

Lightning eflashes

Newsletter from the International Lightning Class Association

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SCHMEARCAT, A BLUENOSE SAILING WONDER

Marc Schillebeeckx

Harbor Island Yacht Club, Nashville TN

November 6-7

The Bluenose marks the end of the annual racing season for Lightnings at HIYC and brings numerous entries from all over North America. Many of the competitors are internationally ranked skippers. This hard-nosed racing skipper's weekend has proven of particular interest to Lightning sailors in the North who have a shorter racing season and welcome the opportunity for one more chance to have a go against some of the best competition in the country. This regatta is named for the famous "Bluenose", a Canadian racing workboat of the last century.

Typically the regatta starts off with a racing clinic on Friday afternoon followed by a great party with abundant flowing amber fluid and where in the past, well known Carlylians got "out of it" the next morning with headaches.

This year Moriarty and Co. and Schillebeeckx and Co. participated at this regatta. The rumor has it that 4 years ago (as a nine year old) Ian Moriarty, alias Schmearcats, was crewing in his first big Lightning regatta with fellow crew Dad and Tobi as skipper. That year Tobi told Ian that she and Dan would crew for him when he was 13. As a good boy, Schmearcats crewed for Dan and Tobi Moriarty the next 4 years. At that time a magnifying glass was

SOUTH AMERICAN CHAMPIONSHIP

Guarapiranga Lake, Sao Paulo Brasil

November 13-14, 2004

6 Races, 1 Throwout, 3 Countries represented

BRA 14	Thomas Sumner, Mark Pineda, Gustavo Harada	3	1	2	1	3	3	13	10
BRA 14893	George Rider, John Jansen, Pedro Soares	1	2	8	2	2	4	19	11
BRA 14845	Torsten Bojlesen, Marcelo Belotti, Eduardo Mollina	5	7	7	3	1	1	24	17
BRA 14378	Mario Buckup, Telma Buckup, Marc Buckup	2	4	5	4	4	OCS	34	19
BRA 12657	Frede Bojlesen, César Hirsch, James Semple	7	3	3	5	12	2	32	20
ECU 14671	Juan Santos, Juan Rafael Santos, Juan Andres Santos	12	6	1	6	10	6	41	29
BRA 14633	Caio Prado, Bruno Ruthemberg, Eduardo Castilho	4	8	4	9	11	7	43	32
CHI 14609	Andres Gomez, Christian Winkelmann, Oscar Fuenzalida	9	5	6	7	6	8	41	32
ECU 14676	Carlos Luis Lecaro, Enrique Granja, Sebastian Herrera	10	9	DNF	8	13	5	60	45
BRA 265	Brian Sumner, Peter Comber, Renata Cuppen	6	13	13	10	7	10	59	46
BRA 14894	Caio Seabra, Jorge Zariff, João Hackerott	8	10	10	14	9	9	60	46
CHI 14709	Luiz Felipe Herman, Cristobal Grez, Iñaki Zuazola	ocs	11	9	11	5	11	62	47
ECU 14160	Marcelo Leon, Patricio Rivedeneira, Maria Clara Ordoñez	11	14	11	13	8	DNF	72	57
BRA 15152	Nelson Schmitt, James Sumner, Cecilia Jahnel	13	12	12	12	DNS	12	76	57



photo Dan Lindstrom

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President's Column

Carter Utzig

I hope everyone got in some great sailing before it gets cold. I got the chance to sail with Brian Hayes and Meghann (daughter) at the Borderline. I saw some old friends at Bluenose while sailing. Old friends, if you are wondering, could have two meanings. We also created a new trivia question during the Bluenose.

There are a number of things that we need to talk about, or as it gets colder it could be a fireside chat.

5th member elected to the Executive Committee:
 Congratulations Joe Buczkowski
 (joebuczkowski@aol.com).

Advisory board: We changed the process and now allow any Past President to be part of the Advisory Board. The chairman of the committee is Bill Faude and the members are Anne Allen, George Fisher, Jay Limbaugh and Bob Wardwell. Thank you for volunteering to provide the Executive Committee with your knowledge and enthusiasm for the class. If for some reason you (Past President) did not get an email from me, you are always welcome.

Olympic Class: Let me make this clear: Only on terms and conditions that will help our class. There has been some great discussion and input so far. Thank you!

