

# 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](mailto:office@lightningclass.org)  
homepage <http://www.lightningclass.org>

## NORTH AMERICAN CHAMPIONSHIPS

### NORTH AMERICAN CHAMPIONS

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### RUNNERS-UP

Carol Park, Sterling Bush, Heather Dodd

Results Pages 20-23

Stories and photos in October/November Flashes



**T**hank you to the many donors who have made the purchase of Lightning Number One possible. Additional donations are welcome as we strive to reach our goal.

Next month we will also feature photos from the reception for Lightning #1 at Mystic Seaport Museum.

Please see Historian Huntsman's report.

This is a copy of the cover of the program for that reception, with Olin Stephens' signature.

## INDEX

North Americans	pages 1, 20-23
Party at Mystic	page 1
President's Column	page 2
Historian's Column	page 3
Yearbook Editor's Plea	page 3
Memoriam: Mel Gardner	page 4
Adventures in Wooden Boating	
A Place to Work pages 5-6	
Coach Notes	page 8
Calendar of Regattas	pages 10-11
Boat Ownership Changes	page 14
Fleet 228 at Riverton	page 15
Regatta Reports	
Independence Day page 16	
River Cup Team Races page 17	
Tawas Bay page 18	
To the Conspirators	page 19
NA Results	pages 20-23
Classifieds	page 24

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## President's Column

Paco Solá

Here I am, sitting in the office and writing, and lamenting, that I was unable to make it to the great party that is the North American Championships, superbly organized (from what I have heard) this year at Cedar Point Yacht Club.

This year was also very special in the fact that the Class presented Lightning #1 to Mystic Seaport Museum, at a special ceremony planned and organized by our own Historian Mary Huntsman. The museum will take ownership of the boat and will restore it to its full beauty for all to enjoy. We Lightning sailors should be proud of our legacy, and because of it, we should be strongly committed to the future of the Lightning Class.

That the boat survived 60 years and many owners, and still resembles the original design, is close to a miracle. One that we have to thank to many people, especially Jack Ryan, who has preserved it until now, and Mary and Sandy Huntsman, who committed to buy it from him and raise the funds to pay it, so that the ILCA could donate it to Mystic. These efforts are what makes our membership so unique and valuable.

August also marks a year since me and my Executive Committee got elected. We actually took office in September but elections were held at North Cape. I do feel we have accomplished a lot this year and



hope you feel so too. My report to the Governing Board will be published along with the meeting minutes next month.

I would like to say is thank you! thanks for letting me lead the class during this past year. I know there were so many doubts about what a foreigner could do for the class, and how much could I know about the reality of the class' grassroots. It turns out I don't know

that much, really. Not much more than any of you anyway. What is needed on top of all in this job is enthusiasm, and I have felt it all along in each and everyone of the people who have collaborated during this year.

I believe it was Churchill who once wrote "success is going from failure to failure without loss of enthusiasm". He knew. It is true.

Thanks, and as always, do send your comments, criticism and suggestions. It keeps us motivated when we know you are interested as much as we are on the success of our class.

Happy sailing

President@lightningclass.org ●

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## From the Historian Mary Huntsman

Now that Lightning Number One is safely in the capable hands of Mystic Seaport Museum, We can work forward to preserve her history and look forward to preserving all our history as well.

The reception at Mystic was very well attended by many members and friends of the Class of all ages. Jack Sparkman was with us with stories that he remembered as a youngster. He and his brothers sailed Lightnings as kids. I trust in the future those young kids will remember the event and pass on all the stories that keep our Class so alive. . The Website brought us a number of people in Connecticut and Rhode Island who just wanted to see the boat... A couple of these guests are refinishing older boats for the pleasure of it and will join the Class and contribute to the "Woodie" section and help others in restorations... The museum President, Doug Teeson, VP Dana Hewson and curator Peter Vermilya were impressed with all that has been done and look forward to have Our Number One permanently rigged in the Watercraft Hall that they are in the process of renovating. We will also have our archival material on record there. Once our data base is installed as our permanent record, we will all have access to any data that you would like to research.

Personally I would like to thank all of those who made this possible. Those who contributed for the boat and those who have found documents pertaining to the boat. Franz Edson who coordinated the reception into the WJM at Niantic...Bill Faude and our daughter Karin who have done the graphics and text for the whole project.

There will be a permanent plaque with the boat listing all those who have contributed to the project in many ways that will be on display with the boat. We plan to present this to the museum with the original



documents that belong with the boat and our history...We are all grateful to those who have saved our treasures throughout the years.

Now for an even harder part - bringing forward all the data that is between Number One and the present...We need help for this...I can send a yearbook for scanning to take their time doing it and will send a duplicate to keep - scanning will be possible only if the book is torn apart. Please e-mail me if you can help.

The photos from the WJM and Nas are wonderful and will be used in the Yearbook - Any good shots you may have of your family sailing or just posed by the boat would be wonderful for the family section of the boat. Please send these to me to edit soon. We have started the yearbook already and Caroline Hoedemaker choedemaker@mind-spring.com is in charge and wants your fleet reports ASAP... We can add things later if you find more to report.

As always I ask that you send me any old information you find in your attic or someone else's. Good stories too.

Thanks

*Mary*

historian@lightningclass.org ●



## From the Yearbook Editor

**Caroline Hoedemaker**

ATTENTION: Yearbook needs

The yearbook has always been a predominant feature of the Lightning Class. This year's yearbook will focus on the strength our families provide to the Lightning Class. With that in mind, keep your cameras peeled for appropriate photos. Don't forget, sometimes the best family pictures are off the water.

Our goal for this year is to have the yearbook IN the mail before the end of March. To achieve this goal, we need everyone's help. Please submit your fleet rosters and reports NOW. Even if you need to update it for subsequent racing, the earlier you can provide us with a draft, the better off we all will be. Please submit articles in word, and rosters in Excel if at all possible.

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### IN MEMORIAM

Melvin "Mel" Gardner, originator and lead organizer for more than 35 years of the Pennsylvania Governors Cup Lightning Regatta, died July 31. Mel sailed *Jack Tar* and was a 40-year member of Lightning Fleet 253 at the Susquehanna Yacht Club in Long Level, PA.

The Pennsylvania Governors Cup Regatta was first held in 1966 and flourished at SYC until 1990, when dwindling Fleet 253 membership caused its shift to Fleet 16 at Lake Wallenpaupack in the Poconos, where it continues.

Mel's leadership brought many notables in ILCA racing to Governors Cup regattas over the years, including Bob Adams, Chuck Maltbie, John Tieglund, Jack Elfman, Djoerd Hoekstra, Dick Hallagan, Mark Schneider and Bob Wardwell to name just a few.

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## THAT GUY FROM CHICAGO

## Adventures in Wooden Boating

Joel Thurtell

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I feel like the writer of an advice column. Well, maybe that's what I am.

A call came in one night as I was frenetically packing to go on vacation.

The question was about rot.

A friend of the caller had acquired a Lightning, but the wood around the centerboard and indeed in the centerboard trunk was soft.

The question: Was it worthwhile to fix this boat, or should it be hauled to the landfill?

Remember, I can't see the boat. This reminds me of a famous medical examiner who used to take calls at the morgue in Detroit from puzzled pathologists in distant places. His caller was somewhere far off with a cadaver laid out on a steel table. Our medical examiner would tell him something like, "Make an incision below the left collarbone and continue cutting southeast and tell me what you see along the way."

I'm not into long distance autopsies. I told the guy to make his own call on the rot.

Recently, I wrote about another caller I referred to as "that guy from Chicago."

I mentioned his dilemma – he couldn't find a source of marine plywood to re-deck his old Nickels & Holman Lightning. My advice: use exterior grade plywood.

