR

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

Please save as this will not be published in future issues - refer to website.

2003 CHAMPIONSHIP REGATTAS

2003 WORLD CHAMPIONSHIP Coral Reef Yacht Club and Biscayne Bay Yacht Club, Miami FL USA

April 8-11 International Masters Championship
April 11-19 World Championship

2003 CALIFORNIA CIRCUIT

April 27-May 2 King Harbor Yacht Club and Mission Bay Yacht Club

2003 NORTH AMERICAN CHAMPIONSHIPS

August 12-15 Women's, Juniors', & Masters' Niantic Yacht Club, Niantic CT USA
August 16-22 North Americans Cedar Point Yacht Club, Westport CT USA

CALIFORNIA DISTRICT

March 21-23 Olympic Classes Regatta, Alamitos Bay
 April 27-May 2 CALIFORNIA CIRCUIT, King Harbor Yacht Club and Mission Bay Yacht Club
 June 21-22 California District Championship, Mission Bay Yacht Club, San Diego
 August 16-17 Bowen Memorial, Mission Bay YC
 September tba PACIFIC COAST CHAMPIONSHIP, Richmond Yacht Club
 November 16-17 Turkey Regatta, MBYC
 December 13-14 Hot Rum Regatta, MBYC

CENTRAL ATLANTIC DISTRICT

May 25 Commodore's Tune Up, Surf City YC
 June 28-29 Central Atlantic District Championship, Metedeconk River Yacht Club, Brick, NJ
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
 August 9-10 Down Bay, Little Egg Harbor
 September 6 NJ States, Metedeconk
 September 6-7 55th Annual Regatta, Surf City YC
 September 13-14 PA Governor's Cup, Lake Wallenpaupack
 September 20-21 25th Manahawkin Bay Cup, Surf City Yacht Club
 October 18 Cap It Off, Nockamixon
 October 25 Pumpkin Bowl, Barnagat Light

CENTRAL NEW YORK DISTRICT

May 31 Sodus One Day, Sodus NY
 June 14-15 Caz Flash Bash, Cazenovia NY
 June 28-29 Champagne, Keuka
 July 12-13 Centrals
 July 19-20 CNY District Championship, Henderson Harbor
 August 2-3 The Gorges Regatta, Ithaca
 August 23 Onondaga One Day
 September 6 Skaneateles One Day
 September 20 Cazanovia One Day
 October 12 Frostbite, Ithaca

CONNECTICUT/RHODE ISLAND DISTRICT

May 17-18 Early Bird, Cedar Point Yacht Club
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
 September 27-28 Fall Classic, Cedar Point Yacht Club

DIXIE DISTRICT

March 9 Lightning Simulator and boat repair clinic, Fleet 192, Concorde Point Sails and Rigging and Tidewater Marina
 May 3-4 Doc Gilbert Potomac Cup, Fleet 50 near Washington DC



2003 Lightning EarlyBird Regatta at Cedar Point Yacht Club.

CPYC is hosting the Charles Schwab 2003

Lightning North American Championships, so

we're expecting a huge turnout for this year's

EarlyBird Regatta. This is a valuable opportunity

to practice for the NA's. You don't want to miss

this one, so make your plans early! The dates are

May 17th and 18th. For more information, please

call Chris Miller at 203-849-8753.

charles SCHWAB

HEY WOODY!

Why wait for the 70th or 75th? We could have fun doing our own regattas on a yearly basis just like owners of classic cars like to show off their handiwork. Please contact me with your location, boat #, and phone #. Comments/suggestions welcomed. Craig Thayer- Fleet 10 fabricraft@a-znet.com

May 24-25 PRSA Spring Regatta, Alexandria VA
 June 14-15 Dixie District Championship, Solomons MD
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
 August 9-10 Sweet Corn, Susquehanna Yacht Club, Long Level PA
 September 6-7 Leukemia/Presidents Cup, PRSA, Alexandria VA
 September 20-21 SMSA Fall Invitational, Solomons MD
 October 18-19 Frigid Digit, Annapolis

FLORIDA DISTRICT

May 10-11 Florida Junior District Championship, Edison Sailing Center, Ft Myers FL
 May 28 Florida District Masters Championship, Edison Sailing Center Ft Myers
 May 29-June 1 Florida District Championship, Edison Sailing Center, Ft. Myers
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT

