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Newsletter from the International Lightning Class Association

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SOUTH AMERICAN CHAMPIONS

Tito González, Diego González y Fernando Gallyas



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President's Column

Paco Solá



I'm back from the South Americans in Salinas. It was a bit windier than usual, which made the race course tons of fun! Chile, Colombia, Peru and Ecuador showed up and Tito Gonzalez left with the permanent trophy. Congratulations to him, his son Diego and Fernando Gallyas for a great performance. Tito has offered that they will organize the next South Americans in Chile prior to the Worlds, which should make it a great regatta. Can't wait!

News on the ISAF front. Our own Dave Sprague was designated International Race Officer at the Barcelona meeting. Also noteworthy is the fact that ISAF decided to drop the drop race from Olympic racing. This decision is worth looking at. Read Carter's column for more on the subject.

Back to the Pan Am Games, the joint declaration that was signed in Santo Domingo supports the Lightning Class and recommends it be reinstated for the next games in Brazil in 2007. It was signed by everyone present: ISAF President Henderson, Luis Velasco from the Confederación Sudamericana de Vela, Teresa Lara from the Pan American Sailing Federation and all country delegates present. This is a great document and an excellent precedent. Bottom line, I strongly feel we need to get back to the Games if we want to keep the class active in South America. It appears we are on track to coming back.

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copy to Murfreesboro office.

On-board communications have generated quite a stir online and the Executive Committee does not feel the members have come near an agreement. Still, we want to propose that it be adopted as an aid to PROs in sanctioned regattas. I'm sure this will be discussed a lot more but we feel that we need to give it a try and decide if it is good for the class or not. Please read Carter's column on this issue too.

Leaving the most important news to the end, I thought you'd like to know our Past President Mary Huntsman is going through a bone marrow transplant from which we hope she recovers well. Our best wishes and prayers are with her, Sandy and their family.

As always, would you please send in your opinion?

President@lightningclass.org ●

Chief Measurer's Column

Carter Utzig

Oh boy is this a long one. Sorry. Remember we said that we would look at ideas that people wanted to raise as the class rewrites its "controlling" documents (as you read this Colin's fingers are plunking away at a computer). Well, we are taking suggestions and responding to them. There is a forum on the ILCA for discussion of these types of ideas.

In the past we might talk about a change for a year and then put something in front of the class to vote on. It might get changed and a year after that implemented. Also, remember that the ISAF must approve changes before they are gospel (essentially, this takes 6 months to a year). To speed up the process, let's look at an issue and a specific proposed change. This is not to say that it is the right answer, but let's work towards something that can be voted on.

There are two ideas that we need to discuss right now: VHF and throw-outs. Let's remember our guiding principles before we dive into this: Maintain as a one design class and make the experience of sailing a Lightning better so that more people do it. Then, I think it is up to the class members to decide on how they want to run their class (remember each class member expresses their vote through representation – call up that district commodore/governing board member and make sure they know what you think and that they are at the meeting to vote for you).

Question #1: Should we allow the use of VHF radios to help facilitate race committee communications to the competitors?

Discussion: There has been much discussed about this topic across many different classes and organizations on a global scale. Many "larger" boat classes and large regattas are currently allowing the use of VHF radios. The basic premise is that the race committee is a service to the competitors and any thing that improves that service improves the sailing experience; and therefore, should be utilized.

Point: So what is the sailing experience? Is it trying to pick out the starting line, time it and not know for sure if you are over? "It makes it harder, a test of skill" some say. I agree. However, let's weigh the sailing experience of traveling many miles to a race only to get to the finish and find out that you were out of the competition for a top spot. A communication device gives people a better chance of fixing the situation of being over earlier and getting



back into the race. It improves the service provided by the race committee to the competitor. Will it make the competitors more aggressive at the start – sure. But aren't they already? Does it change the experience, yes but does it change it for the better? Read on.....

Point: We will be adding to the cost of sailing a Lightning. Yes, I agree. Having a radio is a competitive advantage. You would have to spend the money to buy one to compete at the same level as someone who has one. I don't care what anyone says; \$100 for a cheap radio is still \$100 more that I would have had to spend. But think about the class for a moment. We are a large diverse group; woodies, fleet racers, cruisers and the hard core racer. Should all groups be treated the same way? No, each has different needs. The hard core racer will spend considerable dollars to attend a championship. The cost of the radio is not significant in the total cost of the event. For this group, \$100 is well spent if they get to race and stay competitive. For the fleet racer, like many of us, asking me to spend another \$100 to stay equal with the other guy on the line with a radio takes money off the kitchen table or from saving for that new sail. For this group, the cost of a radio is significant. So do you get the point? We need to tailor the specifications and rules for the different groups to make their experiences the best they can be.

Point: People will use them to cheat. I guess so – some people do today. You have to ask yourself if this potential negative (key word potential - we do not know for sure how many and what the impact will be) outweighs the known advantage of increasing your chances of staying competitive and hence having a better sailing experience. Seems other classes don't have a problem, are we a more competitive class and hence have more people cheating?

Point: "This is a business. The sailors are our customers. We need to figure out what they want to sell them on the Lightning experience." Well said. We need to tailor how we run this class to the needs of many diverse groups. I believe that one size does not fit all and therefore our rules and specifications should support the diversity of the class. Isn't this one of the things that has made us great?

Point: If you allow communication devices then you are fundamentally changing the current racing experience. Maybe so. But what is the sailing experience we are looking to create in the future? And how fast do we want to get there? We have changed many things as a class over the years. Is this one more thing we should change?

My thought is to give the organizing bodies for championship (area and world) regattas the OPTION to use or not use VHF radios to communicate to competitors. This tailors the specification to the people (hard core racers) who might benefit by utilizing electronic communication and protects those that it might hurt.

There has been a lot of discussion about this topic across a broad group of members. The debate of this class has also shown up in other venues. So let's discuss and vote on this proposal at St. Pete. At that time, the Governing Board can kill it, modify it for vote at the NAs, task someone to research it further or pass it (see Official Notice for proposed changes)

Question #2: Should we utilize throw-outs in our championship regattas?

Discussion: There has not been as much discussion on this topic as there has been on VHF radios. So I am putting it out there to start some.

How many times at the end of a regatta did you hear someone say, "I lost to him because of the throw-out" or "He would have been the world champion if there was no throw-out"?

The basic questions are:

1. What method of scoring (throw-out or no throw-out) helps identify the "best" team at a regatta?
2. Which method improves the sailing experience so that more people sail?

Point: Which method more accurately measures the skill? Of course it is not using a throw-out. It is really the team that did the best over all the races not just some of them. The

Measurer's Column continued...

Olympic committee agrees. They just changed their scoring methods to throw-out the throw-out.

Point: Someone said: "People travel a long way to regattas and spend lots of money to enjoy the sport. We should cut them a little slack and let them have a throw-out." So what they are really saying is: "Let's discriminate against the team that came a long way and spent lots of money but sailed all the races well and would have won if not for the throw out." Does this seem fair to you?

Point: "...with the throw out, even if I have one bad race I am still in it." Said differently, competitors are energized with the hope of still finishing well with one bad race. The throw-out gives people more chances of winning therefore the sailing experience is better.