But my main point was about my credentials, or lack of them as far as wooden boat repairs go.

I used the Chicago caller as an example in pointing out that I have no formal boat building training.

Recently, I opened an email: "Hello, it's me, the guy from Chicago."

Oops. One person at least is reading these columns.

His name is Jeff Fjeldheim

And he's going through a classic if not epic obsessive struggle to restore an old wooden Lightning.

I'm in awe of this guy. He's solved the Number One boat restoration problem in a clever way.

That problem is the issue of Place to Work.

Right now I lack such a place, having given up my warehouse when the landlord tried to jack the rent up by 40 percent.

True, my garage is 20 feet long, so in theory I could put a 19-foot hull in it. But I kind of want to stay married to my wife.

Let's see how Jeff deals with these questions:

Mr. Thurtell,

Hello, it's me, the guy from Chicago, actually a suburb of Chicago -- Deerfield. Any more information than that and I fear I will start getting phone calls from guys like me at night. Not good. The baby is usually sleeping.

As usual, I enjoyed your article in the August issue of Flashes. And you are right: we should ask important questions of those from whom we seek advice. Or should I say you may be right. Only time will tell. You see, the boat -- #9232, built the same year as your Plug Nickel -- has a new exterior grade plywood deck and is awaiting a canvas job.

Maybe I should take a moment to update you on my current progress. I could use a sympathetic ear.

The boat is upside down in my workshop where I have been removing paint, fixing cracks and coating with epoxy. None of which is very fun, by the way.

My "workshop" is a one car garage which in addition to the boat, houses a lawnmower, garden tools, a few bicycles, and everything else any overcrowded garage would have.

So, the boat is upside down supported by four bales of hay. The hay bales are on furniture dollies. The kind with small wheels. When I work on the boat, I clear everything out from around the boat and wheel it into the driveway. It is a pain. The point at which the driveway meets the concrete garage floor is off a quarter inch or so. The wheels get stuck. A half an hour of "working on the boat" time is spent getting the boat out.

I have a full time job. I have an 11-month-old son. I am committed to sailing an Etchells one-design boat with my 76-year-old sailing mentor and great friend on most Saturdays. On Sundays, I usually have to cut the grass, catch up on regular household maintenance, and spend time with my son.

However, the neighbors get a good show on week nights after the baby goes to sleep. Some stop by to talk. Some slow down as they drive by.

Others give me dirty looks. I suspect they think I am trashing up the neighborhood with this old hulk. I'm sure they all share one familiar thought, "lots of work, no progress". I also think there is a pool going around. I not sure what the bet is, but I can guess.

I sand and sand. Mix and fill. Do whatever I am guessing needs to be done to get done what was going to be a simple project to turn a free boat into a family heirloom. I walk and crawl around and around the boat, all the while leaving a cloud of dust in my wake. Quickly, it gets dark out and I put the boat back in the garage along with the lawnmowers and such which takes another half an hour or so. The lights in nearby houses go out and we all go to bed.

My wife wants this project to be over with. I want this project to be over with. Although my son can't speak yet, his eyes tell me he wants this project to be done.

I do not want a project boat in my one car garage this winter.

Let luck and common sense sort out the good from the bad. I told my wife the day I showed up with this boat that we would be sailing in a month.

I may name the boat Can of Worms.

I must forge ahead.

I have thought about buying a fully restored Lightning and secretly making a switch in the middle of the night. During a recent severe thunderstorm, I silently wished for a felled tree on the garage. You know a face saver sort of thing.

Anyway, there are really two reasons I am sending this note.

First, thanks for the articles you write each month, they are entertaining and credentials be damned, downright helpful.

Second, would you happen to have any close up pictures of the rigging of wood lightnings? Anything would be a big help! I know you know how to rig a lightning.

It is a complicated job.

Hope to speak with you again soon.

Jeff Fjeldheim

P.S. Just what is it that you would have said if I had asked "What do you know that I don't"?

Jeff - Absolutely eloquently stated. Man, do I know what you are talking about. There were times when I felt like forgetting about the plug, and indeed for a time I rented space in a storage lot and had it out of sight.

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The storage place is in the flight path of an airport and one day an experimental plane crashed in the lot, not far from my boat.

I took that as an omen that the next shot would hit and soon got back to work.

But maybe there is something in that anecdote you can use. You were kidding yourself to think you could finish that boat in a month. I know. I fooled myself on the plug. I figured I'd be sailing it the first summer I had it. Just plunk some hardware on it and sail away!

You aren't going to get that boat in the water this season, so why don't you relax, spend some time with your family, go for a sail, and ponder that rigging layout?

Incidentally, an upcoming column will feature photos of an early 1950s wooden Lightning rigging layout, so stay tuned.

Your boat is a classic, and so is your garage. The outboard motor is quite a touch. But I must say, the thought of trundling all kinds of things outside and then putting them away just to grab a few minutes of work boggles my mind. I have more space in my garage, but could not muster the time or patience to move things back and forth.

But the fact that it could be done, and IS being done, is an example – something for me to think about when I grouse that I don't have a place to work.

I have some disturbing news for you, though. It is this: You will still be working on that boat come winter, though you may not realize it now.

And you need to make some plans for winter boat work. I know what winter is like in Chicago. Snow will block your garage door. Epoxy won't set up. Your fingers will get numb.

Maybe you could find a heater. One of those kerosene-powered salamanders.

I can't imagine moving those hay bales when there's snow and ice outside. How about building a dolly? Find some old Lightning trailer bunks and build a frame for them. Maybe you could use the castors from those furniture dollies, or bolt the dollies to the frame. I'm also concerned that some day one of those hay bales will cut loose and dump a nicely painted deck or hull onto the concrete.

Maybe you could get one of those plastic sheds to house lawn mowers and that outboard motor. That would eliminate all that horsing around before and after boat work.

And speaking of horses, where I come from horses were the ones who got the hay.

But I have to admit, you have me so inspired, I'm thinking of building a boat in my garage.

After I clean it out in about 10 years.

But not a Lightning.

A Sunfish, maybe.

As to your last question, What do I know that you don't?

I know that these boats don't get done in a month or before winter or according to any pre-conceived deadline. They get done when they are ready.

The sooner you realize that the project is in control and you are merely its instrument, the sooner you will start feeling true happiness and satisfaction with the boat.

Often, what drives us is the mental image of that boat all painted with a spread of sails heeling in a summer breeze.

But now when I'm sailing Plug Nickel with the sound of water rushing underneath and a white curl of foam running off the sides, I recall the many times when I sat on the same spot of deck while drilling or screwing. Or crawling into the bow to work. I think about those years that this same hull – not yet a boat – sat on my dolly made from a pair of trailer bunks, and its only moves happened when I needed to roll it to the side to get around it.

If you can quit hammering yourself about the time it's taking, you may come to enjoy the work for its own sake.

I enjoyed working on the plug most when I finally stopped trying to force it to be finished for the next sailing season.

If it's too hard to work in that garage during your Chicago winter, maybe you should let it go until spring. Spend more time with your wife and son.

Take control.

The boat will wait for you.

*Joel Thurtell can be reached at finder@radiofinder.com or at joel@thurtell.net and his telephone number is 734-453-8303*



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# NORTH SAILS

## NOTES FROM A COACH

*Mark Bryant*

Subject: Keys to first upwind leg  
The first objective are indicators on my sail to the course site.

You should be monitoring your water flow; whether that be a ebbing or flowing tide. In addition to this, you will need to find any "rivers" that may run through the course. Rivers will produce current, much more than an ebb or flow. These rivers are indicated by foamy water, a pronounced sand bar, or distinction of water turbulence.