INDIANA DISTRICT

May 3-4 Indiana Open, Geist Reservoir, Indianapolis
 June 21-22 Indiana District Championship, Wawasee
 September 27-28 49th Annual Hoosier Regatta, Wawasee Yacht Club

LONG ISLAND DISTRICT

July 13 Long Island District Championship, Orient Yacht Club
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT

METROPOLITAN DISTRICT

April 26-27 Long John Regatta, Monmouth Boat Club
 May 31-June 1 Magnus Pederson, Nyack Boat Club
 June 21-22 Metropolitan District Championship, Monmouth Boat Club, Red Bank NJ
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
 October 11 Last Blast, Nyack Boat Club

MICHIGAN DISTRICT

May 3 Tune-Up Regatta, Lansing Sailing Club
 May 17-18 Great Lakes Championship, North Cape Yacht Club, LaSalle MI
 June 14-15 This One's For Fun, Bay City Yacht Club
 June 20-22 Michigan District Championship, Crescent Sail Club
 July 12-13 Tawas Bay Regatta
 August 2-3 Higgins Lake Invitational
 September 6-7 45th Annual Whitecap Regatta, Pontiac Yacht Club
 September 13-14 Devil's Lake 60th Annual Regatta
 October 4-5 Ice Breaker, Crescent Sail Club
 October 11 Fall Blowout, North Cape YC, LaSalle

MIDWEST DISTRICT

May 31-June 1 Lighthouse Regatta, Fond du Lac WI
 June 7-8 P&T, Milwaukee
 June 20-22 Midwest District Championship, Chicago Corinthian Yacht Club
 July 19-20 Evans Regatta, Green Bay Sailing Club
 July 26-27 Brotz, Sheboygan
 September 20-21 Red Flannels, Chicago Corinthian YC

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MISSISSIPPI VALLEY DISTRICT

April 12-13 Tennessean, Harbor Island YC, Nashville
 May 3-4 Mid-Continent, Carlyle Sailing Association
 June 14-15 Mississippi Valley District Championship
 November 1-2 Bluenose, HIYC, Nashville

NEW ENGLAND DISTRICT

May 31-June 1 Lake Champlain Spring Regatta, Malletts Bay Boat Club
 June 28-29 Dave Fitch Memorial, Spofford Lake NH
 July 12-13 New England District Championship/
 Brian Hughes Regatta, American Yacht Club, Newburyport MA
 July 26-27 Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
 October 11-12 Leaf Peeper, Malletts Bay Boat Club, Colchester VT

NIGERIA DISTRICT

May 10 Nigeria Lightning Nationals, Lagos YC

OHIO DISTRICT

May 10-11 Spring Classic, Pymatuning
 June 14-15 Ohio District Championship, Indian Lake
 October 18-19 Fall-In, Cowan

PACIFIC NORTHWEST DISTRICT

May 17-18 Blossom Time, Kelowna, BC
 May 24-25 Memorial Day Regatta, Eugene
 May 24-25 Ice Breaker, Chestermere Lake, Calgary
 June 7-8 Vancouver Lake Regatta and
 PNW Championship, Vancouver WA
 July 12-13 Kitsilano Regatta, Vancouver BC
 September tba PACIFIC COAST CHAMPIONSHIP,
 Richmond YC, CA
 September 6-7 Harvest Regatta, Eugene
 October 11-12 Seattle Regatta, Seattle
 October 25 Team Races, VLSC< Vancouver WA

SOUTHEASTERN DISTRICT

April 26-27 Cottonwood Regatta, Catawba YC,
 Charlotte NC
 May 17-18 Voodoo Regatta, Lake Norman Yacht
 Club, Davidson NC
 May 31-June 1 Wrightsville Regatta, Carolina Yacht Club,
 Wilmington NC
 June 21-22 Southeastern District Championship,
 Carolina Sailing Club, Raleigh NC
 July 26-27 Atlantic Coast Championship, Malletts
 Bay Boat Club, Colchester VT
 September 13-14 Augusta
 September 27-28 Indian Summer, Lake Waccamaw
 October 4-5 Atlanta Cup, Lake Lanier
 October 25-26 Borderline, Kerr Lake

SOUTHERN DISTRICT

March 15-16 Spring Fling, Jackson Yacht Club, MS
 May 3-4 Southern District Championship Regatta,
 Jackson Yacht Club, MS
 July 26-27 GYA Championship, Pass Christian YC
 October 18-19 Hospitality Regatta, Jackson Yacht Club

TEXAS DISTRICT

June 21-22 Texas District Championship, Fleet 35,
 Dallas

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 Web Site: www.csa-sailing.org/fleets/lightning/lightning.html
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INTERNATIONAL LIGHTNING CLASS ASSOCIATION
2003 WOMEN'S, JUNIORS' and MASTERS' North American Championships
Niantic Yacht Club, Niantic, Connecticut
August 12-15, 2003

ORGANIZING AUTHORITY The Women's, Juniors' and Masters' North American Championship Regattas are organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 85.