Video: Connie Harris is coordinating getting the "Tuning and Trim Technique" Video that Rick Bernstein produced into the market place. The first shipment went out this week and class members should be getting a special offer before it hits the retail market. Jim Allen et al are in the process of spiffing up the web site for on-line sales. The Flying Scot class has already requested to sell both videos. Hmmm... that gives me a few ideas.

Membership: The Yearbook is moving along thanks to a team of volunteers who are calling to get those reports in and are now selling advertising. If you know anyone who might want to advertise in the Yearbook, please have him or her contact Brian Hayes. I hope that everyone who renewed their membership early is proudly displaying

their free class sticker.

Karen cut these out by hand - that is dedication.

Class Office: Kip Hamlet is leading this effort. Kip has been under the weather the last few weeks. I wish him a speedy recovery. USSailing recently conducted an event on one-design class offices, which we should find useful.

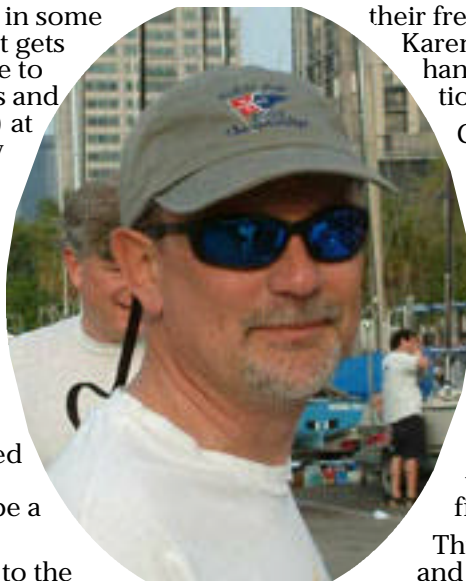
Things to consider and discuss:

- How much control should a local fleet have over its non-sanctioned regattas? The current rules do not allow a local fleet any leeway to make decisions that could improve the experience of Lightning sailing within the context of their local environment. Let me explain further. A fleet needed to use short boards, kick up rudders, or allow two people to race a Lightning so that more people would or could sail. When this happens it is defined as an "outlawed race" and the individuals are subject to suspension. Wait, wait you cry! We have allowed these things to happen in the past. Yes, the class has - but in doing so it has violated its own rules. So, let's have rules that make sense. When can a local fleet for a non-sanctioned regatta vary from the ILCA rules? Drop the Executive Committee your thoughts (emails are: president@lightningclass.org; measurer@lightningclass.org; treasurer@lightningclass.org; secretary@lightningclass.org; joebuczkowski@lightningclass.org; also please copy office@lightningclass.org)
- There are a couple of things in the Constitution that need to be clean up. Look on the web site under the forum. We will discuss these at St. Pete and vote on what needs to be voted on at the NAs.

• How can we grow our international membership? Please drop me an email on your thoughts and ideas. Hope everyone has a great holiday.

Carter

president@lightningclass.org ●



Chief Measurer's Column

Bill Clausen

It has been a busy fall for your Class's new set of officers.

The Executive Committee has been meeting (by phone, at least) every month making plans to push the class ahead into the twenty first century.

You will find in this *Flashes* a proposal to change the chain plates on older boats to allow the forward shrouds to be fastened further forward by fastening a bar to the existing chain plates. The use of the "BAR" on the chain plates was turned down a year or so ago by the Measurement and Technical Committees, but was revisited at the request of the Governing Board.

The other issue that was discussed at the Class meeting at the last North American Championship was the use of sail numbers that do not agree with the hull number assigned when the boat was built. The old rule required that the number on the sail be THE SAME as the number on the hull. This rule does not apply to local racing. (Under Article VII.4 of the



current by-laws, fleets are responsible for making provisions to govern the use of sails in local races.) In addition, you will notice that the proposed changes to the by-laws allow use of a number other than the hull number under certain conditions set out in the proposed new Notice of Rules Governing Sanctioned Regattas. Numbers that are used on sails may not be arbitrary.

At the direction of the President I have appointed new members to the Technical Committee. The Technical Committee assists the Measurement

Committee in questions of design and construction materials and it may recommend changes to the Official Plans and Specifications. The current members of the Technical committee are:

Tom Allen Jr., Dean Cady, Bill Fastiggi, Greg Fisher, Ryan Flack, Dave Sprague, Bob Stoller, Joel Thurtell, Rich Warren

I thank each of them for agreeing to serve. Please feel free to contact any of them with ideas for changes.