Your wind observation is critical. Regardless of your track to the course, whether upwind or downwind, you have the ability to check the wind changes via the compass and a stationary marker. This information will allow you to analyze the wind. The wind may be persistently shifting or oscillating back and forth, it may also be finding the LOCAL breeze.

You're at the course location. What to do now?

Sail the course as much as possible. You need to figure out if there is a tide line or river, and if the wind is steady or more pronounced on one side versus the other.

At this point you hook up with your boxing partner and test the course.

Start at different ends on port and starboard tacks. Sail towards each other and see what happens.

Jibe toward the starting line and sail downwind. Figure out the differences, and decide if it's wind pressure or water flow.

With the above history, you have begun to determine what side of the course is favored. Refine the side with the following.

If your head to wind is different than what the race committee is displaying, you need to determine if the Sailing Instructions indicate that they will head to wind compass or course to first mark.

If you have course to first mark, then the committee may have walked the course. Walking a course is an attempt to incorporate the water flow with the wind direction. This should always be observed.

Wind direction to weather mark is exactly that, no adjustment other than yours and the committees needed.

I've already assumed that you did your normal shake down. This being some 20 to 30 tacks and jibes etc..

Now the side or center of a side is determined. The following steps are the true beginning of a weather leg.

Your pressure is consistently coming from the right side. However, you have local knowledge saying the pressure will settle at a specific number well to the left of the present wind. The pressure has got to be gauged and determined what its value is with regard to localized wind patterns.

If light pressure is present, consider the value of the water flow. Unlike Dr. Stuart Walker, I think that water flow may have a larger impact in light to moderate air, especially in a dying or thermal situation on the original beat.

The START. All too often the above preparation is done and it's not used. Let's take our situation of good pressure to the right and we know that the wind will fade or go left. Water flow is on our hip, which will cause a header on starboard tack.

With the leeward end heavily favored, the dice will roll. Do I know the wind will go left quickly enough for me to go left? Should I forfeit the favored end now because of the continuation and persistent pressure to the right? The water flow early will head me, off the line or over the line.

We've established a whole bunch of parameters. Now we make decisions.

If the water flow is heading us, we know we do not want to sail a headed tack first. If the water is pushing away from a lift, leave it.

If the pressure is right, more often than not, you will take pressure. Predicting a local breeze is a difficult thing to do.

The decision in the above scenerio is to be on the line in the center with the ability to go right for pressure. However, when protecting right you must do just that. Don't be pulled by the pressure, you must allow the pressure to come to you. There will be a lot of sailors to your left that you will need to keep a keen eye on.

I hope this answers your questions or suggests a strategy for your first leg.

*Coach Mark* ●

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# If it weren't for Lightnings...

## ...Layline would not be in business!

You've all 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 "gently slipped" under and all that water rushed 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. The local store tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything (W.M.), and 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. Uuuggghhh. 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, 17 seasons 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 weren't for Lightnings*, I might have a real job, my own boat, and the time 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.

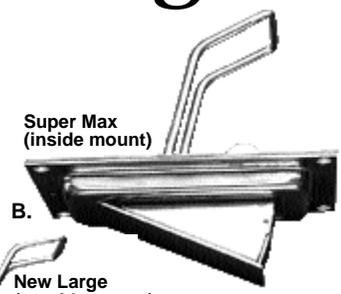
*Walt*



A.



C.



B.

New Large (outside mount)



D.



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## UPCOMING REGATTA CALENDAR

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

### 2003 SOUTH AMERICAN CHAMPIONSHIP

**November 6-9 Salinas Yacht Club, Salinas Ecuador**

### 14th YOUTH WORLD CHAMPIONSHIP

**February 28-March 7, 2004**

**Clube de Campo de Sao Paulo (Lightning Fleet 462)  
Guarapiranga Lake, Sao Paulo Brazil**

### 2004 SOUTHERN CIRCUIT

**March 13-14 Deep South Regatta, Savannah Yacht Club, Savannah GA**

**March 16-17 Miami Midwinter Regatta, Coral Reef and Biscayne Bay Yacht Clubs, Miami FL**

**March 19-21 Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL**

- |                 |   |                     |   |
|-----------------|---|---------------------|---|
| September 6-7   | Leukemia/Presidents Cup, Potomac River Sailing Association                                | October 4-5         | Ice Breaker, Crescent Sail Club MI                          |
| September 6-7   | 45th Annual White Cap Regatta, Pontiac Yacht Club MI                                      | October 4-5         | Atlanta Cup, Lake Lanier                                    |
| September 6-7   | 55th Annual Regatta, Surf City Yacht Club Surf City NJ                                    | October 4-5         | Snowball Regatta, Buckeye Lake OH                           |
| September 13-14 | 60th Annual Devils Lake Fall Regatta, Devils Lake MI                                      | October 11          | Fall Blowout, North Cape Yacht Club, LaSalle MI             |
| September 13-14 | Pennsylvania Governors Cup, Lake Wallenpaupack YC   | October 11          | Wandering Moose Regatta, Sheboygan Yacht Club, Sheboygan WI |
| September 13-14 | Bow Lake One-Day Lightning Flash, Bow Lake, Strafford NH                                  | October 11          | Last Blast, Nyack Boat Club, Nyack NY                       |
| September 20-21 | SMSA Fall Invitational Regatta, SMSA / Fleet 508, Solomons MD                             | October 11-12       | South American Trials, Vina del Mar                         |
| September 20-21 | Cotton Pickin, Delta Sailing Association, Hernando MS                                     | October 11-12       | Leaf Peeper, Malletts Bay Boat Club, Colchester VT          |
| September 20-21 | 25th Mannahawkin Bay Cup sponsored by "Canon Business Solutions", Surf City Yacht Club NJ | October 18-19       | Frigid Digit, SSA, Annapolis MD                             |
| September 20-21 | Red Flannels, Chicago Corinthian YC   | October 18-19       | Hospitality Regatta, Jackson Yacht Club, Jackson MS         |
| September 20-21 | Mansfield Bare Bones, Mansfield OH  | October 18-19       | Cowan Lake Fall-In 30th Annual Regatta                      |
| September 27-18 | 49th Annual Hoosier Regatta, Wawasee Yacht Club IN  | October 25-26       | Borderline, Carolina Sailing Club, Raleigh                  |
| September 27-28 | Lightning Fall Classic, Cedar Point Yacht Club, Westport CT                               | November 1-2        | Bluenose Regatta, Harbor Island Yacht Club Nashville TN     |
|                 |   | November 1-2        | Phase I Nationals, Vina del Mar                             |
|                 |   | <b>November 1-3</b> | <b>Second Annual Pacific Cup Regatta, Salinas Ecuador</b>   |
|                 |   | November 8-9        | HYC Fling-Fall Lightning Invitation, Hampton VA             |

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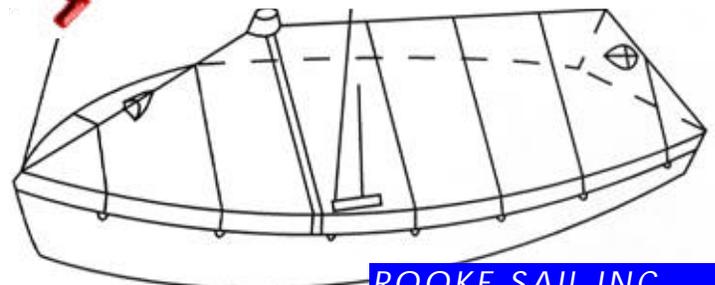
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<b>CENTRAL NEW YORK</b>	<b>15188 Jeannette Little, 201 Woodgate Lane, Ithaca NY 14850</b>	<b>484</b>
<b>CONNECTICUT/RHODE ISLAND</b>	<b>15190 Michael Breault, 155 West 20th Street #6C, New York NY 10011-3617</b>	<b>85</b>
<b>DIXIE</b>	<b>*14191 Spencer Abbot, 4488B Lauderdale Ave. , Virginia Beach VA 23455</b>	<b>329</b>
<b>LONG ISLAND</b>	<b>10892 Fleet 178</b>	<b>178</b>
<b>METROPOLITAN</b>	15166 Jonathan Olesky, 5 Thomas Jefferson Drive, Warren NJ 07059	U
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## RACE AT RIVERTON YACHT CLUB FLEET 228

Mark Schneider

In 1989, I moved to Riverton New Jersey, the home of the Lippencott Lightning, with the hopes of reviving fleet 228. Since then we have had a lot of fun, watched a fleet grow to be one of the most active fleets in the district and sailed more races than an average club sails. Yes, this is an advertisement for those who are reading the flashes living in Philadelphia and either not sailing at all or not sailing enough. We want you to come down and crew or better yet bring your boat and join us.

