

# Lightning eflashes

Newsletter from the International Lightning Class Association

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## NORTH AMERICAN CHAMPIONSHIP(S)

### GENERATIONS



Kelly Crane, sailing with her grandmother, Anne Allen, and mother, Brenda [Allen] Crane, competed in the Women's North American Championship for the first time at Buffalo Canoe Club. That's three generations in one boat. Kelly actually represents the fourth generation in her family to be a competitive Lightning sailor - she's the great-grand-daughter of Mr. Lightning himself, Karl Smither. That's quite a legacy. ●

*photo by Bill Clausen*

### UPSIDE DOWN AND ALL ALONE - UNTIL RESCUED BY THE LIGHTNING CLASS

*Peter Denton*

Buffalo Canoe Club, Point Abino Ontario

August 2004

The Lightning class and many of its individual members showed their true grit and willingness to go above and beyond the call of duty, when they helped my crew, Sara Pramik, John Townsend, and me, from more than difficult circumstances during the recent NA's in Buffalo.

As many with experience predicted, the weather and waves in Buffalo were either nonexistence or much more than most of us wanted to deal with. On Wednesday, the Blue Fleet had two general recalls in the first race, but finally got started. During the recalls the winds that had been 20 knots or so gusted past 25 knots, and the 4-foot waves were beginning to look like 6+ foot waves. The race committee abandoned the green (our fleet) and the yellow fleet races.

As most of the green and yellow fleets headed to shore, we decided to follow the blue fleet up the course, to see how well we could control our boat and watch the excitement as the blue fleet set their spinnakers. Sara asked whether we should be out there, but foolish me said nothing bad could happen without the spinnaker up. We had the boat under control and were actually keeping pace with many of the blue fleeters, when an even heavier puff hit us at the same time as three big waves. The boat heeled sharply, we got a bit out of control so I headed the boat up into the wind and told John and Sara we would just tack and head in. The best-laid plans .... blah, blah, blah. As we went through the tack, the tiller got caught behind me under the boat's deck. I managed to free it but as the boat went through the tack I was not able to steer on the wind because the tiller extender got stuck on the centerboard track! The next thing we know we went from a reach to a gybe to a capsize and ... turtle. I swam to grab some gear, Sara clinging on the only thing available - the rudder, and John managed to get on the bottom of the boat and hold the centerboard out. I was finally able to scramble up with John but we couldn't right the boat. Standing there I could see the committee boat a half of mile away in one direction and the weather mark and the blue fleet a half mile away in the other direction. We were rocking in 4-6 foot waves and nobody knew we were there.

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Regatta Reports

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**GOLD CIRCLE MEMBER,**  
FOR A MINIMUM \$50  
TAX-DEDUCTIBLE DONATION TO THE  
ILCA FUND.  
**GOLD CIRCLE MEMBERS**  
RECEIVE A  
**GOLD CIRCLE**  
WHICH GOES OVER THE  
MEMBERSHIP BOAT DECAL TO  
ACKNOWLEDGE THEIR GENEROUS  
SUPPORT.

## President's Column

Carter Utzig

The first thing I'd like to do is thank the membership for electing us to serve the Class. Your voice and opinions are really what drive the Class and I'm looking forward to serving as President.

The class lost one of its family members. Jack Elfman passed from fellow competitor on the course and a friend off the course to our memories. Jack was often the voice that represented what many thought and never had the courage to say. Jack will always be a part of the way I act and think. Thank you, Jack, and God bless.

The Executive Committee is off and rolling. We have established a monthly conference call so that we can more quickly move things along. We had our first call and will publish a short version of minutes on the web site. While we have a list of open items to address (also on the web site), we are going to focus our efforts on a few topics:

\* **Membership:** We have to keep the positive trend in the US going. We are going to look at how we can utilize additional marketing and promotional activities to support this trend. The bigger issue is figuring out how to grow memberships around the world. This means working with non-US sailing organizations, retaining the PAN-AMs and potentially becoming an Olympic Class boat. GASP – yes provided we can eliminate some of the pitfalls of being an Olympic Class.

\* **Class Office:** We have a team of class members who represent a cross section of the class who will recommend how we can make the office more effective and efficient (notice I did not use the words decrease the cost).

\* **Class Documents rewrite:** Bill Clausen will finish the work that was started on the Specifications and Rules Governing with the intent to vote on something at the NAs this year. PLEASE read the version that is on the web site and make comments.



\* **Leveraging our VPs and volunteers:** The Class has a lot of great people who can contribute if we provide them the forum to contribute.

\* **Outside Advisory Board:** We have an internal Advisory Board made up of past presidents that we need to leverage more. However, public companies have boards that provide outside knowledge to help guide them.

Why can't we create a board made up of leaders in the sailing industry to help guide the class? Or help promote the class? Or become members ....

Remember, the power of the Class is in its sailors. Your ideas and needs are converted into the rules and specifications by the governing board and VPs. Please get to know the VPs and governing board members and put them to work for you. That's not to say that I don't like emails, but I am just one vote.

Carter

president@lightningclass.org ●

## Lightning Advanced Crew Training Video

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing correct techniques for tacking, gybing, crew communication, spinnaker hoists & take-downs, & much much more.

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You can also order this video through the secure on-line Store from the Class website:

[www.lightningclass.org](http://www.lightningclass.org) or by calling the Class office 615/89 FLASH

Lightning Flashes (ISSN 0746-7052)

Editor: Ms. Karen Johnson, ILCA Headquarters  
P.O. Box 10747, Murfreesboro, TN 37129 USA

Official Journal of the International Lightning Class Association . *Lightningflashes* is published monthly except January and November by the

International Lightning Class Association,  
P.O. Box 10747, Murfreesboro TN 37129 USA  
Notify the ILCA of change of address, giving both new and former addresses, one month before the next publishing date.

Postmaster: Send address changes to:  
*Lightningflashes*

P.O. Box 10747, Murfreesboro TN 37129 USA

Periodical Postage Paid at Murfreesboro Tennessee and additional locations

\$22.00 of annual dues is for a subscription to *Lightningflashes*  
Display Advertising Rates: \$14 per column inch; \$50 per 1/6 page; \$66 per 1/4 page; \$83 per 1/3 page; \$100 per 1/2 page; \$127 per 2/3 page; \$170 per page.

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Send for advertising rate schedule and send all advertising copy to Murfreesboro office.



## Chief Measurer's Column

**Bill Clausen**

I'm Bill Clausen, your new Chief Measurer. I have been sailing Lightnings for 50 years and have owned 5 boats.

My hope as Chief Measurer is to keep the class as one design as possible, but at the same time allow us to keep up with the rest of the one design world. We would not be an International Class today if we still had wooden masts or iron centerboards or cotton sails, so changes must be made from time to time.

The two major issues that I am addressing at present are:

1) The bar on chainplates should be allowed to be added to older boats so they can be tuned in a similar fashion to the newer boats, but this must be done correctly. The bar must be structurally strong enough to be safe and it **MUST** be put in the correct place within the tolerances of the specifications and must be measured by a certified measurer before it can be used.

If you guys who have experimented with them have any input please forward it to me. I intend to have this voted into effect at the Midwinter meeting at St. Pete in March. So you folks with boats under 13000 let me know what change(s) you think we need to keep these boats competitive.

2) The second issue we must address is the use of various sails with numbers that do not match the hull number.

The Lightning Class rule reads "THE NUMBER ON THE MAINSAIL MUST MATCH THE NUMBER OF THE BOAT." This rule has been ignored and circumvented. We must re write this rule to enable chartered boats to allow the skipper to use his own sails on a borrowed boat.

I am against the use of any random number!

If you have a strong feeling as to what other exemption(s) should be included in the re-write of this rule please let me know.

In conclusion: I am proud to be serving the Class in this capacity and welcome the members' thoughts and ideas as to the measurement changes (or lack of) that the class should take.

If it's not broken we do not need to fix it, but if it is in need of fixing it's my job to see that some fixin' is done.

KISS is my philosophy. My last boat had only 2 hiking straps, and they were not in the back. measurer@lightningclass.org

Regards, *Bill Clausen*  
measurer@lightningclass.org ●

## IN MEMORIAM JACK ELFMAN

JOHN "JACK" H. ELFMAN JR., 64, of SURF CITY, died Saturday, September 18, at Southern Ocean County Hospital, Stafford. He was the owner of Tack Associates, Surf City. Born and raised in Doylestown, PA, he was a lifelong summer resident before permanently residing in Surf City. He was a cofounder and past commodore of the LBI Yacht Racing Association; past commodore of North Jersey Yacht Racing Association; past Vice President of International Lightning Class Association; past race committee and waterfront chairman of the Surf City Yacht Club; International Laser Class Association; U.S. Sailing Area C Mallory Cup chairman; U.S. Sailing Senior Race management officer; and National and International Class sailor.

Surviving are his wife, Cynthia Lister-Elfman; four daughters, Holly Faus of Virginia, Jennifer Corr and Amy Kolman of Doylestown, PA, and Erin Elfman of Easton, PA; three stepchildren, Jack Casella of Little Egg Harbor, Christina Villani of West Creek, and Joanna Casella of Surf City; and 13 grandchildren.

Memorial services were held Sunday, September 25, at Surf City Yacht Club. In lieu of flowers, donations may be made to International Lightning Class Association, PO Box 10747, Murfreesboro, TN 37129.

*from Asbury Park Press*

*Photo from Dominic Marsden*

*Bill Clausen 14635 writes:*

Jack was a member of the Class for 50 years and served the Class in many ways. His final day on earth he raced his Lightning finishing 2nd in the Manahawkin Bay Cup Regatta, and made a speech about the Mallory Cup that he had worked to organize for two years. He went to check his power boat as a squall had come thru Surf City and suffered a fatal heart attack.

He is much grieved by his wife Cindy and his friends throughout the sailing world!

The Class has lost a great friend and supporter.

*John Faus 14850 writes:*

Jack was a long time fiery competitor, but most importantly he helped many of us sailors get better, myself included. Always available to help rig/tune your boat, loan you parts/tools at a regatta - he was a fixture that will be missed at all the events he attended. Jack also helped so many junior sailors over the years - it is hard to keep track.

While the ILCA has lost a loyal sailor, New Jersey and the Central Atlantic District have lost a good friend.

*Stephen Horwitz 14930 writes:*

Although I only knew Jack a relatively short time he became a special part of the Lightning class for me. I for one regret I didn't have the time to get to know him better. In many ways I felt a bond with him and Cindy.