RULES The regatta will be governed by the current Racing Rules of Sailing (RRS), the Prescriptions of US SAILING, the Rules Governing All Area Lightning Class Championships (Class Rules), this Notice of Race, the Sailing Instructions, and any amendments thereto.

CATEGORY Regatta is designated as Category C in accordance with Appendix I, Regulation 20, restricted as follows: Advertising on hull only.

ELIGIBILITY AND ENTRY

The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/03. Entry fee is \$35 on or before July 21st, \$50 after July 21st, and an extra \$5 fee for US Skippers who are not members of US Sailing.

The ILCA Women's North American Championship is open to all female sailors. Entry fee is \$45 on or before July 21st, \$60 after July 21st, and an extra \$5 fee for US skippers who are not members of US Sailing.

The ILCA Masters' North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/03. Minimum combined age of skipper and crew is 130 years (as of 12/31/03). Entry fee is \$70 on or before July 21st, \$85 after July 21st, and an extra \$5 fee for US skippers who are not members of US Sailing. Women, Junior and Master skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members.

Advanced Registration shall be accompanied with the entry fee and must be received by July 21, 2003. Entries must be mailed to:

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

Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA website <http://www.lightning-class.net/2003WJMNAS>

Late entries will be accepted at registration.

REGISTRATION Registration and measurement will be held from 1200-1800 on August 11 and 0800-1700 on August 12, 2003

MEASUREMENT Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

SCHEDULE OF EVENTS

Monday, 8/11/03	Measurement	1200-1800
	Registration	1200-1800
Tuesday, 8/12/03	Measurement	0800-1700
	Registration	0800-1700
	Practice Race	1400
	Competitors Meeting	1800
	Welcome Grill	1900
Wednesday, 8/13/03	WJM Races (2) Warning	1000
	Juniors Race Warning	approx 1500
	Social @ Mystic Seaport	1900
Thursday, 8/14/03	WJM Races (2) Warning	1000
	Juniors Race Warning	approx 1500
	Italian Night @ Club	1800
Friday, 8/15/03	WJM Races (2) Warning	1000
	Juniors Race Warning	approx 1500
	Informal Awards @ Club	1700

The Race Committee may adjust the racing schedule and number of races to suit weather conditions.

BOAT STORAGE All boats must be on the premises by 1700 August 12th.

RACING AREA Races will be sailed in Niantic Bay on Long Island Sound. Courses will be published in the Sailing Instructions.

SAILING INSTRUCTIONS The sailing instructions will be available during registration, and on the 2003 WJM website after June 1, 2003.

COURSES The courses to be sailed will be provided in the sailing instructions.

NUMBER OF RACES AND SCORING

Nine races are scheduled for Juniors. For Juniors, if 6 or more races are completed, the worst finish will not be scored. If all 9 races are completed, the 2 worst finishes will not be scored. This changes RRS "A2". Six races are scheduled for Women and Masters. If all 6 races are completed, the worst finish will not be scored.

SCORING

(a) Abbreviations for scoring shall be in accordance with RRS (2001-4) Appendix A 11.

(b) Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first yacht scores 1 point, second yacht scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the greatest number of yachts eligible to start in any race of the series (in any flight of the series, when it involves the Qualifying Series of the North American Championship). "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress.

(c) Each boat's total score will be the sum of her scores for all races, excluding her worst score if so provided in the Notice of Race and Sailing Instructions. The boat with the lowest total scores wins. Ties will be resolved in accordance with ARTICLE VIII, Paragraph 5.

APPEALS While the right to appeal has not been denied for these championships, the results at the end of scheduled racing will be considered final for purposes of qualifying for the North American Championships, and the results of any appeal will have no effect on qualifying positions for said event in accordance with RRS 70.4(a).