Some say it is the quality of the racing and some say it is the quantity of the racing. Well as I right this we have finished 27th of 35 races scheduled this year so the quantity is there. Quality, well that all depends on your definition. The river is skinny and has significant current, the starting line isn't usually square to the wind, and the air can be a bit shifty. So from that standpoint, we are not the ideal sailing facility. But, we are 20 minutes from downtown Philadelphia, have a 6:20PM start

every Wednesday night, and we have Champion of Champions, Finn Gold Cup Winners, District Champions, and a few really good river rats (that is what we call a skipper who no matter what happens on the river is fighting for first place.) So yes, the quality of those sailing there is top notch. Keep in mind we have created and lost some to either job relocations, marriages, and even the regatta circuit who are still making their mark in the Lightning circuit - Bob Bush, Mike Holy, Dick Moyer, and Ron Baerwitz. Some day ask them what they think about Riverton.

This marks the end of my advertisement on Riverton Yacht Club, the only club with the stars and strips in its burgee, one of the oldest yacht clubs around and a great place to race Lightnings on a Wednesday evening after a hard day at work.

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 Riverton Yacht Club Website - [www.rivertyachtclub.org](http://www.rivertyachtclub.org)  
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## INDEPENDENCE DAY REGATTA

*Dave Vieregg*

Pymatuning Yacht Club,  
Jamestown PA, July 5-6

The 54th annual Independence Day Regatta at Pymatuning Yacht Club occurred July 5 and 6th in Western Pennsylvania. This regatta has a lot of history as past World and NA champions have competed for the coveted Watson and Krutsch trophy. After celebrating the 4th in various ways travelers and PYC members registered, ate pizza and drank plenty of Sam Adams on Friday night during a typical PYC pre-race party "down front" (as Hanna and her friends call it). 11 Lightnings along with 30 Thistles, 8 J-22s, 6 Fireballs and 4 420's ventured out to the race-course on Saturday morning in typical "lake" conditions. Fluky winds, light to puffy velocity and shifty directions.

The conversations on our boat during the pre race tune up went something like this: "today we are going to have to shift gears a lot, lets take a wind check here, ok remember 217 degrees, now lets sail on to the right for another wind check. Ok now lets remember 247 degrees, ready to tack back to the left, watch the puff coming down the lake everyone up and hiking, ok now back to the middle. Ok lets take a wind check here 192 degrees, ugh! Now what" You get the drill, under cloudy skies, the wind was everywhere and nowhere, all at the same time.

The sequence of starts included the Fireballs and 420's starting first. Most of the Fireballs started near the boat end, it sure was neat to see the crew get out on the trap when the few puffs hit. Since we had 30 Thistles the race committee had to set a long line so for 11 Lightnings it wasn't hard to find a clear air spot on the line. The committee boat was still favored so 4-5 boats were setting up near the boat, Megan Ruhlman skippering with Martha Fisher and Abby Ruhlman (preparing for Junior NA's and subbing for hamstrung dad, but that's a whole other story) started about 1/3 the way down the line in clear air, Dave Werley with crew Jonette Werley and Greg Maras were setting up at the boat with a left veering breeze and us, with Tina Vieregg and Joey Poyma trying to sneak inside them right next to the boat. With about 10 seconds to go everyone was gearing up, gaining speed

and hitting the line 14885 (us) and 15112 (Werley) over early, ouch. Steve Weeber, Megan, Lenny Ciccone and Bertie Werley with an all female Werley crew (Karen and Lynn) hit the line while old Dave and new Dave had to restart. Lucky for us, since the I-flag was up, that we were near the boat end. After rounding the boat and restarting we sailed straight up the course, hit a couple of breeze lines and got back to the top 3 by the first mark. The second reach was exciting when a puff hit right at the jibe mark, Megan held on with her kite about 2/3 down the leg until a big puff brought the spinnaker down, only 3 or 4 boats held on to chutes down the leg. Steve Weeber lead after that, until a Fireball took him off to the left during the last downwind leg, we were able to sneak inside at the leeward mark and finished 1st. Weeber 2nd, Ruhlman 3rd, Lenny 4th, Dave W 5th.

The race committee tried to get off race number 2, but with dark clouds approaching and lunch time upon us they sent everyone in after another famous Pymatuning 40 degree shift. Good choice RC, we had left lunch on shore hoping for a break and my crew was about to mutiny.

After an hour on shore, we headed off for more racing. The RC did a great job of setting courses and moving marks trying to keep the wind in line. During race 2 we had more of the same fluky, frustrating conditions, light winds and shifty breeze lines coming down the lake. This time around the sun started to shine and the day turned out to be beautiful.

Race 2 start, Dave Werley nailed the line and was off, rounding every mark 1st and a commanding, growing lead by the finish. The lime green chute was too hard to catch. We finished 2nd, protecting against Megan, John Werley, John Woodall and Lenny going left and right. Steve Weeber finished 6th.

Knowing the forecast for Sunday was High Pressure, with light winds (you know when the weather radio doesn't give a direction or a wind speed your in trouble). RC got off another race at 4:15 pm. This time the Thistles were crowded at the pin end, some taking 3-4 minutes to get off the line, with all the traffic. The mark boat moved the pin end for us, making the boat end initially

favored, with about 1:30 left a slight shift came down the lake favoring a pin end start. We headed towards the pin, started down the line with John Werley below us, while Scott Werley, John Jestel and Dave Werley started near the boat end. After tacking a couple of times up the first leg a decision had to be made; go left above the line of 30 Thistles headed to the reach mark or go right in hopes to get far enough right in the wind line to the mark. All but 2 boats headed left, us and Jestel went right, we were able to catch the breeze line and lead the fleet around the 1st mark. In the dying and shifting breeze we were able to get down the course while the fleet found a hole on the 2nd leg. Dave Werley lead the pack through the hole and finished second with John Werley and Steve Weeber right behind.

Saturday nights party was another winner for PYC, with good food, DJ supplied music, raffle prizes, glow sticks and plenty of Sam Adams. The 60 boat fleet did a great job of keeping the party tradition alive and well.

Sunday morning we had an east wind. We called it a "dry sail area thermal". 2 Thistles tried to convince the race committee there was enough breeze by sailing back and forth in front of the beach. But it was a better beach day than an on the water day. So the J-22's started pulling out and the RC abandoned at 11am. Another good call! During the trophy presentation Marilyn Maras told the story of the Watson and Krutsch trophy, the 54 year old trophy and that she knew all but one of the winners. She denounced all who call it by a different name, some call it "The Big Ugly", juniors were overheard calling it "beautiful challenged". It has quite a history, its been used as a doorstop, been in a car wreck and has had the sailboats replaced (there all different). Even though it was a one day, 3 race regatta, it was an honor to win such a big pretty trophy with history and tradition. ●

Editor's Note: Results are available on the Class website: [www.lightningclass.org](http://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 RIVER CUP - FLEETS 192 VS 253

Jason Werner

Havre de Grace MD

The 2003 River Cup, between Susquehanna Yacht Club (Fleet 253) and Havre de Grace (fleet 192) was a resounding success. For those who don't know the history, the "River Cup" was a team race competition between two of the Chesapeake Bay's Lightning fleets, 192 (located then in the North East River) and Susquehanna. This one-day event was held annually for many years (starting in the late 50's and continuing to around the late 70's as far as records show). Diminishing fleet members in fleet 192 led to the demise of the race, but last year several members of both fleets decided to continue with the tradition.