Point: There is a situation where you could be fouled by another competitor and have no course for redress. In this case, the throw-out would be a good thing. The person fouled does not have to pay for someone's loss of intelligence.

Point: Some will say it makes the sailor more cautious (less aggressive, takes less chances) if there is no drop race. Is this good or bad?

So the balance is between identifying the best team in the purest sense and creating a situation that promotes a better sailing experience. I am not sure I know the right answer. The change is for all championship (district, area, and world) regattas.

There been discussion about this topic by the class. So let's discuss this proposal at St. Pete while we have the Governing Board together (see official notice for proposed changes)

Carter

measurer@lightningclass.org ●

YOUTH WORLD UPDATE

February 28 – March 6 2004,
Lightning Youth World
Championship, Sao Paulo, Brazil

Keep an eye on the ILCA website and the *Flashes* for further information as time gets closer. You can sign up on line, too. See the Youth Worlds web site at

www.lightningclass.com.br/liw2004.html



FROM THE HISTORIAN



I would like to ask that if there are people who would like to help do historical and archival work. Please contact Karen at the Class office, and when I am able in the new year, I will ask them what they would like to work on. There is a lot of fun and serious information out there but we need help to compile and save it.

Merry Christmas to everybody! I can't thank those who have supported me enough for their kind words.

There is a note in Scuttlebutt today from Gary Jobson - truly said

"A NOTE FROM GARY JOBSON

"Humble is the way I feel after a 23 day stay in the hospital following my high dose chemo and stem cell transplant. I arrived home yesterday afternoon in a very weakened state. It is hard to sit up without being out of breath. This procedure was by far the hardest thing I have ever endured in my life. The idea behind it is to wipe out your bone marrow and immune system and take with it the cancer. The stem cell replacement was taken from me in early October. Now my whole system has to rebuild. It is hard to judge how long it will take before I am recovered.

"In January I start a series of 90-day scans to see if the cancer is still around. This will go on for about two years.

"I want to offer you this thought: take a deep breath every morning; say thank you for your health. The alternative is unbelievably tough. - Gary Jobson"

Thank you

Mary historian@lightningclass.org

OFFICIAL NOTICES

PROPOSED AMENDMENT TO MEASUREMENT SPECIFICATIONS

The following Specification change will be proposed for a vote of the Governing Board at St. Petersburg in March:

(Reason: This amendment is proposed to allow race committees in area and world championships to communicate information, including notification of OCS, to the sailors. Please see the Chief Measurer's Column for discussion.)

Change the section on Electronic Equipment under "Other Rulings" following Specification Article VI to read **(new wording in bold)**:

Electronic Equipment - the following electronic devices are allowed aboard a Lightning:

- 1) Battery-powered wrist watches.
- 2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection. This includes power supply and data inputs, such as wind information, boat speed or navigational features. It shall not have the ability to compute correlations between time, compass headings and VMG.
- 3) Cell phones, pagers, and handheld VHF radios with the following restrictions:

a. for area and world championships, use of these devices is allowed only for emergencies and such use shall require withdrawal from the race with the exception of VHF radios, which are allowed for communication from the race committee on a predetermined channel to the competitors;

b. for a sanctioned regatta, other than area and world championships, use of these devices is allowed only for emergencies and such use shall require withdrawal from the race;

c. for a non-sanctioned regatta, use of these devices is allowed when not racing. In addition, organizing authorities can choose to restrict use to that of a sanctioned regatta. (August 2002).

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OFFICIAL NOTICES continued

PROPOSED AMENDMENTS TO RULES GOVERNING

The following changes will be proposed for a vote of the Governing Board at St. Petersburg in March:

(Reason: These amendments are proposed to eliminate drop races from certain regattas as indicated. Please see the Chief Measurer's Column for discussion.)

The following changes are proposed to RULES GOVERNING ALL LIGHTNING CLASS DISTRICT CHAMPIONSHIP **(additions & deletions in bold)**:

Change ARTICLE VIII, SCORING, Section 4. (c) to read: 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.

Change ARTICLE VIII, SCORING, Section 4. (d) to read: The Notice of Race and Sailing Instructions shall include paragraphs 4 a,b, and c, ~~and d. the last paragraph modified to note the provision for exclusion of the worst score, if applicable.~~

Change ARTICLE VIII, Section 5, TIES, (b) to read: When there is a tie on total points between two or more boats at the end of a series, the tie will be broken in favor of the yacht or yachts with the most first places, and, when a tie remains, the most second places, and so on. When a tie still remains, it shall be broken in favor of the boat which beats the other(s) in the last untied race of the series. All races, ~~including those possibly excluded in calculating total scores in accordance with paragraph 4 d~~ shall be considered for the purpose of breaking ties. This paragraph modifies RRS (2001-4) Appendix A A8.2.

The following changes are proposed to RULES GOVERNING ALL LIGHTNING CLASS AREA CHAMPIONSHIPS **(additions & deletions in bold)**:

Change ARTICLE VIII, SCORING, Section 4. (c) to read: 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.

Change ARTICLE VIII, SCORING, Section 4. (d) to read: The Notice of Race and Sailing Instructions shall include paragraphs 4 a,b, and c, ~~and d. the last paragraph modified to note the provision for exclusion of the worst score, if applicable.~~

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Change RULES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN CHAMPIONSHIP, ARTICLE XIII - RACING CONDITION to read **(additions & deletions in bold)**:

A-ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible.

Four elimination races shall be scheduled, to be sailed the first two days. ~~If all are sailed, three will be scored. If less than four are sailed, All races~~ will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated.

If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed.

If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed.

B-FINAL SERIES

1. The number of races scheduled in each of the final series, Championship, Presidents' Cup and Governors' Cup, shall be six, ~~five of which All races~~ will be scored. If, at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents' Cup and Governors' Cup. In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race.

The following changes are proposed to RULES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS. **(additions & deletions in bold)**:

Change ARTICLE VIII, SCORING, Section 4. (c) to read: 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.

Change ARTICLE VIII, SCORING, Section 4. (d) to read: The Notice of Race and Sailing Instructions shall include paragraphs 4 a,b, and c, ~~and d. the last paragraph modified to note the provision for exclusion of the worst score, if applicable.~~

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615-89FLASH or office@lightningclass.org

OPEN LETTER TO MEMBERS ABOUT HULL # 1

In regatta parking lots, around beer kegs and other places where Lightning sailors have been known to congregate, we've heard what seems some misinformation making the rounds concerning our Class's purchase and subsequent donation of Lightning #1 to Mystic Seaport Museum. Just this weekend, someone told me they'd heard we were going to paint flames on the side of it, put in a 4 spreader carbon spar and loan the boat to J. Lo and Ben to elope in. Things were getting somewhat out of hand, so to clear this up, here's some straight scoop.

Perception: The ILCA paid more for Lightning #1 than we should have.

Fact: We paid Jack Ryan his asking price. Granted, his asking price was probably more expensive than any Lightning ever sold, but then again he had the one-of-a kind item for which he'd been turning down lower offers for years. It was clear he wasn't going to accept a lower offer.

Perception: The ILCA loaned Sandy and Mary Huntsman interest free, money to purchase # 1 and donate it to Mystic.