ALTERNATE PENALTY The 720 degree turn penalty as provided in RRS 44.1 and 44.2 shall apply with the following modification: if an infringing boat has its spinnaker drawing at the time of the infringement, she shall have the option of either (1) exonerating herself in accordance with RRS 44.2 or (2) sailing well clear of the other boats as soon after the incident as possible, promptly drop her spinnaker below the gooseneck, make one complete 360 degree turn, promptly reset her spinnaker and have it drawing immediately after the penalty. This changes RRS 44.2 'When a boat takes the penalty at or near the finish line, she shall return completely to the course side of the line before finishing.'

PROPULSION RRS 42.3 (b) shall be altered to read: 'On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used.'

SUPPORT BOATS Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the awards ceremony except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all boats associated with the infringing support personnel.

PRIZES Prizes will be awarded to the top finishers in each fleet.

SPECIAL NOTICE The 2003 Junior North American Championship is the qualifier for US Skippers for the 2004 Youth Worlds. From the I.L.C.A. Junior, Women's and Masters Championships one or more Skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regattas in accordance with the following formula: One Skipper qualifies if the Fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc.

HOUSING Information on local hotels and guest houses will be made available on the regatta website in February. Free housing will be provided for all Juniors.

FURTHER INFORMATION

For further information, please contact the following:
International Lightning Class Association Regatta Chair
Karen Johnson Franz Edson
P.O. Box 10747 860-691-0417 (Home)
Murfreesboro, TN 37129 USA 860-433-3602 (Office)
phone 615-89-FLASH (615-893-5274) franzedson@aol.com
fax 615/893-5205

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!

CENTRAL ATLANTIC	*10318 Ken Urbanski, 3116 Altonah Road, Bethlehem PA 18017	491
	14635 Darryl Waskow, 122 North Star Avenue, Hopewell NJ 08525	196
	15175 Tim Robinson, 125 Chancery Road, Langhorne PA 19047	196
CENTRAL NEW YORK	10679 Bret Kelly, 7348 Decker Road, Cayuga, NY, 13034	1
DIXIE	2833 John Suhre, 421 West Bute Street #404, Norfolk VA 23510	U
	*10215 Ted Okada, 9705 Commonwealth Blvd, Fairfax VA 22032	50
	12470 Michael Wertz, York PA	253
	14777 Joe Deerin, 11 Churchill Lane, Wrightsville PA 17368	253
LONG ISLAND	15170 John Holzapfel, P.O. Box 193, Orient NY 11957	506
METROPOLITAN	*13380 Mario Gedzior, 91 Everdale Road, Randolph NJ 07869	U
MIDWEST	*11589 Brad Gruneberg, 3416 North 11th Street, Sheboygan WI 53083	187
	*14433 Robert Hartshorn, 2234 North Maplewood, Chicago IL 60647	5
	*14137 Anthony Seitz, 1437 West Ohio Street #2, Chicago IL 60622	5
MISSISSIPPI VALLEY	13627 Joe Petitjean	486
NEW ENGLAND	15058 Paul Gutwin, 180 Timothy Way, Williston, VT 05495	301



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SOUTHERN CIRCUIT RESULTS

2003 Savannah Deep South Regatta

Savannah Yacht Club, Savannah GA, March 8th and 9th, 28 Boats, 2 Races

	Sail #	Skipper	From	R#1	R#2	Total
1	14821	Ched Proctor	Southport, CT	2	2	4
2	14855	Richard Hallagan	Newark, NY	3	5	8
3	14688	Brian Hayes	Milford, CT	8	1	9
4	15168	Thomas Allen	Kenmore, NY	5	6	11
5	15122	Jim Carson	Brick, NJ	4	8	12
6	15126	Betsy Alison	Newport, RI	12	3	15
7	15151	Frank Atkinson	Loxahatchee, FL	9	7	16
8	14971	David Peck	Old Lyme, CT	1	16	17
9	15083	Jeff Linton	Tampa, FL	6	14	20
10	15181	Phil Grotheer	Annapolis, MD	10	10	20
11	15130	Christopher Vann	Waterford, CT	11	12	23
12	14752	Steve Hayden	Lake Mary, FL	20	4	24
13	15103	Steven Davis	Centennial, CO	16	9	25
14	15085	Lenny Krawcheck	Charleston, SC	7	22	29
15	14905	David Gorman	Malone, NY	18	11	29
16	14111	Bob Shapiro	Arlington, MA	13	17	30
17	14482	Gary Hurban	New City, NY	17	15	32
18	11138	David Spira	Denver, CO	21	13	34
19	13396	Ken Deyett	Candia, NH	14	25	39
20	14960	Mitch Hnatt	Brick, NJ	15	24	39
21	14695	Richard Waldkirch	Wilmington, NC	19	23	42
22	15143	David Helmick	Longwood, FL	26	16	44
23	14384	Patrick Gallagher	Newburyport, MA	23	21	44
24	14866	Bill Mauk	Miami, FL	28	19	47
25	14781	Judy Hanlon	Land O Lakes, FL	22	27	47
26	11771	William Sloger	Charleston, SC	22	27	49
27	14176	Christopher Miller	Norwalk, CT	24	26	50
28	14214	Hugh Hutchison	Devon, PA	25	28	53