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Buy both the Crew Technique Video and the new Tuning Video together and save!  
both VHS format (normally \$54.94) for \$45.00 plus \$4.95 shipping/handling;  
both DVD format (normally \$64.94) for \$55.00 plus \$4.95 shipping/handling

### STATEMENT OF OWNERSHIP

Statement of Ownership, Management and Circulation, required by U.S. Postal Service, PS Form 3526. Filing date: 9/30/04. Lightning Flashes is published monthly except January and November. ISSN number 0746-7052; Postal Publication number 0117-190. Annual subscription price is \$22.00. Complete Mailing Address of office of publication and headquarters of the publisher is P.O. Box 10747 (2323 Hillmont Drive), Murfreesboro, Rutherford County, Tennessee 37129-0015. Contact Person is Karen Johnson, Executive Secretary, 615/893-5274. Publisher and Owner is The International Lightning Class Association, a corporation not for profit incorporated under the laws of the State of Ohio and State of Tennessee. Editor is Karen Johnson, c/o ILCA, P.O. Box 10747, Murfreesboro, Tennessee 37129-0015. There are no known bondholders, mortgagees, or other security holders. Average number of copies each issue during the preceding 12 months and actual number of copies of single issue published to filing date (September) are respectively: Total Number of Copies: 1083, 1000. Paid and/or Requested Circulation: (1) Paid/Requested Outside-County Mail Subscription Stated on Form 3541: 686, 721; (2) Paid In-County Subscriptions: 1, 1; (3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales and Other Non-USPS Paid Distribution: 101, 86; (4) Other Classes Mailed Through the USPS: 12, 12. Total Paid and/or Requested Circulation: 800, 820. Free Distribution by Mail: (1) Outside-County as Stated on Form 3541: none, none; In-County as Stated on Form 3541: none, none; (3) Other Classes Mailed Through the USPS: 59, 40. Free Distribution Outside the Mail: 106, 50. Total Free Distribution 164, 90. Total Distribution 965, 910. Copies Not Distributed 119, 90. Total: 1083, 1000. Percent Paid and/or Requested Circulation: 82.95%, 90.11%.

Publication of Statement of Ownership required. I certify that all information furnished is true and complete.  
(signed) Karen Johnson, Executive Secretary. 9/30/04

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We do not rent or sell our mailing list to outside interests.

## GOVERNING BOARD MEETING BUFFALO CANOE CLUB SATURDAY, AUGUST 7, 2004

**Call to Order:** Chief Measurer Utzig assumed the Chair in the absence of President Sola and called the meeting to order at 0810.

**Roll Call:** From the roll taken it was determined the Board was short of the 80% quorum required to vote on Specification changes. Emissaries were dispatched to round up Board members known to be in the area but not present at the meeting.

**Minutes of the Last Meeting:** Motion to dispense with the reading made by Bill Clausen, seconded by Joe Buczkowski, and approved.

### Reports of the Officers:

**President's Report:** Inasmuch as President Sola was unable to attend, a written report (see attached) was provided to the Board and highlights reported by the Chair. In his report President Sola thanked those who working with him over the past two years and touched on the accomplishments during that time. He also noted the following high agenda items that still need to be addressed.

- A more efficient class office.
- An on-line database.
- Marketing to junior sailors.
- Lack of growth in Europe and South America.

**Treasurer's Report:** Treasurer Davis submitted a current financial report (see attached) noting a small year-end surplus. The Lightning # 1 Fund has repaid all commitments back to the treasury. He also reported data with respect to cost and publication of *Flashes* (see attached).

**Chief Measurer's Report:** Chief Measurer Utzig presented the proposed amendments to the Specifications & By-Laws for discussion (see attached). Summary of discussion follows:

- Jack Elfman noted concern that proposal does not address the issue. Can any "legit" number be used? In his opinion a sail number should be owned or leased by skipper.
- Judy Hanlon noted concern over use of used sails by "new" members. She feels making identifying boats easy is most important. She is also concerned about ruining sails by changing numbers.
- David Sprague noted amendment as written addresses charter issues and that times are changing with regards to numerical compliance. The term "valid" needs to be defined. Valerie Tardif agreed.
- The Chair called for a straw poll and about 75% voted in favor.

- John Atkins felt number used should belong to an active member.

- Bill Mauk felt that volume and participation are more important than compliant sail numbers.

- Sprague noted ISAF's preference for 4 digit numbers and suggested Measurement Committee should address the issue and make a recommendation.

- The Chair asked the issue be tabled since no quorum existed to vote on it at this time.

Utzig presented for discussion the "bar" being used on older boats to change chainplate positioning. Some owners of older boats would like to see a provision in the rules allowing use of the "bar" that is perceived by some to make older boats more competitive. Discussion:

- Clausen believes the discussion on the L-list dictates the issue should be addressed and, if allowed, limited and controlled.

- Elfman opined restrictions on the "bar" must be tight.

- Anne Allen and Atkins agreed it should be considered and Atkins noted that any "bar" must be permanent.

**Secretary's Report:** Secretary Carson reported an upswing in membership and noted the fine job by fleets and districts. However the good work must continue. Utzig noted that US is growing while overseas is stagnant or declining. Carson added Worlds years spike overseas membership.

Carson reported 154 active fleets of which 37 are under automatic suspension. He recommended these fleets be suspended. Mike Brock suggested that suspended fleet listings be given to District Commodores and have them "hunt" the fleets down. Utzig recommended suspended fleets not paid by Sept 1, 2004 be deactivated. Moved, voted and approved.

Carson asked whether posting open items on the web was a success and whether it should continue. Jim Allen suggested more information is better. Atkins asked whether the open items were being updated. (Yes, periodically.) The Board recommended the posting be continued.

Discussion was opened on the current effectiveness of the class office. Reports were varied on how the current situation was being viewed. Carson noted a committee is in place to address the situation and make recommendations but that their work is incomplete.

### Vice Presidents' and Committee Reports

**Internet – VP Jim Allen** reported the web page was redesigned and site stats show that usage is growing at a small rate. Classified ads are most viewed items. The Database project is still in progress.

**Youth Worlds – VP John Atkins** reported Finland is expressing interest in hosting 2006 as is Greece. Awaiting report post-Olympics on situation in Greece. Finland very interested in growing Youth program.

**North American's – VP Theresa Colantuano** submitted a written report (see attached). She noted there is a research group from Sheboygan headed by Dr. Jack Westfall and his wife, Karla Zahn, doing research and conducting focus groups at this regatta to help future planning.

Theresa discussed WMJ format and hoped for feedback from this year's event. Timing of these events is a concern as is increasing the competitive level. Should the WMJ be a stand-alone event? If so then finances to run the event must be addressed as it cannot sustain itself under the current stipulations. Elfman suggested perhaps Masters could be a stand-alone event.

Theresa discussed the entry formula for the NA's and asked if the event could be run as an "open" event with no qualification; asked whether a rule change allowing reallocation of unused "slots" is an alternative. Requested a committee be formed to present recommendations to the Governing Board for any By-laws changes to enhance participation.

**ISAF – VP David Sprague** noted no ISAF rulings or recommendations would have an immediate impact on the class.

**Worlds – VP Bill Mauk** reported on the 2005 Worlds in Vina del Mar, Chile. Fernando Gallyas reports the dates are Masters Worlds - Nov. 15-19, 2005; Worlds - Nov. 19-26, 2005. The Club has an Organizing Committee, a new clubhouse, lots of space and new hoists. Airport transfers have been arranged at no cost to the competitors and boat containers will be brought from the port to the club and back at no cost as well. Housing will be walking distance to the club. There will not be many charter boats available. Carson requested guidance from the Governing Board on the World entry formula. Do we want a large fleet (60 boats) or smaller (35) and whether we keep quotas for each area or allo-



cate based on country? Sprague noted that ISAF thinks bigger is better. Sentiment expressed by Board suggests "bigger is better" and there should no major changes in how quotas are administered.

Rules and Regulations – VP Dean Cady was unable to attend. Carson reported Dean had not yet submitted a formal report but in correspondence recommended the scoring and ties sections of the Rules Governing be simplified and amended to reference ISAF Appendix A. Dean also favors an NA's qualifying series change to 3 races with no throwout.

Utzig spoke of the ongoing project to update class documents and presented the Board with the documents revised for review up to this point. He asked the Board to take it with them and read through and send recommendations.

Marketing – VP Rick Bernstein reported approximately 350 videos have been sold for a class profit of about \$6-7K. The new video is delayed a few weeks awaiting final tuning notes.

Mauk speculated we might have missed an opportunity to do a training CD in conjunction with North Sails and Harken. Elfman asked if promoting the fact that the Sears and Mallory Cup finals are in Lightnings is an opportunity that has been missed. Can we get some "bounce" from sailing publication articles?

Historical - (position vacant). A report was submitted defining the proposed Mary Huntsman History Fund. The Board was asked to approve the indoctrination of this Fund. Bill Mauk moved to approve and Brian Hayes seconded. Unanimously approved.

Lightning Labs - Jamie Brickell reported many Labs were run and they were all successful. Need more help from District Commodores to promote this initiative and make the program more successful.

#### **Ratification of Executive Committee Rulings** - None.

**Unfinished Business** – Covered by Officers and Committee Chairmen in reports and discussion above.

**New Business** - Most covered by Officers and Committee Chairmen in reports and discussion above.

**Vote on Specification Change** – At this point (0956) it was determined a quorum of 80% of the Board had been achieved (see attached). The Specification amendment was moved, seconded, and approved without a roll call. A show of hands indicated two parties present representing three votes were opposed. There were no proxies opposed. Therefore the Specification amendment passed having achieved

more than a 2/3 majority of 80% of the Board.

**Nominating Committee** – Chairman Bill Faude presented a slate of Officers for 2004-2005. Discussion ensued regarding several of the nominations. Faude to resolve prior to presentation at the Annual Meeting.

**Adjournment** – There being no further business the meeting was adjourned at 1010.

Respectfully submitted,

*James G. Carson, Secretary* (Thanks to Brian Hayes for notes taken.)

Attachments: President's Report; Treasurer's Report; Data on Membership, Cost & Publication of Flashes; Proposed Amendments to Specifications & By-Laws; North American's report; The Mary Huntsman History Fund; Votes Present in person or by Proxy.

#### ATTACHMENT 1

##### PRESIDENT'S REPORT

Dear members of the Governing Board and of the Lightning Class:

First off, thank you very much for letting us drive the class for the past two years. It has been a fun job, it has been very demanding and it has been rewarding, especially working with such great people as Steve Davis, Carter Utzig, Jim Carson, Bill Faude and Karen Johnson, who comprised the Executive Committee, and without whom my job would be simply unbearable.

This job is not an easy one, especially because changes come slowly, perhaps slower than how the reality of the sport is changing out there. Therefore, a huge task at hand is to start revising and rewriting our rules & regulations, to bring our class organization up to date.