I would also like to thank the Measurement Committee for their help. The members of that Committee are Jim Carson, Joe Buczkowski, Jaime Calderone, Jack Huntsman, and Allan Terhune.

As I write this, the Thanksgiving Turkey is frozen on the porch, by the time you read this we will all be looking forward to the warm winds of the Southern Circuit.

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

OFFICIAL NOTICE

PROPOSED AMENDMENTS

The following proposed amendments to the Specifications will be voted on at the Midwinter Governing Board Meeting in St. Petersburg. The proposed By-Laws amendment will be voted on at the Midwinter General Meeting of the Membership in St. Petersburg.

This change proposes allowing a bar above deck to permit shroud attachment to be moved forward on older boats without major structural alterations. *Reason: Some people perceive moving the point of shroud attachment forward on some older boats will improve performance.*

SPECIFICATIONS ARTICLE I, HULL

Amend Paragraph 46 as follows
(new wording underlined):

46. The upper shrouds shall be attached to the chain plates at a point no further forward than 584.2 mm (23") from the leading edge of the centerboard pin. The lower shrouds shall be attached to the chainplates at a point 304.80 mm (12") to 355.60 mm (14") aft of the upper shroud chainplate. There shall be no more than one upper and lower shroud chainplate on each side of the boat.

On boats built prior to January 1st, 1985, a bar may be permanently attached to the existing chainplates to extend the point of shroud attachment within the limits and restrictions specified. Such alteration shall receive Measurement Committee approval and be noted on the Measurement Certificate.

The current By-Laws and Specifications require sail numbers to match the number of the hull with which they are

used. These proposed changes allow the sail number and hull number to be different with some limitations. *Reason: To require sail numbers match hull numbers places a burden on those chartering boats, borrowing sails or acquiring second-hand sails.*

BY-LAWS ARTICLE VIII, RACING RESTRICTIONS

Amend Paragraph 4 as follows
(new wording underlined):

4. No sails other than approved jib, mainsail, and spinnaker can be used. Mainsail and spinnaker must carry the number of the sailboat (a different number may be used if properly obtained by the user) applied as required by the Specifications, and subject to requirements detailed in Notices of Race and Rules Governing Sanctioned Regattas.

SPECIFICATIONS ARTICLE V, SAILS

Amend Paragraph 75. as follows
(new wording underlined):

Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per 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 the 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. The use of numbers is subject to the By-Laws Racing Restriction and may not be arbitrary. All sail numbers are to be of a solid color contrasting with the sail material.

IN MEMORIAM

Clarence O. "Bud" Jones Jr.

International Lightning Class Past President Clarence O. "Bud" Jones passed away on October 21, 2004 with the same quiet dignity with which he led his life. A brilliant engineer, having served as the Chief Engineer of the Niagara Machine Tool Company, he used his professional skills in an important role during the critical time in the Lightning Class when the class changed from a wooden mast with jumpers to the now standard aluminum oal section, helping to preserve the integrity of the class that so many people around the world have enjoyed for decades. Bud also served as Commodore of the Niagara Sailing Club and as a Director of the Buffalo Canoe Club. Bud is survived by his wife Audrey and sons Chris and Craig, their wives Colleen and Karen, and five grandchildren. ●

IN MEMORIAM

J. Robert (Bob) Seidelmann

Sail maker and boat builder Bob Seidelmann passed away on October 24th of esophogal cancer. He was 67 years old.

He was a successful Lightning sailor and sail maker (Seidelmann Sails) during the mid-to late- 1960's. Their sails won National and World Championships in numerous one-design classes from Penguins to E-Scow. Bob won several Southern Circuit events in that period. After sailmaking he focused on yacht design and building. He founded Seidelmann Yachts, building sailboats from 24-37 feet. Notably, he co-designed the Hunter 25, designed and raced the Seidelmann 30, a MORC racer, and then built a total of some 2000 Seidelmann 25s, 299s, 30Ts and 37s in Berlin, New Jersey. Bob's work ethic and desire to excel

was the envy of many. He was a influential part of the local sailing scene in the Riverton and Cooper River Yacht Clubs - arguably the epicenter of dinghy racing in the period - which included Lippincott Boat Works in Riverton, NJ. Interestingly, he was featured in one of the very first television commercials which features sailing as a sport. It was an ad for "go for the gusto" by Schlitz Beer which featured Bob and his crew sailing a Lightning in the Miami race.