2003 Miami Midwinter Regatta

Coral Reef Yacht Club, Miami FL, March 11th and 12th, 47 Boats, 5 Races

Pl	B#	Sail #	Crew	R#1	R#2	R#3	R#4	R#5	Total
1	24	15083	Jeff Linton, Amy Linton & Mark Taylor	5	4	11	1	7	28
2	23	14682	Bill Healy, Joann Jones & Nick Mercier	20	1	4	11	2	38
3	28	15168	Thomas Allen, John Humphrey & Vicki Matthews	13	17	2	4	4	40
4	4	15181	Phil Grotheer, Geoff Becker & Bill Ward	16	6	3	3	16	44
5	25	15125	Jody Swanson, Skip Dieball & Tom Starck	10	20	12	6	3	51
6	15	15064	Larry MacDonald, Ellen Starck & Debbie Probst	6	9	1	15	24\zfp	55
7	17	14752	Steve Hayden, Barr Batzer & Jamey Rabbit	8	16	5	24	8	61
8	6	14794	Cristobal Perez, Christian Perez & Francisco Perez	11	22	10	21	5	69
9	42	1437	Betsy Alison, Suzy Leech & Lee Leyda	7	14	16	16	19	72
10	19	15119	David Starck, Joe Starck & Heidi Thoma	4	3	47\ocs	2	18	74
11	7	14951	David Peck, Nina Peck & Jonathan Farrar	18	11	14	17	14	74
12	1	14900	James Crane, Brenda Crane & Robert Crane	47\ocs	12	6	9	1	75
13	33	14855	Richard Hallagan, Tammi Jamison & Hendrix Teneyck	41	21	9	5	6	82
14	40	14740	W.G. Faude, Ernie Dieball & Jared Drake	9	2	17	7	48\ocs	83
15	27	14688	Brian Hayes, Greg Fisher & Kathleen Tocke	26	18	13	8	25	90
16	31	11011	Tito Gonzalez, Klaus Engell & Juan Pablo Del Solar	1	8	8	27	48\ocs	92
17	14	14709	Juan Reid, Fernando Gallyas & Felipe Herman	3	5	24	13	48\ocs	93