Fact: When the boat was purchased, the Huntsmans (Mary was President at the time) personally guaranteed the \$26,000.00 payment to Jack Ryan. All the money donated was contributed to the ILCA, not to Sandy and Mary. As a result, these contributions were and are tax-deductible. Subsequently, all payments to Jack Ryan were made by the ILCA. The boat was purchased by the ILCA and donated to Mystic by the ILCA. Jim Carson signed over the certificate to The Mystic Museum as an officer of the Class. The Executive Committee did make a decision to fund the last \$6,936.05 of the money owed to Jack Ryan when the last payment was due. But the Class did not make any loans to Sandy and Mary, who have agreed to make good any of this amount that is not funded out of donations by August 1, 2004, a date selected and voted by the Governing Board in Cedar Point. To date, \$6005.00 is still outstanding.

Perception: Reports about the purchase and donation of Lightning #1 have been somewhat vague. Didn't we have all our I's dotted and our T's crossed?

Reality: Yes, some of the early reports have been vague. That's largely because the 'how this is going to really work' hadn't yet been fully determined when the Huntsman's made their original purchase guarantee. Everyone at the Olin Stevens retrospective during the summer of 2001 was very concerned that #1 wouldn't survive another trip over the highway back to Mr. Ryan's home in Illinois. They acted to preserve the irreplaceable first. Following agreement on the purchase guarantee, the boat was left in Mystic and negotiations about permanent display began. Sometimes opportunities outpace logistics. What's clear now is what's most important: The boat has been donated and will be preserved.

Perception: The boat isn't being displayed the way we were promised.

Reality: Right now the boat isn't being displayed mast up, indoors the way it will ultimately. Mystic's current physical plant expansion effort will make the boat's display much more impressive. Those of us disappointed that the boat wasn't set up on day one simply needs to be more patient. Mystic has funding challenges too and it will improve over time.

Did all logistics surrounding the purchase and donation of the boat result in the perfect set up? Probably not, but it did end up with the boat protected and has also ended up with the ILCA looking well in the eyes of the Mystic Museum and the sailing community.

Perception: Purchasing the boat had a negative impact on the Class's ability to fundraise for other causes.

Reality: It's doubtful. People who donated funds specifically to the #1 appeal, may not have made their customary donations to other ILCA funds. But they might have added to donations because protecting hull #1 seemed important to them. Or, perhaps they don't normally donate at all and did specifically to preserve #1. Who can say?

Overall, the Executive Committee believes saving #1 was an incredibly valuable initiative and one befitting the ILCA. The Lightning Class often accomplishes things other Classes could never even attempt. Class members and officers alike, are volunteers, so sometimes we get a bit farther out over our skis than we might like, but by and large our hearts are in the right place. So, right now, we've got a significant part of our historic legacy in the right place. Out of a garage in Illinois and into one of the most noteworthy maritime museums in the country.

We owe so much this time to the efforts of Sandy and Mary. They have spent literally hundreds of hours and thousands of dollars of their own money... putting together special #1 stationary...having half models made up as thank you gifts for supporters of the initiative...pulling the trigger on the original purchase...making the ultimate display of our heritage possible. I don't think we'll ever be able to thank them enough.

If anyone has any further questions or comments about this issue, just drop me a line.

Good sailing or stay warm depending as the case may be.

Bill Faude

Member, ILCA Executive Committee, Past President, ILCA
(New email address: bfaude@digitas.com) ●

The new and improved Lightning Training Video

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IN MEMORIAM - AUGIE PAOLI

Matt Burrige & Terry Burke

Augie Paoli died the morning of November 3rd of congestive heart failure. He had a heart bypass operation in June '03 and had endured a very rocky recovery. He was 85 years old. He won a fleet race at Carlyle two years ago sailing a borrowed boat. Augie was one of the first competitors I met when my dad and I started racing Lightnings when I was 7. He was racing with his boys Gerry and Mark at the time, both of whom have owned and raced Lightnings recently and in the intervening years.

He was one of my closest friends in the sport of sailing despite being 42 years my elder. We each really liked our competitive friction on the water and I used to love listening to him tell about his days in the Pacific theater in WWII and how he rode his Harley across the country after the war (only to have it break down and be shipped home while Augie hitch hiked). Augie was truly an entertaining gentleman on land and a lovable rascal on the water. When the Aussies speak affectionately about Dennis Conner, "We love ya' Dennis, you SOB", we could say the same about Augie. Respect, camaraderie and consternation watching a master work his craft (especially in the light and shifty winds of Midwestern lake sailing).

Augie saw his first Lightning before the war and owned a boat in 46. It is my understanding that his dad owned one of the earliest ones in the area. Hard to believe an 85 year old was a 2nd generation lightning sailor and his grandkids are 4th generation.

Augie first shows up in the Lightning yearbook in 1955 with Lightning 609 when fleet 266 was at Crab Orchard Lake. Two years later fleet 266 shows up as part of Valley Sailing Association on Alton Lake. Several groups from around the area combined to form VSA and lease the harbor at Machens, MO.

By 1964 the Board of Directors (with Augie on board) was in contact with the Corps of Engineers to explore the possibility of leasing a harbor on the then planned Lake Carlyle. By 1968 the Carlyle harbor was a done deal. During this period Augie surveyed a bluff over looking the corn fields in the Kaskaskia Valley that eventually became our harbor. Augie was on the Board until 1975. He owned a boat until 1992. He always sailed at the top of the fleet as long as I sailed against him (27 years?) ●

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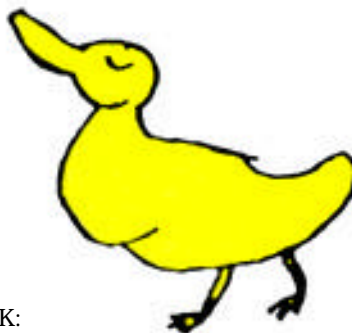
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SURPRISE Adventures in Wooden Boating

Joel Thurtell

Copyright 2003 by Joel Thurtell

Why not build a Lightning?

Readers of this column occasionally may have sensed I was leaning in this direction. Why else would I be storing (concealing from my spouse, actually) an entire set of wooden Lightning frames in the loft of my garage, unless it was to build a complete boat around them?

I have no comment on that allegation at this point in time, but I will admit that over the past year I have longed for the sense of creating something new. That was the feeling I had when I was restoring *Plug Nickel*.

Sailing the plug has been great, but something is missing.

Okay, okay, the plug wasn't new. The whole point was that it was old, a matrix for other boats, an industrial artifact.

But until the last pieces of hardware went on, it was not truly a boat.

And when it hit the water, it was a brand new vessel.

While I had my radio warehouse, I could still mess around with boat projects. I fixed up a couple of glassies to sell, restored a trailer and a wooden mast.

But a year ago, the landlord wondered if I'd be interested in paying about double the rent.

So bye-bye warehouse and de facto boat yard.

It's a humbling experience to give up a workshop where you could hang a Lightning from a chain hoist, run wood through a bandsaw, slop varnish on a mast and generally behave like the free spirit that we boaties are.

Now my projects get done in my garage.

Mostly, they don't get done.