He leaves behind his wife Bonnie, son Rob, daughters Karen and Sharon, and many friends throughout the sailing world. ●

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"Don't Miss This Shift" Sale!

Moving Sale

We are moving our operation in January 2005, so everything must go. We will be working our stock down methodically, so keep checking back for the latest deals on the best stuff.

Rigging Sale

Enjoy extra discounts (up to 25% on rigging assemblies and 15% on "rigging parts") this fall and winter. As in the past, discounts are on a sliding scale. The sooner you order, the greater your savings! See the complete details at www.layline.com.

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A QUICK OVERVIEW of the SIGNIFICANT RULE CHANGES in the 2005-2008 RACING RULES OF SAILING

The following is a list of the significant changes in the 2005-2008 edition of The Racing Rules of Sailing (RRS). These are changes from the 2001-2004 edition of the RRS. NOTE: These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2005-2008 RRS.

Portions of this document are excerpted from Dave Perry's 'Understanding the Racing Rules of Sailing Through 2008' available from US SAILING by calling 1-800-US-SAIL-1 or ordering on-line from <http://www.ussailing.org>

Preamble to Part 2 (When Boats Meet): The preamble now clarifies that when a racing boat meets a boat having no intention of racing, the racing boat is required to comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules, or risk disqualification. However only the race or protest committee can protest the racing boat.

Rule 14 (Avoiding Contact): The rule clarifies that a right-of-way boat that breaks rule 14 can be penalized when the contact causes injury to a person.

Rule 16.2 (Changing Course): This rule now applies only when P is keeping clear by passing astern of S. If P is crossing ahead of S (upwind or downwind), S may change course and make P "immediately" change course to continue keeping clear provided P can do so in a "seaman-like" way.

Rule 19.1 (Room to Tack at an Obstruction): Now, a boat that hails for room to tack when it does not need to make a substantial course change to safely avoid the obstruction breaks rule 19.1. The boat being hailed must still respond to the hail, but she can now protest under rule 19.1 when she thinks the hail was unfounded.

Rule 25 (Notice of Race, Sailing Instructions and Signals): Now it is mandatory that the notice of race, as well as the sailing instructions, be made available to each boat before a race.

Rule 30.1 (Round-an-End Rule) as well as rule 26 (Starting Races) and Race Signals mean that the I flag,

when used, is flown as a preparatory signal (i.e. it cannot be flown before a preparatory signal). The same is true for the Z flag (rule 30.2, 20% Penalty Rule) and the black flag (rule 30.3, Black Flag Rule).

Rule 30.3 (Black Flag Rule): Now if the race committee intends to disqualify a boat for breaking rule 30.3 and there is a general recall, the race committee must display her sail number *before* the next warning signal for that race. The same is true if the race is abandoned after the starting signal.

Rule 31.2 (Touching a Mark): Once a boat that has touched a mark has done one turn that includes a tack and a gybe (in either order), it may continue in the race; i.e., it does not need to do a complete 360 degree turn.

Rule 32.2 (Shortening or Abandoning After the Start): Now the race committee can shorten a race at a gate (the finishing line is between the gate marks), or at a line boats are required to cross at the end of each lap.

Rule 33(a)(2) (Changing the Next Leg of the Course): Now instead of displaying the new compass bearing when changing a mark, the race committee may use a green triangular flag or board for a change to starboard, or a red rectangular flag or board for a change to port (think of channel marker shapes and colors).

Rule 40.2 (Personal Buoyancy; Harness): As of January 1, 2006, trapeze and hiking harnesses must have a device that allows competitors to quickly release themselves from the boat at any time while in use.

Rule 41 (Outside Help): Rule 41 now "legalizes" many things that were common occurrences in the past, such as listening to a weather radio during a race or having the race committee hail your sail number 30 seconds before the starting signal when the "Round-an-End" rule was in effect, or someone remind you which way to round a mark or point out seaweed on your rudder during a race.