18	22	15122	Jim Carson, Jimmy Roe & Jarrett Lynn	17	27	29	14	11	98
19	3	15103	Steven Davis, Jan Davis & Travis Maier	29	10	20	12	30	101
20	51	15151	Frank Atkinson, Kurt Taulbee & Valerie Holly	2	13	47\ocs	18	23	103
21	21	14851	Ched Proctor, Kathryn Josenhans & Todd Johnson	47\ocs	7	7	19	24	104
22	12	14851	Joel Humphrey, Mark Allen & Molly Hopkins	15	19	33	37	12	116
23	39	14739	Jack Elfman, Cindy Lister-Elfman & Mike Holly	23	39	21	20	13	116
24	18	15171	Joshua Goldman, Deirdre Crampton & Dan Neff	28	29	15	32	20	124
25	37	14073	Gary Hurban, Diego Leon & Michelle Sumpton	12	24	22	35	36	129
26	29	15130	Christopher Vann, Barbara Vann & Jay Vann	14	31	32	10	48\ocs	135
27	2	14781	Judy Hanlon, Bob Sengstacken & David Schmahl	37	33	26	39	9	144
28	60	14960	Mitch Hnatt, Ginger Hnatt & Rick Pokorny	19	15	18	44	48\ocs	144
29	20	14111	Bob Shapiro, Margo Krukonis & Brad Winslow	34	26	37	25	22	144
30	34	14930	Stephen Horwitz, Bob Harman & Paul Calvet	33	43	35	31	10	152
31	9	11649	Hector Longarela, Hugo Longarela & Tomas Wagmaister	33\zfp	28	47\ocs	23	21	152
32	11	14374	Jon Ewing, Eamonn Delisser & Heidi Delisser	32	25	28	36	31	152
33	26	15093	Joan Hurban, Gary Schneidman & Tim Millhiser	38	34	19	34	28	153
34	30	14975	Paul Wurtzebach, Monica Trejo & Jes Willis	25	36	47\ocs	29	17	154
35	46	14866	Bill Mauk, Stuart Delisser & Suzy Batzer	21	35	25	28	48\ocs	157
36	8	14905	David Gorman, Chantal Leger & Jay Deakin	31	38	23	26	48\ocs	166
37	35	14854	Richard Bukowsky, Jr, Traci Bukowsky & Robert Shaw	36	41	40	22	33	172
38	16	14214	Hugh Hutchison, Marc Venables & Dick Moyer	39	40	27	42	26	174
39	10	15158	David Spira, Dave Adams & Marcel Wolf	47\ocs	30	31	38	29	175
40	32	14801	Mauricio Valenzuela, Alberto Valenzuela & Tomas Valenzuela	40	32	38	33	32	175
41	36	14275	John Hughes, Kate Brush & Ann Brush	22	44	34	30	48\ocs	178
42	41	15054	Jonathan Lange, Philip Lange & Kathryn Hanson	27	37	41	40	35	180
43	5	14396	Kenneth Deyett, Adam Philbert & Geoffrey Gibby	47\ocs	23	39	48\dns	27	184
44	52	13861	Randy Clee, Dave Holland & Andrea Stringos	30	42	30	41	48\ocs	191
45	13	14122	George Koch, Georgeann Koch & Chris Weeks	42	45	36	45	34	202
46	47	14384	Patrick Gallagher, Bruce Brown & Nadine Lavendar	35	47\dnf	47\dns	43	48\ocs	220
47	38	13858	Rob Muir	48\dns	48\dns	48\dns	46	37	227

2003 St. Petersburg Winter Championship

St. Petersburg Yacht Club, St. Petersburg FL, March 14th - 16th, 57 Boats, 4 Races

Pl	B#	Crew	From	Subg.	R#1	R#2	R#3	R#4	Total
1	27	B. Hayes, C. Utzig & L. Jeffers	Milford, CT		3	4	17	6	30
2	46	B. Mauk, S. Batzer & B. Batzer	Miami, FL		14	8	2	10	34
3	61	G. Fisher, J. Jones & T. Emch	Hilliard, OH	Master	2	23	8	8	41
4	51	F. Atkinson, K. Taulbee & V. Holly	Loxahatchee, FL		9	7	24	5	45
5	24	J. Linton, M. Taylor & A. Smith Linton	Tampa, FL		19	1	19	16	55
6	31	T. Gonzalez, J. Del Solar & C. Engell	Santiago, Chile		1	33	11	11	56
7	28	T. Allen, J. Humphrey & V. Mathews	Kenmore, NY		21	6	13	18	58
8	33	R. Hallagan, H. TenEyck & T. Jamison	Newark, NY	Master	20	14	6	21	61
9	21	C. Proctor, K. Josenhaus & T. Johnson	Southport, CT		6	2	58\ocs	1	67
10	8	D. Gorman, C. Leger & J. Deaken	Malone, NY		26	9	30	4	69
11	29	C. Vann, B. Vann & J. Vann	Waterford, CT	Master	12	18	5	34	69
12	37	G. Hurban, S. Fossceco & L. Maday	New City, NY	Master	35	20	1	14	70
13	79	J. Davis, C. Davis & L. Lashaway	Toledo, OH	Master	23	22	18	7	70
14	77	D. Dressel, K. Evans & K. Vanderhorst	Burke, VA		10	11	7	43	71
15	58	B. Dutcher, B. Fastiggi & S. Coburn	Pilot Knob, NY	Master	29	16	3	26	74
16	14	J. Reid, F. Herman & F. Gallyas	Santiago, Chile		4	58\bfd	10	3	75
17	60	M. Hnatt, G. Hnatt & R. Pokorny	Brick, NJ		5	5	32	35	77
18	48	C. Park, K. Park & C. Carlin	St. Petersburg, FL	Master	13	28	12	24	77
19	18	J. Goldman, D. Neff & W. Nye	Westport, CT		17	13	23	28	81
20	3	S. Davis, E. Sherman & J. Davis	Centennial, CO		16	27	27	13	83
21	12	M. Allen & R. Maurer	Flushing, MI		24	32	16	17	89
22	91	S. Fidler & W. Jeffers	Royal Oak, MI		8	15	14	58\dnf	95
23	90	P. Denton, J. Townsend & K. Smith	Moorestown, NJ		38	30	20	9	97
24	22	J. Carson, J. Lynn & J. Roe	Brick, NJ		28	35	37	2	102
25	55	J. Taylor, S. Fuller & Josh	Hamilton, OH		43	3	42	15	103
26	9	H. Longarela, H. Longarela & T. Wagmaister	Buenos Aires, Arg		31	34	15	23	103
27	6	C. Perez, C. Perez & F. Perez	Santiago, Chile		22	29	36	20	107