Today I would like to especially thank Theresa Colantuano, Ms. Karla Zahn and Dr. Jack Westfall, for conducting a very comprehensive research about the North Americans and about the state of the Lightning Class. The first phase of the research, the qualitative part is ready, and their recommendation is that we move on to the quantitative phase. I'm sure Theresa will report longer on the preliminary findings. I have my hands full on the report and it will be great material from which a marketing plan will be born.

There are hundreds of things to report, but let me summarize a few:

- We have completed two educational videos
- We have redesigned the Yearbook and we are already working on the 2005 edition, which will focus on youth sailing.
- We are making progress on the PanAms and we hope to be back in the Brazil Games, for which our friends there are helping quite a lot.

• We held a very successful 2003 Worlds in Miami and plans for a great Worlds in Chile are well on the way.

• The last Youth Worlds in Brazil were well attended and very well run, and we are waiting for a formal bid to come from Finland.

• We were able to complete the donation of Lightning Number One to Mystic Seaport and we are ready to set up the "Mary Huntsman History Fund" to aid in the recollection and preservation of our history.

Though not everything has been accomplished and some of our problems continue to be high on the agenda:

• The class office situation needs to be addressed if the membership base does not grow. We simply need to look further into making it more efficient while continuing to provide the same service members are accustomed to.

• On the same line, I was hoping to bring news that our online database was ready, but it is still on the works. The plan is to have many of our services to members and officers online on a self-service basis, thus freeing up office time to do more productive work, towards increasing the renewals rate, mostly.

• Marketing to junior sailors continues to be an issue that we will keep addressing. Lowering entry fees and abolishing them in some cases altogether have helped, but a lot more has to be done.

• On the international scene, the class is not growing in Europe or South America, and in fact we are having problems securing bids to host regional events in places where we can also expect good attendance.

Finally, I still strongly believe that we need to have an honest, hard look at our boat's design, and find ways to make it more enjoyable, user friendlier and cheaper. I don't think we need to revolutionize, but we do need to find ways to evolve the design into the 21st century.

This is all I have to report for now. My sincere apologies for not being with you today, personal matters have held me in my hometown. I am certain that you will enjoy a superb week courtesy of the BCC team.

May the wind be with you!  
Paco

#### ATTACHMENT 2

##### FINANCIAL REPORT

Steve Davis, Treasurer

Membership (thru July, 2004)

	Actual	Budget
Active	927	850
Crew	897	850
Associate	122	120
Total	1946	1820

##### Flashes

Thru July, 2004, four 24 page editions have been printed and distributed. Financially, the per edition results are as follows:

Avg. cost (production, mailing)	2260
Advertising	1190
Paper Flashes Paid (514)	617
Net cost per edition	453

900 printed editions of the June Flashes are being produced. They are distributed in the following manner:

Printed Flashes Subscribers	411
Prepaid in 2003	103
First Time Members	60
Life Members	75
Advertisers/Gratis (ISAF)	75
Prospects	20
Extra copies for Events/Misc	156
Total	900

Karen is rebidding the production and mailing cost. Our initial goal is to achieve breakeven.

#### Dues

There has been very little discussion about the additional cost for printed Flashes. 514 members, 27% of our membership, have paid for the printed Flashes.

### ATTACHMENT 3

There are two required changes in order to accommodate having sail numbers different than the hull number. This is being done to accommodate loaning or leasing of boats and sails. The current By-Laws and Specifications do not allow the sail number to be different than the hull number. The proposed changes allow the sail number and boat number to be different with some limitations.

Proposed Amendment to Measurement Specifications to be voted on at Governing Board Meeting August 2004 at Buffalo Canoe Club, Saturday August 7

#### ARTICLE V - SAILS

75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per the Plans, and racing numbers with an optional Class emblem will be on the spinnaker. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. International events shall be identified by nationality as defined by ISAF.

The sail number that is assigned to the boat at the time of construction is the hull number. This specification is modified by the By-Laws Racing Restriction, and not a series of digits which are to be single unto themselves. All sail numbers are to be of a solid color contrasting with the sail material. (Feb '90).

Proposed Amendment to By-Laws to be voted on at Annual General Meeting August 2004 at Buffalo Canoe Club, Sunday August 8

#### ARTICLE VIII - RACING RESTRICTIONS

4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of a valid Lightning Hull Number and no two boats shall have the same number for a regatta the number of the sailboat. Mainsail and spinnaker must carry the same number.

### ATTACHMENT 4

Vice President of the North Americans Report to the General Membership Buffalo Canoe Club August 2004

Many thanks to the Buffalo Canoe Club for hosting what is sure to be another phenomenal North American Championships!!

New members to the Class are one of our greatest assets. Two of our new members are generously donating their time and expertise to research what it is our membership would like to see as part of a North American Championship Regatta. They are Dr. Jack Westfall and his wife Karla Zahn. Specifically they are working to gather information to support the organization of the 2005 event at Sheboygan but the information they gain will surely assist us formatting the event for years to come. The data they collect will also help us in determining how to proceed with some of the open items on our agenda.

The membership has requested a review and possible change to the format of the WJM. In recent years there has been some decline in participation. Some in the Juniors and most significantly in the Women's event. At this point I'd like to commend the BCC for the effort they have made in recruiting registrants and including Juniors in the Women's event. There was a question of whether the start of school was in conflict with the dates of the event. In speaking with Juniors the dates of the event are not a barrier to their participation. I am hoping the current research project will bear out what is or are the barriers. In some very amateur research I performed there are several barriers to women's participation that seem to perpetuate each other. In response to a questionnaire these themes recurred. Women are not interested in taking the time off from work to participate in an event that has had low attendance and is not very competitive. Some responses suggested marketing the event to attract competitive sailors. Other responses suggested including seminars focused on improving women's competence hence their competitive contribution to racing. Again, I am hoping the Jack and Karla's project will either confirm these issues and/or bear out all the barriers and I propose the Class consider facilitating both the marketing of the event and the inclusion of racing seminars with the event.

That brings us to the issue of money. Currently ILCA pays the host club \$800 plus \$20 for every registered Master and the entry fee for all boats is sent to ILCA. So in a year when 20 Masters are registered the host club would receive the standard \$800 plus \$400 for the registered Masters totaling \$1200. Where is the money or incentive for a club to run the event? The more registered Women and Juniors registered the more money the host club stands to lose! Marketing and running a high quality event that promotes growth and participation in the Class through competition and racing

instruction requires more financial support from the Class. I propose reworking the numbers to this end.

At the Annual Meeting in Cedar Point the membership asked that the rules for entry into the NA's be reviewed. The current Executive Committee would like to maximize attendance consistent with the desires and capabilities of the host Club. It is good PR for the class to have a big NA's. I propose, in years when the host club is able to handle more boats than have registered the unused slots from districts unable to fill their quota be allocated to other districts by the Executive Committee beginning with the area having the most registered boats.

Now we get into a hot open topic. The qualifiers. To throw out or not throw out? There are many opinions on both out there! Pros and Cons on both sides. I'm sure Jack and Karla will collect a lot of data on this topic. I am in favor of racing at regattas. People take time off from work and spend their money to go sailing. The number of races should absolutely not be reduced and remain at four. I also do not like throwouts. The boat that sails the most consistently should win. If we change the qualifiers at all we should maintain 4 races and eliminate the throw out.

When this memorable 2004 event at the BCC is over and done Lightning Sailors will be able to look forward to the 2005 NA's at Sheboygan Yacht Club scheduled for August 10 -19. The steering committee lead by Hans Graf is eager to run a premier event. Along with great racing they are planning a sailing camp for kids who attend the regatta with their parents but are too young to compete in it! They are also exploring other ideas to provide educational support to competing sailors. A new Convention Center has just been built nearby called Blue Harbor. It is a hotel that boasts an indoor water park and a beach overlooking the race course. There are several golf courses museums and restaurants within 20 minutes. As the Vice President of the North Americans, a competitor, and a Mom I am psyched for 2005!

Thank you  
Theresa Colantuono

### ATTACHMENT 5

#### THE MARY HUNTSMAN HISTORY FUND

The Mary Huntsman History Fund will be formed upon approval from the Governing Board, September 1st, 2004. The primary objective of the fund will be to help recover and properly preserve Lightning Class heritage. The fund is named after Mrs. Mary Huntsman, Past President and officer of the Class, who held the Historian VP for the first time. Under her Presidency Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to Mystic Seaport Museum, when she will be restored and rightfully displayed.



Funds money may be used to help restore and adequately display Lightning Number One, organize the vast photo collection taken by Mary and other volunteers throughout the years, scan and archive all historic documents, publications, plans, constitution and bylaws, articles, brochures, and videos. A main objective of the fund will be to make all this material easily available to the class members.

The International Lightning Class Association has been granted status as a 501(c) 3 charity by the Internal Revenue Service. Gifts to the to The Mary Huntsman History Fund and the I.L.C.A. can be deducted from income in computing taxes.

The trustees of The Mary Huntsman History Fund are the VP Historian and the past two ILCA Presidents. They will also be members of the committee that will annually discuss the direction of the available funds and will report in writing to the Governing Board summer meeting for approval. The VP Historian and its committee, with the help of the Executive Secretary, will be in charge of following through the directions set forth by the Committee and Governing Board members.