Actually, it's not my garage. Rules of the household say that half the garage must be clear of the materials that make life interesting, like boat

hardware, power tools, stacks of lumber, saw horses, etc. so my wife's Windstar can be parked there. I've long ago come to terms with housing my car in the great outdoors where in winter I can augment my exercise regimen with healthy doses of snow and ice scraping.

So I get half the garage to practice my freewheeling ways. Half a garage to hold everything from garbage cans to my drill press, table saw, stationery belt sander, shaper and soon my Delta 14 bandsaw. Not to mention, boxes of hard-to-throw-out scraps of Honduran mahogany left over from the plug and kick-up rudder projects, three bicycles, a toboggan, sled, 5-gallon water can for the next power outage, and somewhere the wooden Lightning boom I was planning to re-finish if I can ever find it.

All this in a space (one-half the garage) 10 by 20 feet.

Still, I had this craving to build something. Namely, a boat.

We love sailing our Sunfish, and it occurred to me that I might build a Sunfish. It would be small enough to fit in my half of the garage.

But there is a problem with building a Sunfish. I don't write columns about wooden Sunfish. Any boat building project should feed my appetite for column topics, shouldn't it?

One day I got out my tape measure and found that in fact my half of the garage is a bit longer than 20 feet.

Dangerous discovery.

Thinking about it made things worse. More than 20 feet long. Hmmm. What is slightly less than 20 feet long?

Indeed, what is precisely 19 feet long?

Hey, why not build a Lightning?

Build a Lightning in my half of the garage! Yes! It could be done!

I shared the thought with my friend, longtime Lightning sailor Bob Mathers.

You may recall that Bob gave me the sound advice that a rotten old Lightning I'd been given was in fact a rotten old Lightning good for the landfill.

I did wind up delivering that boat to the dump.

So I was eager to hear what Bob had to say about my building a Lightning.

"Forget it."

Excellent advice, Bob.

I got right to work. I already had blueprints for the traditional plank-on-frame Lightning. I ordered the new plans and the WoodenBoat articles which call for plywood rather than planks.

Mentally, I got myself ready.

I still have the dolly I used to cart the plug around my old shop floor.

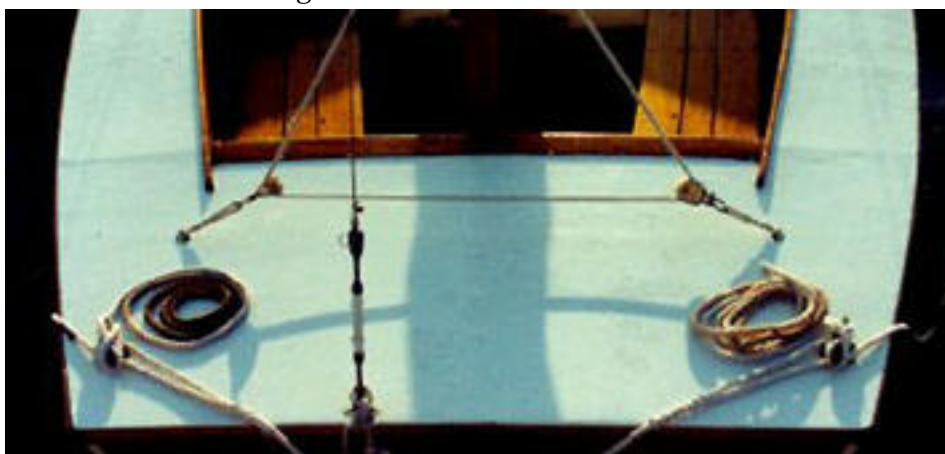
Good. The hull, once built, could go on the cart and the cart could roll around in the garage.

My half of the garage.

Now, let's see. Hmmm. Which way to go? Build it the traditional way with planks, or go with plywood and epoxy? I pondered my way through several lunch hours, but never resolved the issue. I already have a traditional wooden boat, so why not build one according to the latest design? On the other hand, wouldn't it be nice to learn how to build in the traditional way?

Not having ever built any kind of boat, it didn't really matter, but this didn't occur to me then.

The WoodenBoat magazines finally arrived. I started reading the first article. For a onetime builder of Heathkit electronic projects, the



instructions were far from transparent.

But here's what hit me hardest: To build this Lightning, I'd need a work area composed of three 8-by-4 foot plywood panels laid end to end.

Wait a minute here. Eight feet times three is 24 feet. Almost four feet longer than my garage.

It got worse.

The last construction article has a photo showing the hardware you need for your new Lightning. Harken mainsheet swivel and cam cleat, jib cam cleats, blocks of various kinds.

Wait. That mainsheet cam cleat runs 70 or 80 bucks.

I was looking at hundreds of dollars worth of hardware. Not to mention the wood, epoxy and other materials.

The WoodenBoat Lightning was priced at \$14,000.

Why not build a Lightning?

Here's why not.

For the price of materials, you could buy several used Lightnings. Woodies, hopefully.

And believe me, they'll sail just as well as a new one, even a new wood one. That's right.

If you don't believe me, listen to Jack Aubrey tell it in the movie, "Master and Commander." There's a wonderful scene in Captain Aubrey's cabin as officers of the old frigate *H.M.S. Surprise* are casting aspersions on the old frigate as they laud their French adversary, a modern, American-built heavy frigate that seems invincible.

Aubrey served on *Surprise* as a midshipman 20 years earlier. He loves the old boat and tells his men she's a speedy boat when properly handled with beautiful lines and a stiff hull.

A stiff hull, indeed.

Something to think about. In those days, not all woods were created equal. There was soft wood and hard wood and green wood. And yes, sometimes the British Admiralty got stuck with ships made of unseasoned wood. Seams would pop, the shape would go bad.

Surprise: Kind of like what happens with some glass boats.

Some Thistle-class sailors learned that the old woodies sailed better than the new plastic hulls.

According to Skip Dieball of North Sails in Toledo, the hulls of plastic Thistles are sometimes prone to lose their shape because the boats don't have decks. Decks provide some reinforcement to the hull sides. Some Thistle sailors found that old wooden Thistles could win races because their hulls were stiffer than their fiberglass competitors.

So there are two benefits from saving a woodie.

First, you get a hull that won't go soft, won't absorb water into its flimsy foam core, won't change shape at the whim of the wind. And you preserve a deserving boat that might otherwise become a flower planter.

That's what the owners of another "Surprise" did.

Pat McKeegan of Merrick, NY and friends acquired Lightning #5132 through a church raffle.

Pat's friend and sailing buddy, Michelle Jacob of Huntington, NY sent photos. It is a gorgeous boat.

Lightning #5132 was built by Seaman Seacraft Co. of Roslyn, NY in 1952. A priest, Mr. Tom Kane, found the boat for sale in 1990. He refurbished the boat and sailed it several summers. Due to some health considerations, he reluctantly gave up sailing.



Concerned that his lovely craft might not be sailed, in 2000 he put *Surprise* in a church raffle. The winning ticket was held by Helen Crume. But Helen is not a sailor. Helen knew Pat McKeegan, who is a sailor. Helen gave the boat to Pat. She sails *Surprise* with Michelle Jacob, Linda Hotchkiss and Ann Barile.