28 30	P. Wurtzebach, M. Trejo & J. Willis	Woodridge, IL	40	17	21	30	108
29 85	B. Wardwell, M. Healy & B. King	Watertown, NY	49	21	28	12	110
30 2	B. Sengstacken, J. Hanlon & J. Muir	Valley Cottage, NY	47	19	25	22	113
31 50	E. Michels, N. Granucci & A. Krauss	Raleigh, NC	30	36	9	39	114
32 36	J. Hughes, A. Brush & K. Brush	Salem, NH	Master	15	10	33	58\dnc 116
33 26	J. Hurban, G. Schneidman & T. Millhiser	New City, NY	Master	36	12	44	33 125
34 4	P. Grotheer, S. Carroll & D. Crampton	Annapolis, MD	39	26	4	58\dnf	127
35 81	J. Jones, J. Atkins & A. McReynolds	Henderson Harbor, NY	Master	25	48	26	29 128
36 5	K. Deyett, G. Gibby & A. Philbert	Candia, NH	27	44	39	25	135
37 10	D. Spira, R. Stoller & D. Adams	Denver, CO	34	25	38	38	135
38 42	B. Alison, L. Icyda & S. Leech	Newport, RI	7	31	58\ocs	40	136
39 69	B. Franke, J. Bogadi & S. Edwards	Grafton, WI	42	42	22	31	137
40 45	R. Buchanan, J. Ullman & C. Cieri	Glen Allen, VA	44	38	45	19	146
41 99	C. Cobbum, R. Lester & M. Kilby	Muncie, IN	45	24	34	45	148
42 16	H. Hutchison, M. Venables & R. Moyer	Devon, PA	Master	41	37	29	42 149
43 41	P. Lange, K. Hansen & J. Lange	Rochester, NY	46	47	31	27	151
44 20	B. Shapiro, M. Krukonis & B. Winslow	Arlington, VA	50	39	41	32	162
45 13	G. Koch, L. Koch & C. Weeks	Southhold, NY	55	45	40	36	176
46 43	B. Taboada, T. Colontuano & R. Dunn	Island Heights, NJ	11	58\bfd	58\dnc	58\dnc	185
47 70	B. Williams, D. Aronson & C. Williams	Urbana, IL	56	40	47	44	187
48 38	D. Johnson, J. Northrup & J. Northrup	Hertford, NC	Master	58\ocs	41	50	41 190
49 35	R. Bukowsky, T. Bukowsky & R. Shaw	Lake Orion, MI	52	46	35	58\dnf	191
50 7	D. Peck, N. Peck & J. Farrar	Old Lyme, CT	18	58\bfd	58\dnc	58\dnc	192
51 54	A. Hayward, M. Brock & N. Velardabo	Danville, PA	32	58\ocs	46	58\ocs	194
52 53	J. Heagy, T. Brown & K. Bradley	Toledo, OH	48	43	48	58\dnf	197
53 98	R. Bernstein, S. Zerban & R. Frerker	St. Louis, MO	33	49	58/dsq	58\dnc	198
54 49	L. Fontier, M. Carlucci & J. Wight	Penn Yann, NY	Master	54	58\bfd	51	37 200
55 47	P. Gallagher, B. Brown & N. Lavender	Newburyport, MA	51	50	43	58\dnf	202
56 44	R. Ratcliffe, S. Potter & L. Pfeifer	Southport, CT	53	58\bfd	49	46	206
57 71	J. Pelosi, C. Rumble & P. Marriott	Wake Forest, NC	Master	37	58\bfd	58\dnc	58\dnc 211