Respectfully submitted,  
Members of the Executive Committee  
August, 2004

#### ATTACHMENT 6

#### POSITION/OFFICIAL/ REPRESENTED BY/REPRESENTED IN PERSON OR PROXY

\*\* indicates Proxy to Chair

President Paco Sola	**
Secretary Jim Carson	
Treasurer Steve Davis	
Ch. Measurer Carter Utzig	
Ass't. Measurer Terry Burke	**
Ass't. Measurer Joe Buczkowski	
Ass't. Measurer Bill Clausen	
Ass't. Measurer Jamie Calderone	**
VP Canada Jamie Allan	Valarie Tardif
VP Internet Jim Allen	
VP Youth Worlds John Atkins	
VP Brazil John Bennett	**
VP Marketing Rick Bernstein	
VP Education Jamie Brickell	
VP Rules & Regs. Dean Cady	Jim Carson
VP NA's Liaison Theresa Colantuono	
VP West Coast John DeBenedetti	**
VP Switzerland Gilbert Despland	**
VP Miami Regatta Carol Ewing	Bill Mauk
VP Marketing Bill Faude	Rick Bernstein
VP Chile Tito Gonzales	
VP Southern Circuit Brian Hayes	
VP Ecuador Carlos Lecaro	**
VP Worlds Liaison Bill Mauk	
VP Finland Antero Punttila	**
VP ISAF/Pan Ams. David Sprague	
VP Columbia Mauricio Valenzuela	**
VP Canada Richard Walsh	
DC BRA Torsten Bojlesen	**
DC CAD William C. Bogardus	Jack Elfman
DC CC Jim Cameron	David Sprague
DC CHI Pablo Tupper	Fernando Gallyas

DC CNY Clay Murphy	John Atkins
DC COL Camilo Salcedo	**
DC CRI Neil Hayes	Brian Hayes
DC DIXIE Jamie Brickell	
DC ECU Olaf Dyck	**
DC FIN Sakari Pesola	**
DC FL Bill Meyer	Bill Mauk
DC LE Bill Neal	Anne Allen
DC LI George W. Koch	Malcolm Hendry
DC METRO Dan Parietti	Judy Hanlon
DC MI Ryan Flack	Jim Allen
DC MV Marc Schillebeeckx	Rick Bernstein
DC MW Steve Adamski	Bill Faude
DC OH Mike Brock	
DC PER Augusto Navarro	**
DC PNW John DeBenedetti	**
DC SE Peter Marriott	
DC SLV Peter Hall	Valerie Tardif
DC SO Larry Frost	**
DC SUI Jaques Perret	**
52 VOTES PRESENT	

#### ABSENT

Ass't. Measurer Jack Huntsman
VP Greece George Andreadis
VP California Circuit Jeff Coppens
VP Italy Franco DeRegis
VP Peru Bruno Levaggi
VP Argentina Hector Longarela
DC ARG Hector Longarela
DC CA Jeff Coppens
DC GRE Costas Limberakis
DC IN Kenneth V. McGinity
DC ITA Antonio Marino
DC NE Patrick Gallagher
DC TX Jeff Bodkin

13 VOTES ABSENT

65 TOTAL  
JGC 09/11/04

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## STATUS OF OPEN ITEMS

(As of September 22nd, 2004)

Following is the current status of activity on some items of interest to ILCA members. Availability of this information was requested by the membership at the 2003 General Meeting at Cedar Point and reaffirmed in Buffalo. For further information see *Flashes* and the Website or contact the Secretary at [secretary@lightningclass.org](mailto:secretary@lightningclass.org).

Note: \* indicates new or up-dated information.

ITEM	STATUS
------	--------

### Remain Open

#### \*Sail Numbers, By-Law Change

Proposed amendment failed. To be revised and resubmitted at mid-winter meeting.

#### \*Formula for Entry to NA's

See Governing Board Minutes.

#### ISAF Category Status

VP Sprague monitoring.

#### \*More Effective Use of Office

Ongoing

#### \*Number 1 & History

"Mary Huntsman History Fund" approved by Governing Board.

#### Pan Am Games Denial

VP Sola & VP Sprague monitoring.

#### \*Formula for Entry to Worlds

Report prepared for Executive Committee and Officers review.

#### \*Videos, Additional

(Tuning/Promotional) Tuning Video delayed, available October.

#### \*WJM Format

See Governing Board Minutes.

#### \*Format, NA's Qualifiers

See Governing Board Minutes

#### \*Chainplate Modification

Subject will be revisited.

# Championship Lightning Sails

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# ANNUAL MEETING BUFFALO CANOE CLUB MONDAY, AUGUST 9, 2004

Meeting Venue: Because of a late finish to the racing, the meeting originally scheduled for "after racing" on Sunday, August 8th, was postponed until "after racing" the following day. The meeting was held in a very informal atmosphere on the lawn of the Buffalo Canoe Club.

**Call to Order:** Chief Measurer Utzig assumed the Chair in the absence of President Sola and called the meeting to order.

**Roll Call:** 34 fleets answered roll call. There were 30 proxies making a total of 64 of 127 active fleets present in person or proxy. A quorum (25% of active fleets) was declared.

**Minutes of the Last Meeting:** Motion to dispense with the reading was made, seconded and approved.

## Reports of the Officers:

**President's Report:** Inasmuch as President Sola was unable to attend, the Chair highlighted his report. In his report President Sola thanked those who working with him over the past two years and touched on the accomplishments during that time. He also noted the following high agenda items that still need to be addressed.

- A more efficient class office.
- An on-line database.
- Marketing to junior sailors.
- Lack of growth in Europe and South America.

**Treasurer's Report:** Treasurer Davis highlighted the financial status of the class and noted the Lightning # 1 Fund has repaid all commitments back to the treasury. (See Governing Board Minutes)

**Chief Measurer's Report:** Chief Measurer Utzig introduced the proposed By-Laws amendment with respect to the display of sail numbers (see attached) and reported the Governing Board had passed the Specifications amendment "with concerns". A discussion followed similar to that held by the Governing Board. (See Governing Board Minutes). After considerable discussion the question was called and a roll call vote taken. 332 votes in favor; 199 votes against; 354 votes

(2/3 majority) required to pass. Thus the amendment failed.

## Other Officer & Committee

**Reports:** Abbreviated reports were given by Vice Presidents and Committee Chairmen basically the same and discussion paralleling that at the Governing Board. (See Governing Board Minutes)

## Executive Committee Rulings

**Ratified:** There were none to report.

**New Business:** There was no new business of substance.

## Election of Officers for 2004-

**2005:** Bill Faude presented the proposed slate. (See attached.) Nominations were closed and the Secretary instructed to cast a unanimous vote for the nominees.

**Adjournment:** There being no further business the meeting was adjourned.

Respectfully submitted,

*James G. Carson, Secretary*

Attachments: Governing Board Minutes and attachments thereto; 2004-2005 Slate of Officers; Attendance and amendment vote.

## ATTACHMENT 1

see Governing Board Minutes Pages 5-8

## ATTACHMENT 2 see page 11

## ATTACHMENT 3

	Present	Proxy	YES	NO
5	x			
6	x		2	
11	x			3
26	x			4
34	x			21
35	x			7
36	x		33	
47		x	10	
50	x		27	
54	x		58	
62		xps		
64		xps		
69	x		9	
73		xps		
75	x		27	
77		x	17	
90		xps		

99	x			6
110		xps		
115		x	3	
126		x	16	
135		xps		
145	x			8
154	x		15	
164		x	7	
166		xps		
169		xps		
179		xps		
187	x		15	
192	x		10	
196	x			9
215	x		8	
216		x	14	
225	x			5
226	x			
228	x			11
251		xps		
252		x	3	
253	x			13
262	x			14
266	x			16
283		xps		
286		xps		
301	x			27
303	x			17
328		xps		
329	x			19
335	x			10
358		xps		
365	x		3	
388		xps		
405		xps		
415	x		6	
430	x		6	
447		xps		
456		xps		
484		x	8	
488	x			9
502	x		18	
507		xps		
508		x	7	
510		xps		
511	x		10	
	34	29	332	199
		63		531

63 Fleets Represented; 32 comprises a quorum

532 Votes Cast; 354 (2/3) (2/3 majority) required to pass amendment  
332 Yes Votes; Therefore amendment failed.

Note: Chair elected not to vote undesignated proxies. (xps)

JGC, 08/15/04 ●



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## 51 Adventures in Wooden Boating

Copyright 2004 by Joel Thurtell

Early last summer, I started doing mental gymnastics and came up with answers to a little arithmetic problem. The answers amazed me.

Five.

As in the number of years I've been writing the *Flashes* "Adventures in Wooden Boating" column.

And fifty, as in the number of columns – 10 per year times five years – I would have written come September of 2004, if I continued to meet the *Flashes* deadline.

When I clicked on "send" for that 50th column, I was just plain elated.

Look what I did today, I told my wife and son.

For a guy whose loved ones truly believe he has attention deficit disorder, I stuck it out for one-two-three-four-five big ones!

Who would have thunk it?

Certainly not I.

I resisted the idea at the start.

My editor at the *Flashes*, Karen Johnson, had tried to draft me many months before I sent off the first column about my attempts to turn an industrial artifact, an old fiberglass boat mold, into a working sailboat.

How could I do that?

What, I wondered, did I know about wooden boats? Had I attended classes in wooden boat restoration?

Nope.

Had I even taken a high school course in wood-working?

Nope.

Once I convinced myself that an all-encompassing knowledge of boat-building was not the only key to writing a woodie column, another truth appeared to me.

I had restored two wooden Snipes and a wooden Lightning to sailing condition.

Better yet, they didn't sink.

And did it without a big outlay in cash and time as a student in some formal wooden boat class.

The big outlay in money and time went into the boats, where a true boat junkie would argue the resources belong.

If I could do it, I reasoned, it seems like anybody with the will to fix an old boat could do the same thing.

I sat down in the summer of 1999 and wrote my first *Flashes* column. By the following morning, I had written four more columns.

Never since have I been so far ahead of deadline.

But it turns out there is no lack of subject material.

The most gratifying thing, though, has been the response I've had from *Flashes* readers.

I believe that today there are more people eagerly looking for and fixing up old woodies than there were five years ago. If I have inspired one person to make a sailor out of a lawn ornament, I am happy.

But what a pleasure to hear from people, many of whom will never own a wooden boat, who also enjoy reading this column.

That speaks to a phenomenon – an evolution – that has occurred as month after month I have tapped my brain for a subject to write about.

The early columns tended to focus on specific projects aimed at improving the sailing qualities of a wooden Lightning, or indeed any wooden boat. I want always to help the woodies achieve practical parity with plastic boats.

And I should add that I think it is happening, at least as measured in economic terms. I'm hearing of wooden Lightnings commanding prices comparable to older but still decent glass boats. Woodies deserve respect, and they're starting to get it.

But I also want people who are not fixer-uppers to enjoy reading the column. A column that is strictly aimed at a how-to exposition will turn off some readers, in my view. So, even when offering technical tips, I've tried to wrap the advice in a style or approach that will appeal to general readers.

The down side to that approach, however, is that I have set aside some project columns that I think would help at least a few boat owners, and not always woodie owners, either.

Like the kick-up rudder project.

Well, don't hold your breath, but at the same time, while holding your breath, expect to see a future column or more devoted at least in part to explaining how you can be the first person in your fleet to operate a truly shoal-resistant Lightning equipped with a kick-up rudder. Somehow, I will find a way to write that one so everyone has fun with it.

But first, I have to finish the rudder. Or rather, the tiller.

The rudder is complete, all varnished nicely with its eyestrap and turning block and stretch-cord installed. The obstacle was the tiller. It was too thick. But last week UPS dropped off the tool I needed, so I'm back on track with that illegal rudder.

The tool? A brand-new DeWalt thickness planer. More about that later.

Now, if I'd written the preceding two paragraphs at the Detroit Free Press, a diligent editor or more accurately a committee of editors would have lopped it off.