We decided to adopt the team-racing format, with the ability to race "fleet vs. fleet" by assigning points to each race. Each fleet provided 2 teams of 3 boats; Susquehanna even came down with an extra and rotated in and out as necessary. Scoring was classic team race, and courses were single lap triangle courses of about 20 minutes in length. With the goal of MANY races, this worked out to be a great format.

Saturday promised good winds in the 15kt range from the South. Northern bay sailors often tone that right down to a 2-3kt + powerboat chop...but astonishing all involved...we had 12kts with gusts and lulls to keep everything interesting. Ideal racing to be honest! With John Heffner and Mike Ohara heading out to set the course, the Lightnings paraded out to the course. After some confusion as to the course setup and finally rounding up all the competitors...the races started. A short lunch break kept everyone fresh as well as allowing a competitor to repair a broken rudder. 3 full rounds were sailed, with each boat participating in 6 races. This works out to 12 races for the RC...who was SAVED by the Ollie race starter. There simply was not a single mistake all day!

The day had plenty of action and adventure, a trait of team racing. All races were close; there simply is no reason for any boat to simply takeoff and sail away. A win in a race is only as good as the team, not the individual, so tactics take a priority. Of course that means close racing, rules, and excitement! With one broken rudder, and one broken boat, this



*On the "run" leg of the course.*

*Note the boat with no spin about to "attack" the yellow boat.*

was not your normal fleet racing! At the end of the day we all retired to a local restaurant for the normal karate party discussions about how well everyone sailed. Leading at that time was HdG with a score of 7 to 5. Each race was close, with many races being decided by middle placed boats.

Sunday promised lighter winds, and the possibility that Susquehanna could take advantage of their light air experience to push past HdG's lead. Thankfully, the wind only backed off to a 7-8 kt (plus gusts) blow, keeping the racing close and tight. The wind had moved to the N, creating a little more havoc for the RC to keep the gybe mark away from the power boat traffic, but again they pulled it off great and had a good setup once again. We ran 8 more races to bring the total races to 20, and had again excellent competition. Susquehanna was looking much better from the outset, staying tied 2-2 until the third round, where HdG pulled out a 2-0 and took the lead till the end. But overall Susquehanna made the racing even more competitive and close, with the final weekend score coming in at 12-8 in HdG's favor.

All around this was an excellent success. Something that I would recommend that ALL fleets try to attempt. With less than an hour between

fleets, it is a great location and ideal setup for us, and we plan to continue this at Susquehanna next year. Susquehanna takes the prize for team spirit as they had matching shirts (prompting HdG to comment on their shirt design for next year!), and even was able to go out and practice for several weeks before the event. It was a true energizing event for both fleets! Everyone had doubts on the possible success, and everyone was amazed at how well it turned out. One of the major benefits is that every boat matters in team racing. It is not good enough to have the winner, you must have the ability to have a team that does well. This is a major benefit to back of the fleet people, as they matter vs. just being fleet "fodder".

I'd like to thank our sponsors and workers for the event...Tidewater Marina for hosting the event, Concorde Point Sails and Rigging for providing flags, Faith Hatzler for sewing the flags, John Heffner, Mike Ohara, and Mr and Mrs. Gary Pensell for RC duty, Myrl Stone for volunteering his boat for RC duty, and Max Skelly (Ullman Sails) for coming to both fleets and helping with the rules and tactics of team racing. Without all these people and companies we could never have pulled this off!

Till next time! ●

## AND ON THE 8TH DAY HE CREATED TAWAS BAY

2003 Tawas Bay Lightning Regatta sponsored by Mannington and J/22 fleet 44

-Matt Princing

Tawas Bay, MI, July 12-13

Did you ever get the feeling that there was an extra day added to the seven that the world was created in? If not, you haven't sailed on Tawas Bay, MI. Nestled in God's country of Northern Lower Michigan's Sunrise Side, Tawas Bay is a beautiful body of water that opens into Lake Huron. The point (Tawas Point) offers protection making this an excellent sailing location.

The weekend of July 12-13, 2003 was the annual Tawas Bay Lightning Regatta sponsored by Mannington Mills ([www.mannington.com](http://www.mannington.com)) and the Tawas Bay J/22 Fleet 44. The local was set and Mother Nature was the only question mark with a cold spell (September in July like) blowing in Friday night with winds howling out of the west.

Eleven brave boats crewed up for this year's regatta, attendance down from years past, some due to weather and some to other commitments. Saturday morning the wind was still blowing but the temperature was on the rise. Winds were northwest at 20-25 knots with big gusts dropping down the racecourse. The sea state was relatively flat due to wind direction and was in the 1-foot range.

The first gun sounds and the fleet is charging up the first beat with Jim Allen, Ryan Flack and Matt Princing's boats leading the way, a phenomenon that repeated itself in the end. After two screaming runs and beats Jim Allen and crew held on to go wire to wire for the win with Ryan Flack in second and Chris Jacobson in third.

Race two, wind is up and the fleet is off. Incredible blasts down wind find Jim Allen and Matt Princing's boats up front again. About halfway down the first run, we have our first capsize of the day (three boats went over, one broke its mast during recovery) and I heard it was fast and quite spectacular. Not many chutes being flown on this leg, those that did really launched. Jim Allen caught and passed *Scars & Scrapes* (Princing) at the bottom of the run and never looked back. Princing's boat finished second and Clarence Johnson finished in third.

Race three was still blowing. The crew on *Scars & Scrapes* was hungry.

Allen and Princing were launched out front by quite a ways after two great spinnaker launches (way to go crews). *Scars & Scrapes* took advantage of a spinnaker handling issue on the Allen boat to pull ahead and covered to finish first. Allen held onto second (his throw out) with John McCree finishing third.

The last race for Saturday, race four, and the wind was down a bit. Three boats were over early and had to restart at the back. Jim Allen and crew again led the fleet with John McCree and *Sleeper* finishing in second and Ryan Flack's crew finishing third.

Sunday the fleet woke to a calm bay. No wind, none, flat water and hot. This goes well with swelled heads and abused livers. The boats reluctantly launched and headed out. In Typical Tawas Bay fashion, the thermal fills in early and we enjoyed winds from the southeast at 10-12 knots.

Race five was a drag race off the line with the same old story, or was it. No, Jimmy was out front, Ryan had a commanding lead. A great battle ensued with Jimmy and Ryan through out the race with Jimmy finally passing for the win. Ryan finished second with Clarence Johnson's *Passive Aggressive* in third.

Race six was another new story as Tom Vickers showed a streak of brilliance and shot off the line to lead the first leg. Once again, Jim Allen passed and took the lead (what is it with this guy, man he's fast) to finish first with Tom Vickers in second and Ryan Flack in third.

After two perfect days in different conditions, the regatta was wrapped up on the front lawn. Jim Allen first (crew Jane and Judd), Ryan Flack second (crew Jen and ??), Matt Princing third (crew Jen and Whisper), John McCree in fourth (crew Dave and Philip) and Clarence Johnson in fifth (crew Sarah and Bob). Nice job of crew work.