2003 St. Petersburg Winter Masters Championship

St. Petersburg Yacht Club, St. Petersburg FL, March 14th - 16th, 14 Boats, 4 Races

1	George Fisher	1 (2)	8 (23)	5 (8)	2 (8)	16 (41)
2	Richard Hallagan	5 (20)	3 (14)	4 (6)	4 (21)	16 (61)
3	Gary Hurban	9 (35)	6 (20)	1 (1)	3 (14)	19 (70)
4	Chris Vann	2 (12)	5 (18)	3 (5)	9 (34)	19 (69)
5	Bill Dutcher	8 (29)	4 (16)	2 (3)	6 (26)	20 (74)
6	Jim Davis	6 (23)	7 (22)	7 (18)	1 (7)	21 (70)
7	Colin Park	3 (13)	9 (28)	6 (12)	5 (24)	23 (77)
8	John Hughes	4 (15)	1 (10)	10 (33)	15 (58)	30 (117)
9	Joan Hurban	10 (36)	2 (12)	11 (44)	8 (33)	31 (126)
10	Jack Jones	7 (25)	12 (48)	8 (26)	7 (29)	34 (129)
11	Hugh Hutchison	12 (41)	10 (37)	9 (29)	12 (42)	43 (150)
12	Don Johnson	15 (58)	11 (41)	12 (50)	11 (41)	49 (191)
13	Leon Fontier	13 (54)	15 (58)	13 (51)	10 (37)	51 (201)
14	John Pelosi	11 (37)	15 (58)	15 (58)	15 (58)	56 (211)

number in parenthesis is the finish in the open fleet race

Editor's Note: More results are available on the Class website: www.lightningclass.org
Recent regattas will be featured on the "Front Page" of the website,
but all results are available through the "Results" section.

2003 SOUTHERN CIRCUIT OVERALL

		Savannah Deep South 2 Races	Miami Midwinter 5 Races	St. Petersburg Winter Championship 4 Races	Total	after throwout
1	15083	Jeff Linton	6 14 5 4 11 1 7	49 1 19 16	103	84
2	15168	Thomas Allen Jr	5 6 13 17 2 4 4	24 6 13 18	109	88
3	14688	Brian Hayes	8 1 26 18 13 8 25	3 4 17 6	129	103
4	14855	Richard Hallagan	3 5 44 21 9 5 6	20 14 6 21	151	110
5	14821	Ched Proctor	2 2 47 7 7 19 24	6 2 58 1	175	117
6	15151	Frank Atkinson	9 7 2 13 47 18 23	9 7 24 5	164	117
7	15181	Phil Grotheer	10 10 16 6 3 3 16	39 26 4 58	191	133
8	15126	Betsy Alison	12 3 7 14 16 16 19	7 31 58 42	225	167
9	15122	Jim Carson	4 8 17 27 29 14 11	28 35 37 2	212	175
10	15103	Steven Davis	16 9 29 10 20 12 34	16 27 27 13	209	179
11	15130	Christopher Vann	11 12 14 31 32 10 48	12 18 5 36	229	181
12	14866	Bill Mauk	28 19 21 35 25 28 48	14 8 2 10	238	190
13	14482	Gary Hurban	17 15 12 24 22 35 36	35 20 1 14	231	195
14	14960	Mitch Hnatt	15 24 19 15 18 44 48	5 5 32 37	262	214
15	14905	David Gorman	18 11 31 38 23 26 48	26 9 30 4	264	216
16	14971	David Peck	1 16 18 11 14 17 14	18 58 58	283	225
17	14781	Judy Hanlon/				
		Bob Sengstacken	27 20 37 33 26 39 9	47 19 25 22	304	257
18	14111	Bob Shapiro	13 17 34 26 37 25 22	50 39 41 34	338	288
19	14214	Hugh Hutchison	25 28 39 40 27 42 26	41 37 29 5	339	297
20	11138	David Spira	21 13 47 30 31 38 29	34 25 38 40	346	299
21	14396	Ken Deyett	14 25 47 23 39 48 27	27 44 39 26	359	311
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