I was perplexed by the photos, though. I've seen Lightning #1 with its mainsheet winch and other quaint appurtenances like belaying pins and a Cunningham system that could lift hay to a barn loft.

But #1 was built in 1938. *Surprise* came along in 1952.

Pat and company are chewing on another problem – should they preserve the boat's antique rig or replace it with modern rigging systems?

It's a problem that takes on an almost moral imperative.

Your boat is a floating museum. Wouldn't you desecrate it by modernizing it?

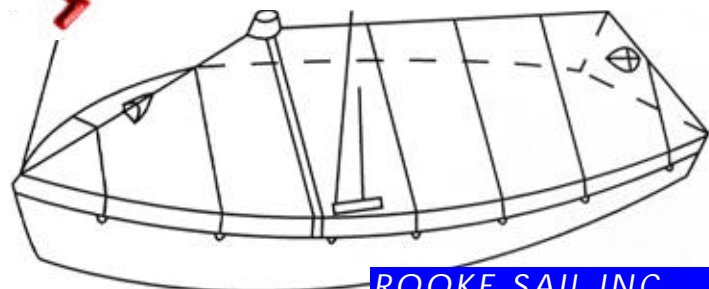
For the surprise answers, tune in to this column next month.

Joel Thurtell can be reached at 734-453-8303 or joel@thurtell.net or finder@radiofinder.com ●

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sail # on cover		38	

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What I learned on my summer vacation...

Well, it wasn't really summer vacation. (That concept is just a hazy memory to me now.) But it felt like vacation. Which is good, because when you talk about sailing all week long going sailing on the weekends can sometimes feel like work! I was still stuck in the office most of the summer... but then what do you expect when you work for Walt... I mean, work in the sailing industry? When I wasn't in the office I was sailing! So, here is "What I Learned on my Summer Vacation", (or "How you can learn a lot from sailing in a Lightning - for only the second time in your life!")

1. Don't be scared to try out a new boat or a new fleet. Sail with a few other good sailors and you will come up with respectable finishes, as long as you are all "reasonable" people. Oh sure, there will be some beating of the boat with the tiller extension, and stomping of dinghy-boot-wearing feet. But that won't last long. When you sail with new people you will learn all of their best tricks and become a better sailor because of it. Such as:

2. Tie the bitter end of the spinnaker halyard to something. That way any knots you get in the halyard will have to be slip knots (Think about it!). This can make the difference between a clean spinnaker douse and a take-down that is all @#%&ed up.

3. Set goals, but remember to keep them small and manageable. Instead of "win the regatta," try something like "roll tack smoothly in light air". Or instead of "beat Pete in this regatta," try "beat Pete's boat to the windward mark".

4. Use the compass. It's not just there for decoration! A traditional-style glass ball compass is good, and so is the easy-to-read **Tacktick Micro Compass**, but I was blown away by the advantages of a **Tacktick Race Master**. On the Race Master, you can see the countdown timer and compass heading simultaneously (no toggling back and forth or squinting at your watch). And the countdown timer has a synch feature (in case your race committee lacks a decent air horn and you're not paying attention) as well as a reasonably loud beep so you can...

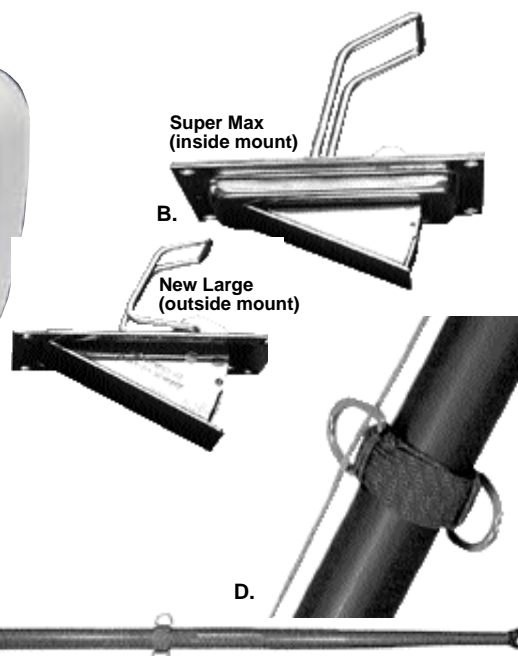
5. Keep your head out of the boat and get great starts. Like how Jim, rock star crew Andrew, and yours truly, port tacked [most of] the fleet at the start of the first race of the Borderline, finishing second in that race - and the regatta!



A.



C.



Super Max
(inside mount)

B.

New Large
(outside mount)

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 the start timer that is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Synch feature. Very functional.

T040

List \$933.00/Layline \$699.99

B. Bailers

Shown here are the Super Max and New Large. The New Large fits many older boats. The Super Max fits many newer boats. Inside or outside mounting is the key difference. In the spring, put a little "Vaseline" on the gaskets, to keep things running smoothly. If your bailers are leaking, you can try 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 New Large List \$88.00/Layline \$83.00

Internal New Large Gasket

A574194 For a little piece of foam \$13.00

C. Tacktick Micro Compass

Looking to spend less than you would on the Race Master without sacrificing the benefits of a new digital compass? Check out the Micro! It's simple, accurate, portable, and solar-powered. Large, readable digital twin display.

T061

List \$465.00/Layline \$349.99

D. Lightning Tapered Spinnaker Pole

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

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THOUGHTS ON THE BLACK FLAG

Ross Bailey

TO: Elizabeth Kerr, Canadian Yachting
Please find attached a response to your
Finish Line editorial.
Thank you.

Dear Sirs;

In your September 2003 edition (Canadian Yachting), Hans Fogh and John Kerr present the black flag as a cure for the many ills plaguing present starting methods. How can two capable and longstanding sailors promote such a wrong-headed idea? In fact the use of the black flag, the "I" or round-the-ends flag, or any other penalty flag at the start of a race highlights poor race committee work, poor race instructions, and poor leadership by our national authority and rule makers in general. When we see these "solutions" in use, we see creeping bureaucracy arriving upon the racecourse and the associated know-it-all attitudes of race committees, which sometimes degenerate into simple laziness.

Usually restarts result from poorly laid lines, lines which are the wrong

length for the fleet size, insufficient line-sighters on the committee boat, and poor or no line sighting at the pin end.

Canada is a big country, which means that most crews travel at least 5 hours to a regatta, often 10 or 15 hours, and sometimes a few days. These times also apply to attending regattas in the States. Suppose you are a beginner and are pushed over the line by more experienced competitors. Suppose you are fouled at the line. Consider that every racing article, book and seminar pushes the concept that if you don't get an occasional OCS, you are not starting aggressively enough. Once given a black flag at a start, you might as well pack up and start that long trip back home. Your chances for a successful regatta are hugely reduced. The beginner may never come back. The old hand will rightly curse the race committee for a poor job. The black flag is no solution but simply a crutch for bad race committee work.