Rule 42 (Propulsion): "Sculling" has been redefined to include repeated "forceful" movement of the helm, regardless of its effect. Furthermore, any repeated helm movement that

propels the boat forward is also "sculling." "Sculling" is now permitted when a boat is above close-hauled and has little steerageway and is trying to turn back down to close-hauled.

Rule 44 (Penalties for Breaking Rules of Part 2): A boat no longer needs to do a complete 720 degree turn to take a penalty for possibly breaking a rule. Once a boat has done two turns in the same direction, that includes two tacks and two gybes, it may continue in the race; this is now called a Two-Turns Penalty (rule 44.2). Note that a boat that may have broken a rule and in the incident has caused injury (to anyone, including her own crew) must now retire from the race; she is not entitled to do a Two-Turns Penalty (rule 44.1).

Rule 60 (Right to Protest; Right to Request Redress or Rule 69 Action): Rules 60.2 and 60.3 state that the race or protest committee cannot protest a boat based on information learned in a request for redress, though the protest committee can always protest a boat if it learns (in any way) that a boat was involved in an incident that may have resulted in injury or serious damage.

Rule 61.1(a)(3) (Protest Requirements): In an incident in which it is obvious to the boats involved that there was damage or injury, the boats involved do not need to say "Protest" or fly a protest flag to protest; they simply have to inform the other of their intent to protest within the time limit for lodging a protest.

Rule 62.1(a) (Redress): The actions or omissions of the organizing authority can now be the subject of a redress request.

Rule 63.7 (Conflict between Rules): this new rule instructs protest committees to resolve a conflict between a notice of race and a sailing instruction in the way which provides the fairest result for all boats affected.

Rule 69.1(b)(2) (Allegations of Gross Misconduct; Action by a Protest Committee): If the protest committee decides to remove the boat from a race or races, it "disqualifies" the boat; and furthermore a disqualification under this rule is now non-discardable.

Rule 75.3 (a US prescription to rule 75, Entering a Race): The organizing authority can no longer require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event (commonly referred to as an 'indemnification' or 'hold harmless' agreement).

Rule 86 (Changes to the Racing Rules): Note that rule 42 (Propulsion) cannot be changed by prescriptions or by sailing instructions (rule 86.1 (a) and 86.1 (b)); but it still can be changed by class rules (86.1 (c)).

Rule 88.2(a) (Notice of Race; Appointment of Race Officials): Rule 88.2(a) now clarifies that the notice of race may be changed provided adequate notice is given.

Rule 89.3 (Scoring): Now the default scoring system is the Low Point System.

Appendix F (Appeals Procedures): All appeals of protest committee decisions in the U.S. are now to be sent directly to US SAILING, which in turn will forward them to the appropriate association appeals committee.

As a result of the enthusiastic response to Dave Perry's rules overview at the One-Design Symposium, we are providing "The Significant Changes to the Racing Rules of Sailing 2005-2008" by Dave Perry. Dave has kindly granted classes permission to reprint information from his book.

All three of the Dave Perry books (Understanding the Racing Rules of Sailing, Winning in One-Designs and/or Dave Perry's 100 Best Racing Rules Quizzes) make great presents for any sailor. Purchase them via the US SAILING online store (<http://www.ussailing.org>) or by calling 1-800-US SAIL-1.



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Tino Gonzales, 2003 World Champion.
Powered by North.

2004

SOUTHERN CIRCUIT - Overall 1,2,3,4,5
SOUTHERN CIRCUIT - St. Pete 1',2,3,4,5,6,7,8',9,10
SOUTHERN CIRCUIT - Miami 1,2,3',4,5,6,7,10'
SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7',8',9,10

2003

WORLDS 1,2',3,4,5,6,7,8,9,10
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - Masters 1',2,4,5',6,7,8,9,10
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
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7',8,9,10
SOUTHERN CIRCUIT - Savannah 1,2,3,4,5,6,7,8,10
SUGAR BOWL REGATTA 1,2,3,4,5
ORANGE BOWL REGATTA 1,2,3,4,5,6,7,8,9,10,11,12
BLUE NOSE REGATTA 1,2,3,4,5,6,7,8,9,10,11
GREAT LAKES REGATTA 1,2,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5

*partial members

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LITTLE LIGHTNINGS

Adventures in Wooden Boating

Copyright 2004 by Joel Thurtell

I wish they were made of wood.