In the *Flashes*, I'm allowed my little digressions.

In addition to having a great readership, I also have a terrific editor in Karen Johnson.

I make my living as a writer. In more than a quarter century of newspaper work, I've worked with some fine editors, but often newspaper editors are second-rate thinkers tired of the legwork and mental nimbleness they had to put out as reporters. And sometimes our editors are people who never were reporters and writers.

When I write for a newspaper, there is a tin bucket over my head. The bucket represents all the mental barriers I must consciously and unconsciously write around as I try to craft an article that will meet the often contradictory demands of downstream editors. Strangers to the news business would not understand the amount of self-censorship that goes on in the heads of journalists as they try to compose copy that will not be thoroughly gutted by the people with power to send it to press.

So it is refreshing to write for the *Flashes* and Karen Johnson, who is easy on the copy, sensitive to the tone and choice of words, and always encouraging, even when the copy is pushing deadline.

I do think that when this effort began almost six years ago, Karen had a vision. She wanted somebody to write about the older Lightnings in a way that would redirect interest to boats that might, for no good reason, be turned into flower planters or duck boats. At the time, I had a different vision: all I wanted was to finish *Plug Nickel* and see what it was like to sail that onetime boat mold.

Gradually, I wrote my way into Karen's vision. At least, I hope I did.

And I have a vision of my own, although until just now I couldn't articulate it. Alert readers probably noticed it.

My vision thing: Someday a boat builder will market a Lightning made of wood that is faster, nimbler, stiffer and less in need of maintenance than a plastic boat.

And it will be much, much prettier. People will buy that boat.

Anyway, it's been a great five years of column writing.

Thanks to all my readers.

Thanks to the ILCA.

Thanks to Karen Johnson.

I'm excited -- I wonder where this boat will take us in the next five years.

Joel Thurtell can be reached at 734-453-8303, [thurtell@freepress.com](mailto:thurtell@freepress.com) or [joel\\_thurtell@hotmail.com](mailto:joel_thurtell@hotmail.com) ●



## FLEET DEVELOPMENT HALIFAX, NOVA SCOTIA

*Brian Awad*

Below is a picture from one of our first sails on the North West Arm of Halifax Harbour from earlier this month. Full sea trials are scheduled for later this fall.

On the first sail, we were pursued by a thirty-foot yacht -- and I could not figure out why. They eventually sailed by and one of the people on board said, "Those are beautiful boats. It's really nice to see one in Halifax." I felt like the proud father of a debutante.

The boat is actually creating a fair bit of buzz at the yacht club -- as I expected it might. The friend who put the bug in my ear last year to get one as a family day sailor is local sailing hero, Gordon Anderson, Finn and Laser sailor extraordinaire, and Lightning World Youth Champ in the early 1980s. He would like to get a boat. We have both talked to a few others who are interested in boats. So Gordie and I are going to do a presentation of sorts for interested people about the boat, with my craft being Exhibit "A".

My question for you: Does ILCA have any promo material (other than the brochures you sent) that we could have / borrow (such as a video or a PowerPoint presentation or what have you) that would be useful for a presentation? FYI -- I have a copy of the "crew training" video, but not the new rigging / tuning video. Thanks a lot.

BRIAN K. AWAD  
"Fleet Trainer" Lightning #13947  
Halifax, Nova Scotia  
bawad@burchells.ca

*Editor's Note: To answer Brian's question: YES WE DO! We have brochures and we can send extra Flashes and a few Yearbooks. We have a few videos for lending including the Crew Training video, the new Tuning/Set-Up video, Learning to Crew on a Lightning, Lightning a Sailing Documentary, and several videos from past events such as the 1985 Finland Worlds, several St. Pete regattas, long ago NAs... If you need any of this to help build YOUR fleet, just contact the Class office. ●*



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NORTH AMERICANS - Junior 1,2,4,5,6,7  
NORTH AMERICANS - Women 1,2,3,4  
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10  
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9  
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## WHERE THEY ARE NOW...

9699

*Dave Deatrick*

Here is a picture of #9699, back in the water again, having been absent since 1971. She is a 1966 Lippincott, glass boat but with all Spruce spars.

I learned sailing on this craft when I was 13, in 1966. I am now [older than that!]. Jack Booth, the previous owner, couldn't keep her, and I was lucky enough to obtain her. She was stored in a garage for 33 years.

When I picked her up she still had Ohio 1971 registrations and plates on the trailer. Jack didn't believe in anything but wood spars, believing you couldn't rake anything else properly.

*Editor's Note: If you want to see your own beauty in print, send me an article and a photo and we'll run them. We love to know that the "older" boats are still sailing! ●*



## TOMATO SLOOP

*Michael Elmergreen*

Attached is *Tomato Sloop* (10222) sailing! See you all Tuesday night on the starting line. Thanks to all those who helped. It only took 2 years and a couple hundred hours, who would have known it was so easy? And she's no longer tomato red . . .

She's back on Lake Winnebago in Fond du Lac, WI, with her new owner (and recent Class member) Eric Bennett. ●

The Class still has copies of the "old" video available.

*Learning to Crew on a Lightning*

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

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# 2005

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Perhaps a State Park with rolling dunes, and a wide sandy beach just minutes from the Yacht Club is more your speed? Reserve space "NOW" (Campsites go fast) at Terry Andrae State Park (888-947-2757, [www.wiparks.net](http://www.wiparks.net)).

Watch our website, [www.2005lightningnas.org](http://www.2005lightningnas.org), for more options including home rentals, boarding with local sailors, condo style dorms at nearby Lakeland College, billets, and urban camping. Ric Larson will coordinate housing, and can be reached at 920-458-9351.

Let us know as soon as you've decided you're coming whether or not you're sure you'll qualify.



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MISSISSIPPI VALLEY	5095 Bret Webber, 6526 Teletha Lane, Chattanooga TN 37415	U
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## TERHUNE REPEATS AS ATLANTIC COAST CHAMPION

*Todd Johnson*

Toms River Yacht Club, NJ,

July 24-25

Fifty-two Lightning teams convened in Tom's River, New Jersey on 24-25 July to contest the Atlantic Coast Championship. In what would prove to be a weather prelude to the upcoming North American Championships, the event provided spectacular heavy air conditions and stiff competition (albeit without the large seas of Buffalo). Everyone I spoke with marveled at the expert regatta and race management and the wonderful hospitality of the Tom's River Yacht Club.

I had not been to TRYC since my son sailed a 420 North Americans there nearly ten years ago, and had not sailed on Barnegat Bay since, as a young teenager (don't even guess when that was), my family kept an old Lightning, #1625, in a marina four miles south of Tom's River on Cedar Creek and sailed regularly on the Bay between Bay Head and the ocean waters east of Barnegat Inlet. Yes, my Dad's idea of sailing was to regularly get the family Lightning out

of the Bay and into the ocean. I remembered the entire area as shoal and windy, and was anxious to get back and experience it again. The ACC's experience did not disappoint.

Allan Terhune who, as 2003's Atlantic Coast Champion (sailed then at Malletts Bay), was responsible for picking a venue for the 2004 event, used it as an opportunity to promote the Lightning Class at his home club and, seemingly, enlisted every member in producing an event that will be long remembered. All club members who participated did their best to make all the teams feel welcome. The beer was ample, and the food was literally the best I've had at any Lightning regatta and in quantities not to be believed. Further, it seemed each club member I met was genuinely interested in the Lightning class and in making sure all the visiting teams had a great time. There was help for the launching, help for the boat recoveries and a general attitude that echoes the way I think about sailing: Safety first, then have fun, and winning will come eventually.

There were enough properly manned safety boats to adequately and safely handle a 52 boat fleet in a heavy air regatta, typically replete with multiple capsizes and some breakdowns. It allowed Allan Terhune Sr. (Allan's dad and PRO) and his team to safely and expertly run five superb windward-leeward races over the two day period. The courses were of moderate length with approximate 1-1/2 mile legs and all but the last were five legs in length with windward finishes. The fifth race was of four legs with a downwind finish, allowing for a quick return to the club for boat dismantling and trophies.

In general, in the northeast breeze, the left side of each weather leg seemed to pay off with a small but progressive left hand geographic shift seeming to induce teams to venture out toward the port tack layline. Boats romping up the middle or slightly to the right could remain competitively placed at the weather mark if they maintained speed and clear air but there were fewer from the right than from the left in the top placings at each weather mark

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rounding. The leeward legs were a BLAST: flat out planing with relatively small waves to surf on from top to bottom, usually with the necessity of one or two jibes to respond to lifts or in an attempt to maintain some semblance of tactical control. Suffice it to say that there were, after some considerable grunting sounds from each boat on each weather leg, some considerable smiles visible on the leeward legs in each boat I observed.

The results speak for themselves. Allan pulled it off again. Despite a slow start on Saturday, and sailing again with wife Katie and Jody Kohut in what seemed to us the lightest crew combination there, Allan hung in on the weather legs and smoked 'em all downwind to win in a romp, a most impressive performance including winning the two races on Sunday, in the heaviest air of the series.

I don't know when the Tom's River Yacht Club will hold another Lightning event but they can count on at least one out-of-town entrant! ●

## LOOK TO THE LIGHTNING CLASS WEB SITE

[www.lightningclass.org](http://www.lightningclass.org)

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- How to join the Lightning-L email list
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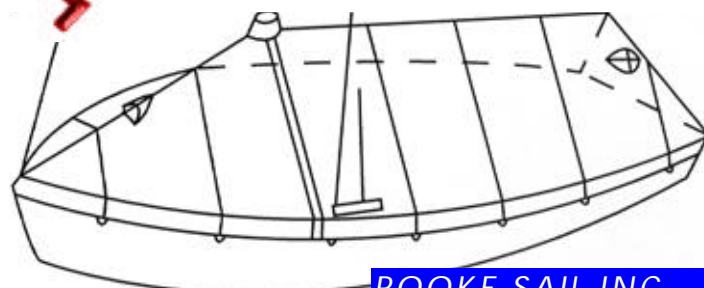
### ACC TOP TEN RESULTS (complete results on the ILCA web page)

1	Allan Terhune, Katie Terhune, Jody Kohut	10	5	2	1	1	19
2	Brian Taboada, Theresa Colantuono, Ryan Dunn	2	7	3	2	14	28
3	Will Demand, John Ambis, William Warner	15	2	1	11	6	35
4	Larry Colantuono, PJ Schaffer, Kathleen Tocke	4	8	18	3	2	35
5	Jack Huntsman, John Huntsman, Andrew Brennan	1	19	16	7	3	46
6	Mitch Hnatt, Rick Pokorny, Maureen Dockery	5	11	10	16	4	46
7	Bill Fastiggi, Suzy Coburn, Kate Brush	8	14	4	8	18	52
8	Brad Thompson, Kathy Thompson, Dan Vought	11	12	6	10	17	56
9	Bill Mergenthaler, Dan Mergenthaler, Rebecca Mergenthaler	14	17	7	14	19	71
10	Bob Sengstacken, Mino Tsutsui, Daniel Zitin	28	22	11	5	11	77

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## HAVRE DE GRACE DUCK CHALLENGE

Jason Werner

Fleet 192 Havre de Grace, MD,  
August 21-22

This year's regatta proved to be another great outing for the Havre de Grace fleet.