OK, let's look at real solutions to multiple restarts which is a big,

painful problem. Firstly, set square lines. Little wonder the RC can't identify everyone over early when the whole fleet is jammed into the windward quarter of the line. Setting a proper line is just as easy as setting a poor line, given enough scope on anchors. And, give enough length to fit the whole fleet in the front row. Next, put the pin end in a boat, using a tall flag or marker in the middle of the boat as the actual pin end of the line. This allows those in that boat to adjust anchor scope to keep the line square, and allows line sighters to be right on the line for those over early at the leeward end. Also, make sure that both line end-markers are high enough to be seen. If the line is long, use mid-line rubber inflatable boats, which can also be adjusted by their crew to give the fleet a gauge. Use line spotters several lengths above the line who can report to the RC those numbers the RC was not able to identify.

Now, here is a painless solution that I saw in action at a N.A.'s several years ago, which I feel had the best race committee I have ever seen.

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From the one minute to go, using a loud hailer, identify every boat that sticks its nose over the starting line. Unfair advantage you say? Have you ever had to stop your boat dead, probably make it back up, and then regain speed to start, all within one minute of the start? It's difficult in Opti's and Lasers, and close to impossible in larger boats. And in fact, it actually benefits your competitors more than you who are over early, as you now have become a gauge for those around you. Race officials and even sailing judges have told me that this "aid" to a competitor is prejudicial. On the contrary, this is an aid to a fair start, as those over early are few and far between and easily identified. For longer lines, a loud hailer should be used at the pin end and on any gauge or spotter boats. The obvious extension for keelboats is notification over the VHF.

Adjust the line right down to one minute to the start. Currently the line can be adjusted only until the preparatory signal. If competitors are properly informed and therefore expecting these adjustments, no one receives an advantage, but knows that the line will almost assuredly be square. This is a matter on which the national authorities should act so that it is allowed in the rules. Fixing the line at one minute gives starters a finite line, and allows for a properly planned start.

Start the race in any wind short of drifting in circles. Sure, conditions may not be idyllic, but they are the same for everyone. All too often race committees postpone and postpone because the wind is still shifting or they are expecting more wind. Start

the race and let the sailors vie for the new wind or read the shifts. That is the joy of sailboat racing. Then that last race, which always seems to be past the time limit, can be run, and again, you have contributed to a fair, and full regatta.

There are many more easy ways to start races fairly and expeditiously. A beacon in the bow of all competitors is possible. Perhaps a laser light similar to a laser pointer could define the line. Rabbit starts. These are the types of ideas that are needed to start races fairly, quickly, and enjoyably. Your point is well taken that we are trying to "get in more racing", not wait for starts. Let's put our thinking caps on in a positive manner to empower race committees, rather than being told by rule makers and bureaucrats what can't be done. They have obviously not raced enough lately.

Yours truly, Ross Bailey ●



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UPCOMING REGATTA CALENDAR

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

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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

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David Starck is regatta General Chairman.
For more information visit the regatta web site
www.buffalo2004.org

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NOTICE OF SERIES – SOUTHERN CIRCUIT 2004

REGATTAS

The Lightning Southern Circuit consists of three regattas endorsed by the ILCA, the Deep South Regatta at the Savannah Yacht Club, Savannah, GA, March 13 & 14, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, FL, March 16 & 17 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, FL, March 14-16. See the Notice of Race for each regatta.

SKIPPERS & CREWS

Skippers and crews must be in good standing with the ILCA. Co-skippers are permitted from regatta to regatta provided each helmsman (co-skipper) is aboard the boat in each of the three regattas. Co-skippers must be recorded with the Southern Circuit Committee prior to the first race of the circuit.

MEASUREMENT

All measurement rules will be enforced and Measurement Certificates must be available for inspection. All skippers will have the option of having their boats weighed Thursday prior to going into the water at St. Petersburg. A person designated by the ILCA Measurement Committee will be on hand to weigh and record boat weight. The first five finishers in the Midwinter Championship at St. Petersburg may be weighed immediately after the last race. Any boat not meeting weight requirements will be disqualified from the regatta and the Circuit. This procedure will be waived if the boat was weighed in accordance with the above option and met weight requirements at that time. All boats must have some type of floatation to help keep the boat afloat after capsize.

SAILS

All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Unidentifiable boats will not be scored.

If a damaged sail is replaced with a sail that does not have the same number as that used at registration, a 12" high "X" must be affixed adjacent the new number and the Race Committee advised in writing.

SCORING

Overall Southern Circuit scoring will be based on the total score of 3 races in Savannah, 5 races in Miami, and 5 races in St. Petersburg, excluding each boat's worst race. In case one or more races are abandoned or not sailed each boat's worst race will still be excluded provided there are at least 6 races.

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DEEP SOUTH REGATTA MARCH 13-14, 2004

1. Organizing Authority: The organizing authority is the Savannah Yacht Club (SYC)

Sunday, March 14, 1100 Warning Gun,
Racing Continues

2. Rules: This regatta will be governed by the rules as defined in the "Racing Rules of Sailing" (2001-2004). Sailing Instructions will be available at registration.

No Warning Signal will be made after 1530 on
Sunday, March 14, 2003

3. Eligibility: The skipper and crew must be members of the ILCA.

6. Courses: Courses will be windward/leeward, triangle, or a combination.

4. Fees: Registration fees: \$120 per boat (\$115 for USSAIL-ING Members), \$10 of which goes to the ILCA.

7. Scoring: The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races.

5. Schedule

Registration Saturday, March 13, 2004, 0830-1030

Competitor's Meeting Saturday, March 13, 1045

Main Clubhouse

Race One Saturday, March 13, 1300 Warning Gun,

Racing Continues

8. More Information:

Contact Savannah Yacht Club

phone (912) 897-1314

fax (912) 897-0876

Yacht Club secretary: savhyc@aol.com

Olin McIntosh, SYC Sailing Director sailtosh@comcast.net

Send Entry to Savannah Yacht Club
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phone (912) 897-1314
fax (912) 897-0876

Enter Lightning # _____ named _____ which I certify is of legal weight, has a legal Measurement Certificate, and has legal sails. My crew and I are members of ILCA for 2004.

Please print full name: _____

Signed by skipper: _____

Fleet # _____ 2004 ILCA Card # _____ 2004 US Sailing Card # _____

Home address: _____

Phone: _____

Crew _____ 2004 ILCA Card # _____

Address _____

Crew _____ 2004 ILCA Card # _____

Address _____

Registration Saturday 8:30 am-10:30am. Warning Signal 1st Race Saturday 1:00pm.

Entry fee: \$115.00 (non US Sailing members add \$5.00) includes coffee and donuts each morning, lunches both days, 3 Saturday night dinners, regatta t-shirt, free keg of beer Saturday night, music and challenging racing!

Send Entry Form and Payment to address above. Guests may use VISA/MasterCard or have a letter of introduction from their Home Club to charge. Only US Bank Checks accepted. Extra dinner tickets are available for \$15.00.

Camping facilities available on club grounds.

Check here ☐ if you would like to receive information on hotel/motel accommodations.

Fax number for information: _____

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*partial inventory

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 Ched Proctor - Ched@od.northsails.com

One Design Central
 614.418.9410
 Greg Fisher - Greg@od.northsails.com

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Coral Reef Yacht Club and Fleet 226 look
forward to this years 2004 Miami Midwinter
Regatta. Come on down and GET HOT!!!