But even with their fundamental defect - they are made of plastic - Hank Borchardt's scale model Lightnings are a neat trip.

For the past couple years, they've put on a show after regattas of full-scale Lightnings.

Big enough to hold radio control equipment and motors for controlling rudder and sheets, they are minis nonetheless.

Still quite a sight.

Walk along the dock at Pontiac Yacht Club there on the southern shore of Cass Lake and you pass rows of the biggies - 19-foot-long Lightnings in the biggest Lightning fleet in the world, 80 or 90 of them.

There at the end of the dock stand a handful of guys holding black plastic boxes with radio antennas as they steer their model Lightnings in mock regattas.

Two inches to the foot.

38 inches long.

These are sturdy molded fiberglass models crafted at home by Hank Borchardt.

What a neat idea.

Each time I see these little vessels, I want to buy one.

But I don't.

Wouldn't you know, I have a problem with these little Blitzes.

It's not that they're made of plastic, either.

Sure it's a sin, but I can understand that building model woodies would take a lot more time and toss Hank's reasonable \$400-per-boat price into the breeze. (Note: Hank tells me's not making the baby Lightnings any more and is looking for somebody to take over the job)

Here's my problem: Every time I watch one of those little Lightnings being maneuvered from the dock, I want to be on the thing.

I imagine myself as some Lilliputian on board the model.

Wouldn't it be fantastic to be in that little cockpit, handling the rudder, feeling the boat hike or clip through a wave.

Much better to be afloat than pulling electronic strings from afar.

At two inches to the foot, being a six-footer, I'd have to shrink to 12 inches tall to fit in a little Lightning.

Then, as one of the dockside pilots sailed his boat a little too close to the dock, I'd spring onto the little Lightning's deck wielding a tiny pair of wire-cutters. I'd slice the antenna wire and commandeer the vessel.



Baby Lightnings? photo from Bob Mathers

A mini-pirate, off I'd sail, the angry howls from the dock fading as the little boat sliced through the waves.

The whole fantasy swamps itself when you measure the complications.

For instance, afterwards, how would a 12-inch me handle a full-size can of beer?

Athimble of Labatt's would drown me.

So much for the beer. What about the pizza?

Imagine tossing a tiny grappling hook and shinnying to the top of a picnic table, wading across the top

of a pizza like it was a field of food. Tomato sauce and cheese stick to my legs as I grab slices of pepperoni that to me seem the size of a full-size pie.

And driving home? I'd need bowhooks to operate the brake and accelerator and a periscope to see over the steering wheel.

This scale model business is just too much work.

Fortunately, there is a way to have the scale model Lightning experience without shrinking myself.

I saw it in 2001 when I showed *Plug Nickel* at Mystic Seaport.

They were honoring naval architect Olin Stephens and there were lots of Sparkman & Stephens-designed boats on display.

One of them was a gem of a boat, handbuilt of wood to look exactly like a Lightning.

Several times I drifted away from where Plug Nickel sat with its sails bending with the Connecticut breeze and admired this Lightning-like little boat.

It's called the Blue Jay.

I remember Karen Johnson, my editor at the Flashes, remarking that if you saw a Blue Jay on the water without any size reference, you'd think it was a Lightning.

That's because Sparkman & Stephens designed it to replicate the Lightning.

It has the same lines, but at 13 1/2 feet long, the Blue Jay is enough smaller than the Lightning that it needs a crew of only two.

At 275 pounds, it's an easy boat to move around on land or haul on a trailer.

Unlike the Lightning, with its 130-pounds centerboard, the Blue Jay's board is made of wood, so it's easier for small people to move up and down.

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Baby Lightnings? from the Blue Jay web page sailbluejay.org

It was small people - kids - that Sparkman & Stephens had in mind when they drew up the design in the late 1940s, roughly 10 years after they introduced the Lightning.

The Blue Jay is quite popular on the east coast, especially in New Jersey, New York and Connecticut. The president of the Blue Jay Association, Bill Dunbar, told me a regatta last summer drew 125 Blue Jays.

As popular as they are out east, they have almost no presence in the Midwest.

Even veteran Lightning sailors in Michigan seem mystified when I talk about the Blue Jay.

I see some really neat applications for this scale model Lightning.

Our club has Monday night races for boats less than 19 feet long. No Lightnings allowed. My younger son, Abe, and I have raced in Sunfishes. But we feel the need to practice sailing as a team. We especially need practice with the spinnaker. What better way to work on teamwork than in a scale model of the real thing?