The TBYC members and especially the J/22 fleet again ran the event very well. The chase boats and committee deserve a lot of credit for setting great courses and helping out when needed.

And on the eighth day... ●



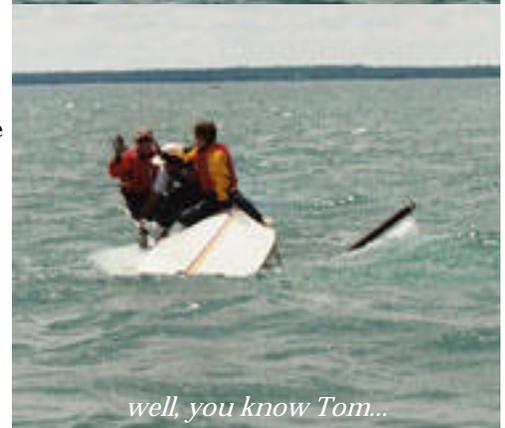
*Jimmy and Matt's spinnaker run*



*Tight mark roundings were common*



*Fernando's mishap*



*well, you know Tom...*

## TO THE CONSPIRATORS

Editor's Note: Jeannette Little got a BRAND NEW LIGHTNING for her birthday from her husband Steve, who managed to keep it a surprise!

*Steve Little*

I want to publicly thank all the CONSPIRATORS

*The words I did not want to hear... "I wasn't born yesterday."*

Jennifer & Hugh Armbruster- Nickels Boat Works - kept the phone calls and bills well away from home. But did call while traveling in the car and on tour aboard the USS New Jersey...no Pogo, the battleship should have white rubrails. For doing a 600 mile delivery run for 150 bucks so I could pretend to be at work

Bill Fastiggi- Shore Sails- advice, rapid service, hidden bills, bogus shipping

Craig Thayer- Fabricraft- advice, unbelievably rapid service, hidden bills, more bogus shipping

Karen Johnson- Int'l Lightning Class Association - Advice, delayed notices, close coordination with the builder, not calling home, not telling the class in Flashes, FedExing the paperwork which got lost

Landy Atkins and others who offered rigging advice

Don McPherson for more rigging advice

Ernie Hauser- who ended up staying up until 1 AM to get the old trailer ready

Frank Perry- for bogus phone calls, bogus meeting and phony emergency call-ins

UPS- who shipped stuff elsewhere

FedEx- who shipped stuff God knows where

Weitzman Steel- for the dummy trailer parts

Tompkins Trust Company- for delaying bank statements, hiding loans and not calling home

To Hope for putting this together

Jesse & Ginny Miller- for advice, delivery services and warehousing and help putting it together.

To the office crew, who had to put up with it on company time.

And... to the dozen or so of you who knew and hopefully kept this a secret. ●

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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.

Additional coverages and premiums: \$500,000 liability add \$20.00. Trailers: \$1.50 per \$100 (\$100 deductible).

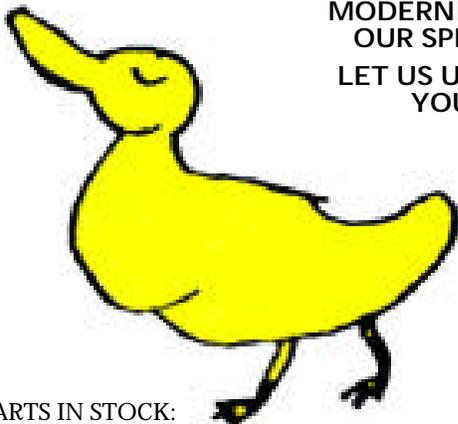
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## WOMEN'S, JUNIORS', AND MASTERS' CHAMPIONSHIPS

### Niantic Bay Yacht Club, Niantic CT, August 12-15

#### WOMEN'S NORTH AMERICAN CHAMPIONSHIP

Women, 4 Boats, 6 Races, 1 Throwout

1	14619	Theresa Colantuono, Kathleen Tocke, Amy Moriarty	1	1	1	4	1	1	5
2	14654	Carol Park, Sterling Bush, Heather Dodd	2	2	2	1	2	4	9
3	15005	Amy Simonsen, Jan Davis, Karen Johnson	3	4	4	3	3	2	15
4	15189	Jennifer Armbruster, Nancy Armbruster, Sarah Caine	4	3	3	2	4	3	15

#### JUNIORS' NORTH AMERICAN CHAMPIONSHIP

Juniors, 14 Boats, 7 Races, 1 Throwout

1	14849	Wade Schon, James Roe, Matthew Schon	1	1	3	8	2	1	1	9
2	14994	Ben Spiller, Aaron Thompson, Jon Ribich	2	3	1	1	1	5	2	10
3	15103	Robert Ramirez, Eric Arohson, Fred Moffat	4	4	2	12	5	2	3	20
4	15075	Meagan Ruhlman, Kate Brush, Martha Fisher	3	2	14	4	4	6	4	23
5	14850	William Brown, Cortney O'Connor, Meaghan Crann	10	5	4	2	3	3	14	27
6	14825	Billy Healy, Conor Healy, Tim Jones	5	7	8	14	11	4	5	40
7	14350	Dan Gilman, Jen Ryerson, Daltach MacColgain	11	9	10	3	12	7	6	46
8	14119	Chad Miller, Tanya Miller, Dan Kagan	6	11	9	5	6	13	10	47
9	15064	Drew Bergan, John Songin, Dan Molik	13	8	5	10	9	8	7	47
10	15165	Logan McReynolds, Eliza Pope-Collins, Joe Raite	8	6	7	9	10	10	8	48
11	14584	Peter Hazelett, Dewey Dunnington, Noah Pasackow	7	13	13	7	7	12	13	59
12	14055	Rob Fowler, Matt Byrnes, Patrick James	9	10	11	6	13	14	11	60
13	14131	James Unsworth, Brad Harris, Stephen Demers	12	14	12	13	8	9	9	63
14	14901	Maxime Schillebeeckx, Beth Ward, Ian Schillebeeckx	14	12	6	11	14	11	12	66

#### MASTERS' NORTH AMERICAN CHAMPIONSHIP

Masters, 19 Boats, 6 Races, 1 Throwout

1	14780	Colin Park, Karen Park, Rob Ruhlman	2	3	2	3	12	1	11
2	14855	Dick Hallagan, Jean Hallagan, David Hallagan	1	4	1	5	9	4	15
3	14275	John Hughes, Steve Davis, Travis Maier	8	2	8	9	1	2	21
4	14345	George Fisher, Tom Emch, Dave Alvarado	3	7	5	6	8	6	27
5	15130	Christopher Vann, Nina Peck, Mike Holly	6	6	14	2	5	11	30
6	14073	Gary Hurban, John Faus, Joe McGinnis	12	10	17	4	3	7	36
7	15139	Jack Elfman, Cindy Elfman, Sam Sutter	18	1	4	18	11	3	37
8	15093	Joan Hurban, Gary Schneidman, Leah Crowell	11	11	6	1	13	10	39
9	15122	Jim Carson, Mary Huntsman, Russ Schon	5	9	10	16	2	14	40
10	15016	Jamie Brickell, Susie Brickell, Kimberly Brickell	9	8	7	10	14	8	42
11	12069	Bill Sebestyen, Tim Marx, Donna Barrett	16	19	3	7	10	9	45
12	14261	Ed Roseberry, Anne Allen, Matt Moscatti	4	17	9	12	15	5	45
13	10801	Dave Peterson, Dr. J William Healy, Anne Peterson	10	12	11	8	7	15	48
14	15052	Sandy Huntsman, John Huntsman, Crissie Van Siclen	14	15	18	14	4	DNC	65
15	11385	Richard Thackaberry, Kip Hamblet, Mary Beth Martin	13	14	13	13	19	13	66
16	14706	William Hofmeister, Ted Chapin, Bruce Richards	7	16	16	19	17	12	68
17	14321	Jack Jones, Al McReynolds, Cindy McReynolds	18	5	15	11	6	17	72
18	15178	Daniel Parietti, Jeff Sorensen, Bob Shapiro	19	13	12	15	16	16	72
19	15185	Bruce Finsilver, Ryan Flack, Salo Korn	17	18	19	17	18	DNC	89