2004 MIAMI MIDWINTERS MARCH 15-17, 2004 NOTICE OF RACE



1. **Rules**
The regatta will be governed by the Racing Rules of Sailing, the International Lightning Class Rules, the Notice of Race (except as any of these are modified by the Sailing Instructions) and the Sailing Instructions.
2. **Jurisdiction**
The regatta will be held under the jurisdiction of the International Lightning Class Association (ILCA).
3. **Organizing Authority**
The organizing authority is the Coral Reef Yacht Club.
4. **Schedule of Events**

Monday	March 15	Registration 4:00 p.m. - 8:00 p.m.
Tuesday	March 16	Registration 7:30 a.m. - 9:00 a.m.
		Complimentary Breakfast 7:30 - 9:00 a.m.
		3 races 11:30 a.m. 1st warning signal
Wednesday	March 17	2 Races 10:30 a.m. 1st warning signal
5. **Eligibility**
Skipper (helmsman) must be a Life, Active or Associate Member who meets the requirements as defined in the ILCA Constitution. Crew must be Active, Life, Crew, or Associate Members of the ILCA and shall be designated distinctly as Crew.
6. **Entry**
Yachts declared eligible by ILCA may be entered by completing registration with the CRYC office. CRYC reserves the right to reject any entry. Only those yachts that complete registration by 0900 hours on Tuesday, March 16, 2004 will be entitled to compete in this event.
7. **Disclaimer**
Coral Reef Yacht Club will require each participant to sign the Regatta Waiver for loss, damage or injury to persons or property occurring in conjunction with this event. Coral Reef Yacht Club, its members, employees and/or agents will not be responsible for any loss, damage or injury that may occur to persons or property whether ashore or at sea as a consequence of the participation of any competing yacht in any way in the series. Competitors are reminded that the owners or their representatives are personally responsible for all accidents to their crew and yachts. Competitors attention is drawn to RRS Fundamental Rule Part 1.
8. **Sail and Bow Number**
 - 8.1 All sails shall bear an Official Royalty Label as provided for in the ILCA Specifications, and Mainsail and Spinnaker numbers shall be the same.
 - 8.2 The Race Committee will assign a bow number to each participant and make the numbers available at registration. These numbers must be affixed as defined in the Sailing Instruction.
9. **Scoring**
The Regatta will be scored in accordance with International Lightning Class Rules.
10. **Prizes**
Coral Reef Yacht Club will award trophies to skipper and crew placing 1st, 2nd, 3rd, 4th and 5th.
11. **Additional Information**
For further information, please contact the following:
Carol Ewing, ILCA VP
Coral Reef Yacht Club
2484 South Bayshore Drive
Miami, Florida 33133
Phone: (305) 858-1733
Fax: (305) 854-5911
www.coralreefyachtclub.org/racing/midwinters
E-mail: lightning@cofs.com

2004 LIGHTNING
WINTER CHAMPIONSHIPS
St. Petersburg Yacht Club
St. Petersburg, Florida
March 18-21, 2004



ST. PETERSBURG LIGHTNING
WINTER CHAMPIONSHIPS
MASTERS AND WOODIE REGATTA
SOCIAL SCHEDULE

1. Organizing Authority

The organizing authority is the St. Petersburg Yacht Club, (SPYC), St. Petersburg, FL.

2. Rules

This regatta will be governed by the current Racing Rules of sailing (RRS) except as changed by the Notice of Race or the Sailing Instructions.

3. Entry Classes

Contestants may compete in Championship, Masters and Woodie classes.

4. Eligibility

The skipper and crew must be members of the ILCA.

5. Registration

Registration will be held on Thursday, March 18, 2004, from 1000 – 1600 in the SPYC Regatta Room.

Participants may pre-register by submitting an entry form by mail, FAX or e-mail to the Lightning Registration Chairman, St. Petersburg Yacht Club, 11 Central Avenue, St. Petersburg, FL 33701. Telephone: 727-822-3873, FAX: 727-895-4779, E-Mail: sailingsecretary@spyc.org. Entry forms may be obtained from the SPYC web site at: <http://www.spyc.org>.

6. Fees

Registration fees: \$180 per boat (\$170 for US SAILING Members), \$10 of which goes to the ILCA.

7. Race Schedule

Thursday, March 18, 2004

10:00 A.M. - 4:00 P.M. Registration SPYC Regatta Room
12:00 (Tentative) Lightning Lab Sailing Center
5:30 P.M. Competitor's Meeting SPYC Ballroom

Friday, March 19, 2004

9:30 A.M. Warning, First Race of the Day

Saturday, March 20, 2004

9:30 A.M. Warning, First Race of the Day

Sunday, March 21, 2004

9:30 A.M. Warning, First Race of the Day
No warning after 2:00 P.M.
ASAP Trophy Presentation Sailing Center

8. Sailing Instructions

Sailing Instructions will be available at registration.

9. Racing Area

The racing area will be ESE of the Municipal Pier.

10. Courses

Courses will be Triangles or Windward-Leewards.

11. Scoring

The scoring system will be the low point scoring system of Appendix A, except that each boat's score will be the sum of her scores for all races.

12. Prizes

Prizes will be awarded to the skippers and crews placing first through fifth in the Championship class, first through third in the Masters class and first in the Woodie class providing three Woodies participate.

Thursday, March 18, 2004

10:00 A.M. – 4:00 P.M. Registration
SPYC Regatta Room
10:00 A.M. – 12:00 P.M. Governing Board Brunch
SPYC Quarterdeck Room
12:00 P.M. – 4:00 P.M. Tentative Lightning Lab
Sailing Center
5:30 P.M. Competitor's Meeting
SPYC Ballroom
6:00 P.M. ILCA General Meeting
SPYC Ballroom
SPYC Lounge and Dining Rooms Open

Friday, March 19, 2004

7:00 A.M. Complimentary Coffee and Danish
Sailing Center
9:30 A.M. Warning, First Race of the Day
After Racing Sailor's Lunch Sailing Center
SPYC Lounge and Dining Rooms Open

Saturday, March 20, 2004

7:00 A.M. Complimentary Coffee and Danish
Sailing Center
9:30 A.M. Warning, First Race of the Day
After Racing Sailor's Lunch Sailing Center
6:00 P.M. Cash Bar SPYC Ballroom
7:00 P.M. Lightning Banquet SPYC Ballroom

Sunday, March 21, 2004

7:00 A.M. Complimentary Coffee and Danish
Sailing Center
9:30 A.M. Warning, First Race of the Day
No Warning after 2:00 P.M.
After Racing Sailor's Lunch Sailing Center
ASAP Trophy Presentation Sailing Center

ST. PETERSBURG LIGHTNING WINTER CHAMPIONSHIP
MASTERS REGATTA AND WOODIE REGATTA
March 18 - 21, 2004
St. Petersburg Yacht Club

ENTRY FORM

CHECK ONE ONLY:

- ☐ Championship
☐ Both Championship and Master
☐ Master
☐ Woodie

SAIL NUMBER _____

SKIPPER _____ ADDRESS _____

ILCA # _____ US SAILING # _____

CREW _____ ADDRESS _____

ILCA # _____

CREW _____ ADDRESS _____

ILCA # _____

This regatta is operated under ILCA Rules. Boats must hold an approved Measurement Certificate.