Saturday's weather forecast was for thunderstorms and rain, but in the end provided almost ideal Lightning conditions for the Havre de Grace area. Twelve intrepid boats headed out under cloudy skies and a 10-12 kt wind from the S/SE. A wary eye was kept to the west as approaching storms threatened, but in the end the weather held and the racing was perfect! The RC, lead by John Heffner, was able to get in 4 races in winds that ranged from 9-15 at times. The southerly wind direction allowed some good surfing possibilities for crews willing to work the boat, and opportunities abounded to keep the racing interesting.

Race one started in a 10 kt Southerly. With 10-15 degree shifts coming in every 2-3 minutes, plus random puffs, the ability to get free and clear was important. So of course the entire fleet...save one (no names of course!)...was over early leading to the first recall of the day. Once John corralled everyone again, reset the line to give a slight bit more pin bias, and race one started with only an individual recall. Leading the pack with once again a great start was Pat Phelan and his sub 400 lb crew! Yep...sub 400! Whew! Pat was followed quickly by Chris Crockett sailing his first Lightning race, and a pack of about 5 boats at the top mark. We were last in this group, but were able to take advantage of a gap behind us, plus the natural "luffing" for clear air that boats do, to dive low and fast, passed this entire pack. At

the bottom mark. Pat lead by 10+ lengths, followed closely by us (Werner), Carl Muska, Star Mikell, Chris, and several other boats who were coming in fast. A quick mark rounding and a little discussion, and everyone headed upwind. With Pat covering the fleet, there was little room to pass, and they cruised to a decent downwind finish followed by us. A good fight for 3-6th ensued with Chris taking third.

Race 2 started in a little more wind: 12-14 kts. A last minute pin shift had Crockett, Werner, and Phelan dashing to the pin, with Pat Phelan having an AWESOME start. The RC later commented that he had not seen anyone get that close before! Nice start. Pat lost a bit on the upwind (perhaps an extra bagel or donut from the morning's breakfast would help with that weight issue), and followed Chris and then us around the top mark. Downwind we were able to pass Chris and gain a clear-ahead situation going towards the leeward mark, with him breathing right down our neck. Chris and crew lost sight of us, and the leeward mark, and decided to poke their nose inside of us as we rounded...and we shut the door, forcing him over the mark. He was forced to re-round the mark in the middle of the closely following pack. This was the gap that we needed to extend, and we continued to extend on the next 2 legs to finish clear. A good battle ensued for the next positions with John Bates taking 2nd.

Race 3 had some of the best wind right at the start. We reached in on port with a minute to go and got hit right when we wanted to tack by a really strong puff. Bearing away was the best option, so off we went planing full-bore away from the line!

AHHHH. A quick tack and we were back in the game. Once again Chris Crockett kept the pin to himself, and several others battled for the line, with us getting nose out on the pack. We were able to tack onto port with a clear path, and kept the lead through the 4 legs. Mark Sanford took second after a great downwind run which kept it close.

Race 4 was 5 legs with a windward finish; the last race for the day. With winds still in the 10-12 range and a slight right shift, it was a difficult race due to the port tack being the "long" tack. Those who could identify when the wind was in a left shift really made huge gains on those who had to come across on port in a header. Pat Phelan once again had the best start and was able to pinch off Carl Muska, and almost us, right after the start. Poor Carl must have felt abused! We were trying to keep Pat close as they were our closest competitor on points, and beating them was a must. We led for most of the 5 legs after the wind came up a bit and Pat was unable to keep the boat as flat. Pat made a great last leg effort to close the gap, and only finished second by 2-3 boat lengths after being down 10 or so on the last downwind mark. Good thing the leg hadn't been any longer! Once again the 3-10th places were very close: 3rd place finish was Allan Crew followed by Chris Crockett.

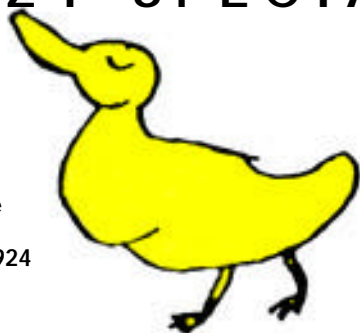
The evening weather was perfect following a brief rain downpour which hosed off all boats and sails for us. The skies cleared, keg was tapped, tender steaks were cooked to order by Chef Myrl, and everyone enjoyed the evening!

Sunday's weather was great if you had planned a picnic... but that prevented us from getting the ideal sailing day. The morning breeze was out of the N, which is a VERY shifty light wind in HdG. Beating against the current, and running with it, proves to be difficult at times. As the day warms up, the sea breeze builds (S/SE) and combines with the northerly to shut the wind down by midday! And it did. But not until the RC was able to get off Race 5 in the light northerly. We needed a 4th to Pat's first to "seal" the regatta regardless of the points, as we lead by 10 points. So we decided to have our worse start, and first leg, and were back in 8th at the top mark! AHHH.

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## SQUAM LAKE 2004

### *The Duck Challenge continued*

Leading the pack with a huge margin after a great first leg was Allan Crew (Riverton), Star Mikell, and Pat Phelan were up there quite a bit as well. The legs were all about getting air (which we could not find anywhere), and huge changes in leads, positions, etc, all occurred and kept the last race very interesting. Pat took 3rd to our 9th, which was enough to keep the event close, but not enough to give him the regatta. But it was CLOSE! Allan Crew really showed up the fleet, finishing almost a 1/2 leg clear of Star Mikell in second, Phelan in third, and 4-9th all finished really close as well. Great racing.

An hour-long postponement lead to finally sending everyone ashore; regatta complete. The sea breeze was getting there, but the commercial traffic (I counted 4 barges blocking the channel once) and motorboat traffic was pretty intense, leaving the RC no where to set a course. The dead-low tide prevented us from setting up a course in the flats. It took another 2 hrs for the sea breeze to build to 8-10 kts, but by then everyone was in, masts down, boats packed, and keg tapped.

Once again the HdG folks did a GREAT job with Saturday's dinner, and Sunday's lunch. Myrl and Carol Stone were the organizers, as well as chief cooks, and did a great job with the steaks. St John's catering (located downtown Havre de Grace) brought in the side-dishes, and it was great all around.

This is a great regatta to put on folks' schedules. Located right off Rt 95 on the northern Chesapeake Bay, it is easy to get to and in a great location. Of course, the coveted decoy Duck Trophies were (as always) beautiful...and finally I get to take one home!

Special thanks to Garrett Pensell and Tidewater Marina for hosting the fleet and the event. As well as all the members of fleet 192 for putting on the event. Plus...Capitol Logo Inc (Heather) for the great regatta crew outfits!

Jason Werner 15024 ●

Squam Lake NH August 28-29  
Nine visitors joined nine boats from the host fleet on August 28-29 to make up the largest fleet of Lightnings seen on Squam Lake in the last twenty years. In spite of a forecast for no wind on Saturday and thunderstorms on Sunday, the competitors were rewarded with reasonable winds, warm temperatures, and good racing.

Saturday afternoon brought three races in a light and shifty thermal from the Southwest. Three different skippers won a race. The fleet retired to the Squam Lakes Association's club house with an expectation that the next day's expected thunderstorms might make it difficult to race.

To the immense relief of all concerned, Sunday morning brought a 10 knot northerly (it never blows from that direction) that permitted the fleet to sail two long races with real upwind legs and long, tactically challenging spinnaker runs. A different two skippers won each of these races.

With the race instructions calling for a throw-out if all five races were completed, there were at least five boats with a chance to win the regatta going into the last race. Local fleet member Dwight Gertz caught a favorable shift on the right side of the beat to pull into second behind Bob Bush on the first leg and then used the same shift to eke out a tiny lead on the second beat. The home town team hung on to a small lead all the way to the finish, Ben Wallace from Spofford played the final beat perfectly to slip into second, and the score was decided by a single point margin with the Squam crew finishing with 8 points and the Bushes with 9.

The trophy presentation and refreshments were marked by a surprise birthday cake for Bob Shapiro, whose long time Lightning sailing friends couldn't let the "Big Five Oh" go uncelebrated. Bob had done his own personal celebrating earlier in the day by sailing a picture perfect opening race so he was in a good mood and very tolerant of the assorted comments made about his age.

The awards of Squam Lake memorabilia went to Brian Gibbs (5th), Heather Ambrose (4th), Ben Wallace (3rd), Bob Bush (2nd), and Dwight Gertz and Harry Mattison (1st).

Dwight made a long and unconvincing speech trying to explain how he and Harry had agreed to take turns skippering and running the committee boat and that all apparent conflicts of interest were illusory (How often have you seen the race committee award itself first prize in a regatta?). Mellowed out by great scenery, fun racing, and abundant refreshments, the assembled crowd of Lightning sailors accepted this unusual result.

Squam Lake is a long way from the major centers of sailing competition but the scenery can make it a very pleasant place to sail. As the crowd broke up on Sunday afternoon, the local fleet members were already talking about arrangements for next year. See you then. ●

# FLASH!

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## ONE DAY AT ONONDAGA LAKE

*Hallagan R*

Onondaga Yacht Club, Liverpool  
NY, August 28

Years ago, this was the headquarters for the Iroquois Indian Nation. Later, this area of Liverpool NY was the Salt Capital of the USA. Now, Syracuse University wins a football game every once in a while. Each year the Lightnings invade Onondaga Lake and create traffic jams on the NYS Thruway in the efforts to get to Onondaga Yacht Club. This year the troopers were overwhelmed with the nine boats trailering in to the Onondaga One Day Regatta.

Saturday, August 28, was HOT, and the winds that existed were SHIFTY. Craig Thayer is the energy and catalyst that keeps this One Day Regatta going, and sailboat racing DID happen. Señor Hendry drove all the way from Long Island for this event, so it had to.

Señor Murphy decided to go right in Race I and found the promised land. Señora Hallagan decided to do the same in Race II and found this to her liking, thanks. Then Señor Tuttle went right in Race III and guess what happened. There was a Race IV underway but black clouds sent everyone to the haulout. And the rest of the afternoon was spent at the Salt Museum. Well, not exactly! Hallagan J and Hallagan R were the regatta winners.