## NORTH AMERICAN CHAMPIONSHIP QUALIFYING SERIES

Cedar Point Yacht Club, Westport CT, August 15-22, 67 Boats, 4 Races, 1 Throwout

1	64	Ched Proctor, Tom Proctor & Kathryn Josenhans	1	1	1	-6	3
2	45	Bill Healy, Nick Mercier & Heidi Thoma	2	1	1	-5	4
3	41	Dave Peck, Nina Peck & J.P. del Solar	1	5	-6	1	7
4	16	Allan Terhune Jr, Katie Terhune & Kristin Terhune	2	-4	3	2	7
5	2	Tom Allen Jr, Bill Ewing & Kris Smith	-12	3	1	4	8
6	18	Bill Fastiggi, Suzy Coburn & Karl Johnson	3	3	2	-5	8
7	65	Jed Dodge, Erin McReynolds & Bill Dodge	5	2	2	-9	9
8	42	Gianni Cuccio, Larry Colantuono & Adam Lewis	4	2	3	-6	9
9	54	David Gorman, Kate Brush & Mark Bryant	2	1	-14	7	10
10	13	Jim Allen, Jane Allen & Ernie Dieball	5	2	-9	3	10
11	22	Jack Huntsman, John Huntsman Jr & Andrew Brennan	1	5	5	-8	11
12	53	Michael Holly, Valerie Tardif-Holly & Jamie Allan	1	-10	4	7	12
13	29	Pierce Barden, Paul Whitesides & Gib Gibson	7	1	5	-12	13
14	6	Don Barrett, Donna Barrett & Dave Dickerson	-16	3	7	3	13
15	58	Don Brush, Erica Beck & Erik Johnson	6	-7	4	3	13
16	33	Larry MacDonald, Joy MacDonald & Kevin Robinson	-10	6	4	4	14
17	27	Brian Hayes, Martha Fisher & Maegan Ruhlman	-8	3	6	7	16
18	63	Bretton Gardner, Nick Farina & Scott Thibault	5	-15	10	3	18
19	24	JoAnn Jones, Greg Fisher & Lesley Cook	-13	6	11	2	19
20	55	John Faus, Sarah Mergenthaler & Max Ahtau	9	6	-15	4	19
21	49	Jim Crane, Kelly Crane & Bill Crane	8	7	-13	4	19
22	10	Mike Breault, Nicole Breault & Susan Daly	-9	4	8	8	20
23	68	Jody Lutz, Derek Gauger & Mattie Schon	2	9	10	-11	21
24	46	Franz Edson, Jim Perkins & Gary Meyer	9	6	8	-17	23
25	4	Bob Sengstacken, Daniel Zitin & Mino Tsutsui	4	7	-15	13	24
26	57	Ted Duffy, Thom Lee & Craig Mellor	5	-16	12	7	24
27	52	Brad Thompson, Kathy Thompson & Dan Vought	-14	11	8	5	24
28	32	Colin Park, Karen Park & John Morley	10	9	5	-12	24
29	35	William Bogardus, Jarrett Lynn & Cortney O'Conner	-11	8	6	10	24
30	7	George Fisher, Tom Emch & Dave Alvarado	8	7	-22	11	26
31	17	Ric Larson, Eric Larson & Lori Jost	11	2	-15	14	27
32	67	Ben Spiller, Aaron Thompson & Jon Ribich	3	12	12	-16	27
33	51	Richard Walsh, Tina Walsh & David Maher	-19	12	7	8	27
34	15	Josh Goldman, Dan Neff & Meredith Dodd	7	11	9	-12	27
35	5	David Helmick, Davy Helmick & Paige Helmick	-12	9	10	10	29
36	34	Arthur Merdianian, Ralph Godkin & Matt Fries	4	13	-20	15	32
37	14	Steven Wexler, Bob Martin & Mary Beth Martin	13	15	-20	6	34
38	37	William Hofmeister, Ted Chapin & Mike Osborne	14	6	14	-21	34
39	20	Eamonn deLisser, Heidi deLisser & Arielle deLisser	13	10	11	-21	34
40	9	Jamie Brickell, Susie Brickell & Kimberly Brickell	16	9	-17	10	35
41	3	Joe Buczkowski, Megan Crann & Rich Morris	-19	13	11	11	35
42	36	Dick Moyer, Helen Moyer & Sam Septembre	10	12	-20	14	36
43	60	Steven Davis, Travis Maier & Robert Ramirez	15	-18	9	15	39
44	50	Charlie Hess, Alex Hess & Beth Groesbeck	16	10	13	-17	39
45	19	Jim Carson, Jimmy Roe & Jim Schon	-17	17	9	14	40
46	40	Gary Hurban, Stewart Fossceco & Lisa Maday	-18	8	17	16	41
47	28	Todd Johnson, Alex Johnson & Katie Offerman	14	12	15	-19	41
48	1	Marc Schillebeeckx, Maxime Schillebeeckx & Titou Schillebeeckx	11	14	-19	17	42
49	23	Christopher Miller, Alex Wilbanks & Jesse Gaylord	17	13	14	-18	44
50	48	Judith Hanlon, Ron McCormack & Ryan Sprole	15	-18	13	16	44
51	38	John Butine, Phil Pairitz & Rob Beck	20	14	12	-21	46
52	61	Bill Cabrall, Raeyanne Farrel & Alex Cabrall	13	16	-18	18	47
53	62	Christopher Vann, Neil Hayes & Greg Bachman	15	-18	18	14	47
54	47	Chad Miller, Tanya Miller & Daniel Kagan	8	20	-21	21	49
55	11	Ryan Flack, Jennifer Armbruster & Jan Davis	11	19	19	-20	49
56	30	David Spira, Michael Birnbaum & Max Birnbaum	18	20	-21	13	51
57	21	Stephen Horwitz, Paco Calvet & Lynn Fitzpatrick	18	19	15	-20	52
58	12	David Howe, Shelley Howe & Steve Purcell	18	17	-22	17	52
59	69	Peter Hazelett & Brad Harris & Jen Goldstein	-21	16	21	16	53
60	39	Joan Hurban, Gary Schneidman & Peter Jadrosich	17	-20	17	19	53
61	44	Eric Heller, Robin Heller & Carole Heller	20	19	16	-22	55
62	25	Clarence Johnson, Sarah Caine & Robert Shaw	-21	20	19	18	57
63	26	Joe Ray, Ken Deyette & Moe L'Heureux	-22	21	16	22	59
64	8	Doug Latour, Robert Logan & Joseph Myers III	-23	22	19	21	62
65	70	Lawrence Decker, Tom Li & Susie Sprole	22	-23	22	19	63
66	31	Rod Ratcliffe, Eric Centner & Scott Potter	21	23	23	(25\DNF)	67
67	59	Dave Marseli, Brenda Desrosiers & Neal Futerfas	24\DNS(25\DNS)20			25\DNS	69

CHARLES SCHWAB LIGHTNING NORTH AMERICANS 2003  
Cedar Point Yacht Club, Westport CT  
August 19-22, 2003