ENTRY FEE \$170 for US SAILING Members (\$180 for non-members), \$10 of which goes to the ILCA. The entry fee, which includes 7% Florida Sales Tax, covers trophies, three days of racing, three banquet tickets, and three participation gifts. Please make check out to SPYC and mail to Sailing Secretary, St. Petersburg Yacht Club, 11 Central Av, St. Petersburg, FL 33701. Telephone: 727-822-3873, Fax: 727-895-4779, email: sailingsecretary@spyc.org.

In consideration of your accepting my entry, I agree to be bound by the current Racing Rules Sailing (RRS), the ILCA rules, and all other rules governing this event. I hereby agree that the boat holds an approved measurement certificate. I do for myself, my executors and administrators, heirs and assigns, waive any and all claims as may accrue to me or them against the SPYC, its officers, directors, members, employees, and agents, and any one or more of them arising out of the participation of my boat in any race of the SPYC, or arising from any related activities.

Signed this _____ day of _____, 2004 _____

Signature of owner or charterer

BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in **bold type**.

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

"A" indicates amateur builder building own boat.

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

CALIFORNIA	*8778 Dan Gravatt, 4331 Conrad Avenue, San Diego CA 92117	U
DIXIE	15142 Nabeel Alsalam, 1706 East Avenue, McLean VA 22101	50
	15195 Patrick McGee, Dennis Avenue, Silver Spring MD 20901	50
MICHIGAN	11515 Dennis Dieball, 5972 Lakeside Avenue, Toledo OH 43611	42
	13859 Tom Hernick, 11391 Terry, Plymouth MI 48170	54
MISSISSIPPI VALLEY	9455 Steve Tillotson, 1061 Francis Lane, Woodbury TN 37190	U
	*15010 David Young, 419 Park Circle #1, Nashville TN 37205	262
	15169 Batton Kennon, 938 Spinnaker Lane, Cordova TN 38018	274
NIGERIA	*13754 Syd Warburton, 6 Hopfield, Hibaldstow, Brigg, North Lincolnshire DN20 9PN UNITED KINGDOM	510
	*14928 Alan Parke, Nigerian Breweries Plc, P.O. Box 545, Lagos	510
OHIO	13741 Robert Clover, 3155 Clement Drive, Lima OH 45806	23
	15181 George Fisher, 4335 Cameron Road, Hilliard OH 43026-2415	43
SOUTHERN	*9696 Buddy Clarke, 221 Hackberry Drive, Pass Christian MS 39571	
	* & Bo Clarke, 5010 Live Oaks Drive, Long Beach MS 39560	179
US@L	9250 Community Sailing of Colorado, Denver CO	488

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Estimated premium table:

	Value	\$4000	\$6000	\$8000	\$10,000	\$12,000	\$14,000	\$16,000
Age								
0-5		\$109	\$127	\$151	\$168	\$179	\$189	\$199
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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CAMPEONATO SUDAMERICANO DE LIGHTNING 2003

Salinas Yacht Club, 7-9 Novembre, 20 Boats, 6 Races, 1 Discard

1	Chile	11011	Tito González, Diego González y Fernando Gallyas	1	6	1	3	1	DNS	12
2	Ecuador	14671	Juan Santos Garcés, Oscar Viteri y Juan Andrés Santos	9	2	5	1	15	1	18
3	Ecuador	14370	Miguel Plaza Menéndez, Eduardo Vedani y José Manuel González	5	8	3	10	5	3	24
4	Ecuador	15150	Francisco Solá Tanca, Arturo Iturralde y Joao Casal	4	5	7	4	16	4	24
5	Ecuador	14673	Juan Rafael Santos, Miguel Mardonez y Carlos Avellán	8	1	2	6	13	12	29
6	Colombia	14536	Jacob Phillipps, José Bettini y Paula Douat	3	4	8	7	14	7	29
7	Ecuador	14676	Carlos Luis Lecaro, Juan Carlos Vidal y Francisco Soriano	10	10	6	5	7	2	30
8	Ecuador	14160	Marcelo León, María Clara Ordóñez y Andrew Balfour	11	12	11	2	3	5	32
9	Ecuador	14675	Olaf Dyck, Ada Dyck y Bernardo Escudero	6	9	10	14	4	9	38
10	Ecuador	15094	Juan Carlos Plaza, Carlos Andrés Plaza y Eduardo Arosemena	14	7	15	12	2	6	41
11	Colombia	14057	Sebastián Higuera, Néstor Parra y Juan Carlos Herckrat	18	3	4	8	12	14	41
12	Ecuador	14379	Jaime Calderón, Santiago García y Juan Andrés Baquerizo	2	16	14	DSQ	8	8	48
13	Ecuador	11928	Sebastián Herrera	12	17	18	9	6	10	54
14	Ecuador	14099	Miguel Plaza Merino, Alejandro Jacob y Juan José Ferreti	7	11	12	13	11	15	54
15	Perú	15095	Héctor Sabogal, Gisella Lanzone y Mario Lanzone	13	13	19	DSQ	10	13	68
16	Ecuador	14558	Ernesto Martínez, Gustavo Cordóvez y Francisca Roman	15	14	16	11	OCS	OCS	77
17	Colombia	14804	Felipe Castillo, Camilo Yamin y Ernesto Borda	16	18	13	15	19	16	78
18	Ecuador	15096	Xavier Monge, Cristina Monge y Gustavo Maenz	20	20	9	16	17	17	79
19	Ecuador	14383	Jimmy Pazmiño, Samuel Herrera y Luis Martínez	17	15	DNF	DNS	9	18	80
20	Ecuador	111	Gabriel Morán, José Miguel Alcívar y Alfredo Orrantia	19	19	17	17	18	11	82

Editor's Note: MOST 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.

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11379 Allen rebuilt using WEST and AWLGRIP products. Bottom faired to current Allen shape. Rebuilt tank seats. New rolled deck. Fully polished s.s. board. 702#. New galvanized trailer with upgrades. \$7200. New sails available. Stu Nickerson 617-696-7769 (MA)

14120 Nickels, white hull, always dry-sailed. 2 sets of sails, trailering cover, mast cover, full dry sail cover. \$6500. Jeff Herrick H) 610/644-3749 wooddent@earthlink.net (NJ)

14758 Nickels, runner-up North American Masters. Fastiggi rigger, faired by Waterline, maintained by Ray Harrington. Adjustable for-aft straps for forward crew, adjustable jib cars lead to side decks, adjustable lowers and TakTik dual display electronic compass. Nickels trailer and spare tire, mast up cover, two piece travel cover. Very little use and low tow road mileage, always stored indoors. \$11500. For an additional \$1000, may choose any main jib and spinnaker in my current sail ad. David Gorman (W) 518/483-1015 (H) 518/563-2016 (NY)

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Address _____	email _____
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Crew _____	Age _____ with eFlashes option \$10.00 <input type="checkbox"/>
	with paper Flashes option \$22.00 <input type="checkbox"/>

Address _____	email _____
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Crew _____	Age _____ with eFlashes option \$10.00 <input type="checkbox"/>
	with paper Flashes option \$22.00 <input type="checkbox"/>

Address _____	email _____
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