Craig Thayer put a lot of effort into this regatta. And thanks go to the OYC men and women who helped all day. So in 2005, let us see bigger traffic jammes getting to the Onondaga One Day Regatta.

Hallagan J&R	3	1	2	6
Tuttle R	6	4	1	11
Murphy C	1	5	5	11
Pope D	2	3	6	11
Atkinson L	5	6	3	14
Hendry M	4	7	4	15
Seyerlein E	8	2	7	17
Rzycak R	7	8	8	23
Osborne P	9	9	9	27

Addendum from Craig Thayer: Here are a few shots that depict the aftermath of the line squall where the winds topped 80mph for a brief period. Damage was contained to just Landy's boat, Dick Hallagan's mirror on his van, and numerous large limbs, which fortunately missed all the parked cars. It will be hard to top this kind of excitement next year! ●



Dick Tuttle's boat was blown off its trailer



How many people does it take to carry a Lightning on to its trailer?



OYC's own Jr. Champ Joe Raite takes the plunge to recover Landy Atkinson's boat after it was blown off its trailer, skidded down the dock and flipped into the water next to the hoist!



## PACIFIC COAST CHAMPIONSHIP

Darrell Peck

Chinook Fleet, Eugene OR,

September 11-12

Here are the top five from the 2004 PCC's:

1	Doug Hickman	pts.
	<i>Hippo Thunder</i> 14079	12
2	Darrell Peck	
	<i>Blue Bayou</i> 14453	13
2	Philip Parshley	
	<i>Humunukunukuapaaa</i> 14288	13
**they didn't do any tie breakers		
4	Matt Henley <i>Rocket</i> 14841	16
5	Roger Artigues	
	<i>Foam Heads</i> 14495	21

There were 4 races sailed in very light and tricky conditions on Fernridge Reservoir, Eugene OR. Canadian Matt Henley took an early lead. However, an altercation with the restricted start/finish line gave him a 10th place in race 4. Light wind specialist, Doug Hickman (with Gail Hickman and Kevin Stravers), opened up a huge lead in the final race, never gave it up and took the win in the race and regatta. Peck, in 9th place early in the race, climbed back to a 3rd to end up 1 point behind Hickman. The Parshley family, (Phil Jr., Lois, and Phil Sr.) were consistent enough to finish tied for 2nd with Peck. Matt Henley, with no throw outs available, had to settle for 4th. While Roger Artigues, sailing John DeBenedetti's boat with John coaching, had speed and some good results and ended up 5th. ●



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## COTTON PICKIN' REGATTA

*Cully Ward*

Arkabutla Reservoir, Hernando MS,

September 18-19

The Cotton Pickin' regatta was one of the best I can remember. Frances had passed through East Tennessee, with all of the rain out of Middle Tennessee by Friday morning, pushed out by a big high pressure coming in from the west, long before we left Nashville for Memphis and Hernando Mississippi. Our expectation was that the high would be dominant and since there had been little change in temperature with the passage of the front, we did not expect any wind to speak of. We were pleasantly surprised when on Saturday the wind was from 6 to 12 all day long.

The races were run by members of the Hobie fleet at the Hernando Yacht Club. Each of the three fleets there helps out when the other has a regatta. It is clear that there is a lot of mutual respect between the members of the fleets, making those of us who were from out of town feel all the more welcome.

With the wind from the northeast the local rule of "sail toward the clubhouse" proved to be a valuable rule to follow. Those who got good starts in the first race were suckered out to the right away from the clubhouse because the Thistles that started before us (so they could get in early to bring lunch back for the rest of us) found really good pressure on that right. Only problem was, the shore effect caused the wind to go left as we approached the mark and those in the good wind to the right found themselves sailing the big banana. We went

in for lunch and back out for 3 more in wind that built a little but remained from the same direction and the "go left" rule paid off a lot more than it did not.

My formerly regular crew, Jan (Thompson) Mattix and her husband, Robert agreed to sail with me. After the first day of sailing, it was obvious that the combination of them as crew and our new Allen boat and new sails (guess) were really fast.

Following the races we headed for Dave Dickson's house just down the road for barbeque, beer and conversation. The Dixon's are very generous with their home, their dogs, gardens and humming birds. It seems as though we were all tired because the last guests were leaving about 8:30 and the dearth of stories the next morning would suggest that all went home and to bed, most of us having trouble staying awake through half time of the U.T./Florida game.

Sunday was even more surprising with winds around 15 from the same direction. Going into the final race, there were 5 boats virtually tied for second place. Bill Baxter, Jr. was able to plane a couple of times, causing him to break away from the pack to take second, but Dave Young who sailed with two local and obviously talented female crew Batton Kennon arranged for him, stayed close enough to finish 4th in the race and second in the regatta. Brad Currie had his son, Nate, on board for his first regatta, and Nate seemed to love it as did Brad.

We always love going to lake Arkabutla in the fall. We love the sailing, the cotton fields and the kudzu, but most of all we just like going. ●

## NEW FROM US SAILING

[www.sailingcourse.com](http://www.sailingcourse.com)

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

The site currently houses:

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

Recent Website Expansions Include:

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

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The advertisement displays a grid of sailboat logos and names: LIGHTNING (pink sail), ETCHELLS (blue sail), THISTLE (green sail), SONAR (green sail), OPTIMIST (purple sail), LASER (yellow sail), J22 • J24 (red sail), SUNFISH (yellow sail), and MORE 1 DESIGNS (cyan sail). Below the grid, it says: "Please visit our website at [www.jcdcustomraceparts.com](http://www.jcdcustomraceparts.com), and check out all our unique and useful products for One-Designs!" The JCD logo is prominently displayed at the bottom right, with the text "CUSTOM RACE PARTS" underneath. Contact information at the bottom left includes "203-255-5388 • [jcdparts@optonline.net](mailto:jcdparts@optonline.net)".

## NEVER QUIT – THE RED FLANNELS

*Matt Burridge 14834- Yeti*

Chicago Corinthian Yacht Club,  
September 25-26

One of the greatest forces in human nature is hope that promises redemption. In my case it was the hope that I could break the urban regatta Chicago jinx (not the Cubs but the Red Flannels) after having finished 2nd 7 times in 10 RF regattas over a 19 year span of time. In the bad old days it seemed that we would always tie for the win but lose on the tie breaker or be out sailed by superior talent, more hungry competitors or just more creative minds at the very last possible moment to snatch victory from our grasp. This had become a bad mojo thing. The excellent social aspect to this event ("more reggae, less ice sculptures") kept us coming back with hope for redemption..

This year was different. We did not practice, project, or think beyond how to rig the boat (duh) and hit the first shift correctly. My relative absence from the racing game fueled my personal desire to win this one despite the old(er) boat, old(er) sails and me (just plain old). The competition was a mix of the usual suspects, a tough, tested, "old school/old war horse" group and another type of youthful, fun, smiling, open and learning new competitors as typified by the Lundeen team from Sheboygan. This latter group was pre-selling 2005 NAs T-shirts and had a ticket to Hawaii in their hiking pants (Area K Adams Cup Finalists in training). Both groups are packed with our friends but stood in the way of Red Flannels redemption.

The sailing venue at Montrose Park and has a great view of the downtown of America's self proclaimed "2nd city's" Miracle Mile, Sears and John Hancock towers, Nippon Airways 747-400s on final to O'Hare and a beautiful green, clean and well policed (ahem) park which houses the harbor and the Chicago Corinthian Yacht Club.

As with last year, the team was Dan and Tobi Moriarty, who were relaxed but hungry. Tobi says Dan is always hungry, which is good because 24 other boats all wanted the same thing.

Race #1 - We were lucky enough to start well and repelled all boarders in

a 10 knot breeze from the north with lumpy seas. We rounded ahead of a tight group with Dave "ragae man" Stix, Bill Faude and Paul Wurtzebach right on our heels. We sailed cleanly despite a 35' cabin boat day sailing that appeared to be able to pass us safely on starboard in the 2nd beat. However the lady at the helm freaked out when we hailed her to pass, so she slam dunked us, backed her genoa in the process and went hove to immediately in front of us. Dan and Tobi performed air traffic control and we were able to clear us without further incident. After we returned to a normal pulse rate (10 minutes later downwind), took the gun and saw Faude and Wurtzebach catch Stix right at the finish. For us the sun shone a bit brighter, the wind a bit more fresh and the day was filled with hope for excellent racing.

Race #2 - The Bill Show. My recent sub-par starting prowess reappeared and Bill Faude with Deano Cady and Jared Drake on board had this one nailed on the first 2 shifts upwind. By the 2nd beat we felt we were closing and would have a close crossing situation with us on port. Unfortunately I waited too long to duck and Faude's team pulled off a sweet slam dunk as we were ducking. Matt completely teabagged himself and Dan sheeted in the main to emerge the sputtering skipper. Faude had a great view of my wet, balding head as he motored to the windward mark and the win. We were 2nd, Dave Stix had the 3rd.

Race #3 - Revenge of the lumps - The breeze shifted right to almost 30 degrees and came up to 14 knots, the waves got more lumpy and starboard tack was more directly into the waves, forcing a different sail twist set up on one tack from the other. Dave Sprague port tacked the fleet with Canadian bravado. Our changes allowed us to liftoff of the leeward boats while heading into the waves (but go no faster) and on port we achieved the same altitude (but had a small speed advantage) vs. our competitors except for Faude. However none of that helps you start better. We cheered for Dave at the start as he sailed by and then set about how to catch him. Off the wind the port gybe was a mini "surf-fest" if the right steering and one pump surf technique was used.. We

had a fun, clean race, went the right way and were lucky enough not to be thrown off guard by the lumps and port tack starters. Dan and Tobi had to be very agile to go from the centerboard trunk to full hiking at a moments' notice as the changes in pressure made for difficult and variant boat handling depending upon if you were at the top of a lump or mired into one or more. Our speed came from my teammates boat balance. In the end we eaked out a 10 second gap over Bill "give me the epidural" Faude (ask Julie). Against Bill's team the margins of speed and point were non-existent, boat handling was dead even and it was becoming apparent that these 2 boats had an invisible bungee cord between them. We collected the win, Bill 2nd Paul W 3rd but Stix was OCS.