CHAMPIONSHIP FLEET

34 Boats, 6 Races, 1 Throwout

1	16	Allan Terhune Jr, Katie Terhune & Kristen Terhune	4	(18)	1	1	2	4	12
2	45	Bill Healy, Nick Mercier & Heidi Thoma	2	6	5	2	(18)	7	22
3	24	JoAnn Jones, Greg Fisher & Lesley Cook	(23)	1	6	9	19	1	36
4	68	Jody Lutz, Derek Gauger & Mattie Schon	(17)	10	7	17	1	6	41
5	42	Gianni Cuccio, Larry Colantuono & Adam Lewis	1	(30)	2	5	12\RDG22		42
6	41	Dave Peck, Nina Peck & J.P. del Solar	3	3	14	4	25	(33)	49
7	33	Larry MacDonald, Joy MacDonald & Kevin Robinson	11	8	9	19	5	(28)	52
8	10	Mike Breault, Nicole Breault & Susan Daly	16	11	(22)	22	6	2	57
9	64	Ched Proctor, Tom Proctor & Kathryn Josenhans	18	(22)	16	6	7	10	57
10	27	Brian Hayes, Martha Fisher & Maegan Ruhlman	12	5	11	16	(27)	14	58
11	32	Colin Park, Karen Park & John Morley	24	2	(25)	23	10	5	64
12	52	Brad Thompson, Kathy Thompson & Dan Vought	28	19	3	(34)	9	8	67
13	13	Jim Allen, Jane Allen & Ernie Dieball	22	21	12	8	4	(23)	67
14	18	Bill Fastiggi, Suzy Coburn & Karl Johnson	7	26	(27)	11	14	9	67
15	53	Michael Holly, Valerie Tardif-Holly & Jamie Allan	(33)	16	8	3	12	29	68
16	57	Ted Duffy, Thom Lee & Paul Lee	(34)	14	13	21	17	3	68
17	2	Tom Allen Jr, Bill Ewing & Kris Smith	10	(27)	15	7	21	15	68
18	22	Jack Huntsman, John Huntsman Jr & Andrew Brennan	15	17	4	12	(28)	25	73
19	65	Jed Dodge, Bill Dodge & Erin McReynolds	8	13	29	15	(30)	16	81
20	4	Bob Sengstacken, Daniel Zitin & Mino Tsutsui	(25)	23	10	14	15	19	81
21	67	Ben Spiller, Aaron Thompson & Jon Ribich	19	(29)	26	18	8	11	82
22	6	Don Barrett, Donna Barrett & Dave Dickerson	31	(33)	18	13	11	13	86
23	49	Jim Crane, Bill Crane & Kelly Crane	26	15	23	10	13	(31)	87
24	7	George Fisher, Tom Emch & Dave Alvarado	14	12	17	(32)	32	12	87
25	55	John Faus, Sarah Mergenthaler & Max Achtau	6	20	19	28	(31)	18	91
26	54	David Gorman, Mark Bryant & Kate Brush	13	28	(35\DNF)27		3	26	97
27	29	Pierce Barden, Paul Whitesides & Gib Gibson	5	(34)	21	25	16	30	97
28	17	Ric Larson, Eric Larson & Lori Jost	21	7	24	24	24	(32)	100
29	63	Bretton Gardner, Nick Farina & Scott Thibault	9	(31)	31	26	22	17	105
30	35	William Bogardus, Jarrett Lynn & Cortney O'Conner	30	9	20	(31)	26	21	106
31	58	Don Brush, Erica Beck & Erik Johnson	29	24	(30)	20	20	20	113
32	15	Josh Goldman, Dan Neff & Meredith Dodd	20	4	33	29	33	(34)	119
33	46	Franz Edson, Jim Perkins & Gary Meyer	(32)	25	28	30	23	24	130
34	51	Richard Walsh, Tina Walsh & David Maher	27	32	32	(33)	29	27	147

CHARLES SCHWAB LIGHTNING NORTH AMERICANS 2003  
Cedar Point Yacht Club, Westport CT  
August 19-22, 2003

PRESIDENT'S CUP CHAMPIONSHIP

33 Boats, 6 Races, 1 Throwout

1	9	Jamie Brickell, Susie Brickell & Kimberly Brickell	1	3	2	4	2	(5)	12
2	5	David Helmick, Davy Helmick & Paige Helmick	2	4	8	3	6	(18)	23
3	50	Charlie Hess, Alex Hess & Beth Groesbeck	(16)	9	1	6	1	10	27
4	60	Steven Davis, Travis Maier & Robert Ramirez	8	7	6	5	(19)	1	27
5	19	Jim Carson, Jimmy Roe & Jim Schon	(13)	6	4	7	8	2	27
6	14	Steven Wexler, Bob Martin & Mary Beth Martin	11	1	(15)	2	7	13	34
7	20	Eamonn deLisser, Heidi deLisser & Arielle deLisser	10	14	5	(19)	3	6	38
8	36	Dick Moyer, Helen Moyer & Sam Septembre	9	(17)	16	1	5	8	39
9	48	Judith Hanlon, Ron McCormack & Ryan Sprole	6	13	3	10	(15)	9	41
10	40	Gary Hurban, Stewart Fossceco & Lisa Maday	4	8	7	11	(22)	20	50
11	37	William Hofmeister, Ted Chapin & Mike Osborne	14	10	10	(15)	14	3	51
12	34	Arthur Merdinian, Ralph Godkin & Matt Fries	7	(16)	12	8	13	16	56
13	25	Clarence Johnson, Sarah Caine & Robert Shaw	3	20	(25)	21	12	7	63
14	3	Joe Buczkowski, Megan Crann & Rich Morris	5	5	21	(26)	17	17	65
15	28	Todd Johnson, Alex Johnson & Katie Offerman	20	2	(23)	12	23	12	69
16	1	Marc Schillebeeckx, Maxime & Titou Schillebeeckx	(28)	15	14	16	10	14	69
17	61	Bill Cabrall, Raeyanne Farrell & Arnold Quan	12	18	20	(23)	4	19	73
18	11	Ryan Flack, Jennifer Armbruster & Jan Davis	25	12	18	14	9	(34\DNC)	78
19	69	Peter Hazelett, Brad Harris & Jen Goldstein	(24)	19	9	13	16	24	81
20	26	Joe Ray, Ken Deyette & Moe L'Heureux	15	(24)	22	20	21	4	82
21	21	Stephen Horwitz, Paco Calvet & Lynn Fitzpatrick	17	11	11	25	(28)	23	87
22	44	Eric Heller, Robin Heller & Carole Heller	19	(25)	17	18	11	25	90
23	39	Joan Hurban, Gary Schneidman & Peter Jadrosich	18	22	19	9	(29)	27	95
24	12	David Howe, Shelley Howe & Steve Purcell	23	(31)	24	17	20	11	95
25	38	John Butine, Phil Pairitz & Rob Beck	21	(32)	13	22	24	22	102
26	62	Christopher Vann, Neil Hayes & Greg Bachman	22	23	27	(29)	27	15	114
27	70	Lawrence Decker, Tom Li & Susie Sprole	26	27	(28)	24	25	26	128
28	8	Doug Latour, Robert Logan & Joseph Myers III	29	21	(31)	30	30	21	131
29	23	Christopher Miller, Alex Wilbanks & Jesse Gaylord	(35\DSQ)	30	26	28	18	30	132
30	47	Chad Miller, Tanya Miller & Daniel Kagan	27	26	29	31	(35\DSQ)	28	141
31	59	Dave Marseli, Brenda Desrosier & Neal Futerfas	(31)	29	30	27	26	31	143
32	30	David Spira, Michael Birnbaum & Max Birnbaum	30	28	(32)	32	31	29	150
33	31	Rod Ratcliffe, Eric Centner & Scott Potter	32	(33)	33	33	32	32	162

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page 24

lightningflashes

September 03

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