Race #4 - No one can leave, a theft has occurred. - This one was clean despite our significant overstanding the first windward mark and Paulie getting there just in front of us. Later after gaining the lead, we made a bad mistake at the worst time, the final run to the finish. While sailing deep on starboard gybe Faude and Wurtzebach were immediately behind and gybed to port first, gained separation and a puff before we gybed to defend. As a result we were passed by both of these strong teams. However, while only 100 yards from the finish line we noticed a significant favor on the pin end, gybed, caught 2 waves and surged / surfed to nip Bill by 3-4' for the win. We'd dropped the ball and been lucky enough to recover it in the end zone! Sometimes luck just goes your way and as Bruin used to say "When it is your turn, it is your turn" (also the pin was closer to the harbor with beer keg and the boat was thirsty). Team Yeti 1-2-1-1, Bill 2-1-2-2, Paul 3-7-3-3, Dave Sprague with his team of Canadian all stars from Toronto had 5-3-9-4.

The reggae band "Roots, Stems and Branches" set up their equipment at 3:30pm, however they did not start playing until 8:30pm because it took that time for them to smoke all the roots, stems and branches they could find before the gig. The party was rolling (no pun intended), Tobi got on the bandstand and danced, the moon was nearly full and high in the sky, and the air was cool, dry and



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Speed&Smarts is

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bi-monthly,

six times per year.

*Never Quit continued from  
previous page*

crystal clear. There were fireworks in the city on the waterfront. Team Yeti stopped for ice cream and relaxed in a hot shower. I slept like a baby. Maybe the curse was really gone after all. It was nearly a perfect day.

Race #5 – The moment of truth – Was it all a dream? The next morning the wind was right where we left it, 30 degrees but only 7 knots at a peak. The usual suspects (Sprague, Faude, Stix and Wurtzebach) all were near pin the start but we were 2nd row looking right up their transom flaps, oops. We hung on as long as we could and waited for an escape route to present itself. After the tack our boat stretched it's long legs on port and found pressure to recover from the start and rounded behind fellow Carlylian, Terry Burke with his 2 boys Brian and Edd on board. We worked on going fast with aggressive gibo angles as needed to maintain momentum in the sloppy water and easing wind velocity. We got the gun right at the boat (loud, ouch!).

There was only enough time for one race before the 1pm deadline, we speculated. That meant a 6 race, 1 throw out event. We believed the curse to be gone but started Race #6 anyway, just to be sure.

Race#6 – What me worry? – Have you ever done something so smart (you think) that you look like a moron (what everyone else thinks) later? We decided to start #6 and got a beautiful pin end start with speed and point just in time for a 30 degree right shift with 2 knots more pressure to hammer us to the dirt from

the right. The wind was dying and so were we on the great circle route a 1/2 mile away from the wind. There might have been a boat behind us but I am not sure, I know Faude was first to the windward mark and 1/2 of the way down the run before we got to the offset mark. All I could think was I hope this takes a LOT of time because if this is the last race, we should retire and win the race to the hoist. However if another race was possible, we needed to have a good one because a 20+ was going to be a whopper of a throw out.

As we contemplated our uncertain fate, the time space continuum and why Argon constitutes a measurable percentage of the Earth's atmosphere, Terry Burke was sailing the race of his life. He caught Faude played left and then right on the beat legging out on the 2nd place Faude by 5+minutes. We retired, caught a DNF and a tow in. Celebration erupted when the 1 pm deadline passed and there would be no race #7. We had been redeemed and the private curse broken.

At the awards ceremony Bill Faude asked the honorable Ms. Janet Baxter, President of USSA, competitors, RC staff and volunteers to observe a moment of silence to honor our friend Jack Elfman. We wished him Godspeed and all felt grateful to have we'd known him and seen his passion for the lightning, sailing and his fierce loyalty to friends.

Come to the Red Flannels. It promises redemption, hope and fantastic sailing conditions and a sense of perspective on our place in the sailing universe. ●

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*Capsized . . . continued from page 1*

We were not in immediate danger, and two boats that had not gone back to shore saw us, and came to help. Joan Hurban was first to come, and she went to find a crash boat. Then Ben Spiller came by (14550). They sailed by hot on a broad reach just below us. Their middle crew Jonathan Ribitch did a Navy Seal style back flip into the water, swam over, helped us get the bow of the boat into the wind, reached up and pulled on the centerboard with John and me. We managed to get the boat righted, but the mast was snapped in two places. We assumed that the spinnaker pole, bucket, paddles and lots of other stuff were on the bottom. Not a good day so far.

Jon reboarded his boat and they also went off to find a crash boat. We worked to get the boat in some kind of order, and periodically stood up and waved for help. Finally one of the small patrol boats heading back to shore saw us and towed us in. We were wet and frazzled, but other than a multiple-piece mast, nothing else was lost.

When we hit the beach, the class really turned it on. A whole group of people helped us get the boat up on our trailer and into the parking lot and began straightening out all the pieces. We wanted to buy a new mast from Tom Allen Jr. and he would have been happy to sell us one if he had it, we were the 10th boat to break a mast. He did have a used mast available at his plant in Buffalo. If we wanted to go over there in the afternoon he would help us re-rig it. Bill Bogardus and Jarrett Lynn of Metedeconk helped save the sails and organize the tangled mess of lines. Bob Sengstacken from Nyack spent a chunk of time helping drill out all the hardware from old mast. Bob and Sterling Bush gave us all their tools and numerous other folks pitched in the rescue effort. By 3:00 we were on the way to the Allen Boat Works where Tom, his father, his brother Jim, and his nephew Rob, along with Sara, John and I all worked for three hours modifying the mast for our boat.

At 10:00 p.m. we were back in the Canoe Club parking lot rigging the mast and trying to figure out how to re-rig the boom vang, redo blocks and all the other things needed to



*Champion Jody Swanson,  
Lauren Jones, Maddie Waldron*



*Runner-Up Debbie Probst (far right),  
Katherine Maloney, Caitlyn Hayden*

make our new mast fit the boat. Jim Allen arrived at 11:00 p.m. and helped with the rigging, showing us how to get the boom vang right; Dave Sprague helped with parts for the forestay and arranged to remeasure us in the morning. After midnight we gave up on our tuning efforts and went to bed. The next morning, Greg Fisher showed up and changed 2 blocks, tightened the lowers and retuned the rig in 5 minutes right to the tuning guide. We were in the water ready to go having not missed one race. Of course this was the day we sat on the water drifting and swimming for 4 hours until later in the day when the breeze filled in.

Our many thanks to the Lightning Class for putting on a great event, and helping out a competitor when we found ourselves in a serious difficulty. It is a great compliment to the Lightning Class that they went so far above and beyond to pitch in and make things better for a competitor who could have had not only an unhappy week, but real troubles in the water. We can report the new mast worked fine on the water, and we had a great regatta. Thanks again to all the Lightning Class. ●

*Editor's note: Peter went on to capture 8th place in the President's Cup*



*2nd Runner-Up Jen Millar,  
Melinda Berg, Jane Allen*



*4th Place Kathy Lundeen,  
Denise Strand, Lynelle Reak  
(1st time at the WJM NA's)*



## JUNIORS NA CHAMPS

## MASTERS NA CHAMPS

PERSPECTIVE ON  
THE MASTERS'  
FROM MIDDLE TN

*Bruce Richards*

Though it's always good to be home again, the sailor in me would love to spend another week like the last, sailing Lightnings out of Buffalo Canoe Club with Mandy and Hof ... and watching our District's juniors (Ian Schillebeeckx, Beth Ward and Lucas Hofmeister on 14901 and Nick Beckmann, Edd Burke and Ian Moriarity on 14836) sail very well too.

The "new boat" is fast, Hof is sailing well in breeze, Mandy is a brilliant tactician, and I finally figured out the four strings at my fingertips (jib wire tension, jib cloth tension, jib lead position and jib sheet) that gave us infinite control over jib shape from the fully hiked position ... albeit with a nanosecond delay in conditions that changed every two minutes or less. We were leading the last race only to discover that the "windward" mark we passed, giving the second place boat space, was actually the finishing mark of a shortened course! Nonetheless, the second place finish secured a fifth place in the final standings and a beautiful watercolor painting of Lightnings coming off a starting line ... and a thrilling spontaneous accented "well done, very well done" from Chile's Tito Gonzalez ... current World and Southern Circuit champion who crewed for Tom Allen, Sr (sixth overall).

Ian, Beth and Lucas also led their last race until "the bigger boys" ground them down upwind in strong breeze. They had some picture perfect starts and sailed a solid nine-race series to place fifth overall in a 17-boat junior fleet ... with enough energy left over for beach volleyball and ultimate frisbee. I predict that we'll see them (or at least their transoms) again.

I also predict that HIYC's teams (William, Mandy and Chip Clifton who finished sixth in Sunfish NA's last month ... and Cully, Beth and Jim Ward), both in new boats, will have a great time at NA's in the week ahead.

Smooth sailing! ●



*John Newell, Elliza Pope-Collins, Joe Raite*



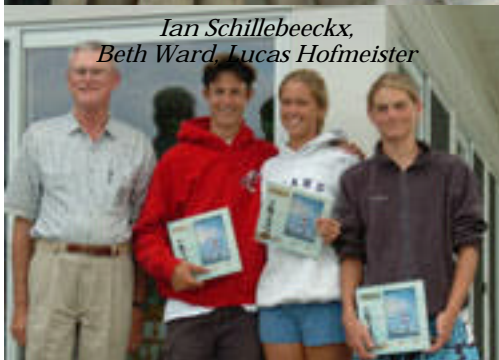
*Ben Spiller (middle),  
Jake Den Boer, Jonathan Ribich*



*Meagan Ruhlman (middle),  
Ian Gilliland, Martha Fisher*



*Bill Healy, Conor Healy, Tim Jones*



*Ian Schillebeeckx,  
Beth Ward, Lucas Hofmeister*



*Dick Hallagan, Nancy Bargar, Steve Davis*



*Billy Neal, Larry MacDonald, Larry Bone*



*Don Barrett, Judy Hanlon, Donna Barrett*



*George Fisher, Tom Einch, Greg Shea*



*William Hofmeister (far right),  
Bruce Richards, Mandy Hofmeister*



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7 Jennifer Princing, Sarah Caine, Bev Keeler



8 Kelly Crane, Anne Allen, Brenda Crane



9 Rachel Moloney, Erin Gregory, Emily Moloney



10 Sarah Montgomery, Sarah Neal, Emily Neal



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11 Nick Aswad, Connor Aswad, Maxwell Far



12 Drew Bergan, John Songin, Brendan Heussler



13 Jeff Robbins, Andy Wright, Adam Craglia



14 Patrick Whistler, Tom Sheedy, TJ Wright



15 Alex Hess, Jeff LaPalme, Andrew Hess



16 Bergan Ackerman, Natalie Fohl, Geoffrey Pictor



17 Will Carry, Bob Dobmeier, Sever Call



18 Achille Scache, Bill Madel, Matthew Madel



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