With a crew of two, we can practice tactics along with hoisting and stowing the chute during those Monday races.

The Blue Jay makes a great intermediate boat for transitioning kids from Optimists to Lightnings, says Dunbar. The disadvantage of Sunfishes and Lasers is that they are one-person boats. They don't help sailors learn teamwork.

Another East Coaster who loves the Blue Jay is Mary Beth King, who runs

adult sailing classes in New Jersey. For beginning adults, King says, the Lightning can be intimidating. All of the attributes that make it attractive to veteran racers can put off neophytes. The Lightning's power and speed mean things can happen too fast for learners, she thinks.

But once people are comfortable with hiking and confident in their skills, with a sense that they can control the boat rather than have it drive them, they want to step up from the Blue Jay.

The natural next step?

Where else?

After a while, those guys with their radio controllers get tired of having a firm dock under their feet. They put down their transmitters, put their models back on their racks, pull the covers off their Lightnings and go sailing.

On a real Lightning.

Dunbar told me about some guy from Arizona who came east last fall and bought three Blue Jays to start a training program in Tucson.

He also bought two Lightnings.

What better way to hook newcomers on the Lightning than to train them in a scale model?

The natural place for people to go, the logical next step, once they've had a taste of sailing a baby Lightning?

The real thing.

Joel Thurtell can be reached at 734-453-8303, thurtell@freepress.com or joel_thurtell@hotmail.com ●

UPCOMING MAJOR REGATTA CALENDAR

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

2005 Southern Circuit	Deep South, Savannah Yacht Club March 12-13
	Miami Midwinter, Miami FL March 15-16
	Winter Championship, St. Petersburg Yacht Club March 18-20
2005 International Masters Championship, Vina del Mar, Chile	November 15-19
2005 World Championship, Vina del Mar, Chile	November 19-26

NOTICE OF RACE

39TH ANNUAL CALIFORNIA LIGHTNING CIRCUIT

February 17-February 20, 2005

February 17 - Marathon
February 18 - Bay races
February 19-20 - Ocean races **

REGISTRATION FEE \$60 FOR ALL SERIES*

TROPHIES will be given to the top 3 skippers in each of the three series, and to the top 5 skippers and crew overall. In addition, there are perpetual trophies for the winner of each series, for the Overall winner, and for the woman (or women) who sails every race (as skipper or crew on the same boat throughout) and has the best score.

THESE RACES will be governed by the Racing Rules of Sailing (2005-2009), the prescriptions of the USSA, the rules of the ILCA and the Racing Instructions of each event.

THESE RACES are open to all Lightnings.

SCORING will be in accordance with ILCA scoring. **The ocean races will be sailed in conjunction with the SCYA Midwinter Regatta. There will be other fleets on the course. Five races are planned by SCYA, and Lightnings will use ocean race instructions provided by Midwinters race committee. All races are scored.

REGISTER by mail: Make check out to Lightning Fleet 194
Mail to Edna Johnson
6392 Amberly Street
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OR YOU MAY REGISTER THURSDAY AT MBYC. Registration begins at 9:00 A.M.

For more information: Katie Ham at 619-683-3996 or email katiecaboo@cox.net
Edna Johnson at 619-583-6476 or email KirkEdna@aol.com
or Pete Bellin at 619-884-0302 or email Pbellin@Ft.Newyorklife.com

IMPORTANT : MBYC no longer allows campers or tents overnight. If you plan to camp, try Campland on the Bay at 858-581-4230 (between 8 a.m. and 6 p.m.)

*Only those skippers registering for the entire Circuit will be eligible for the Overall trophy. Part of the entry fee will go to SCYA which will also award trophies for the Ocean Series.

Peter Reggio to PRO
2005 Lightning
North Americans

The Sheboygan Yacht Club is pleased to announce that Mr. Peter Reggio will serve as PRO for the 2005 Lightning North Americans in Sheboygan, Wisconsin, August 7 - 13. Peter is a longtime friend of the Lightning Class, and has managed to wedge a week in August into his demanding schedule as PRO for the America's Cup Class regattas in the U.S and Europe, the very popular NOOD regattas across North America, and a litany of other grand prix events around the world. Although our regatta is small by comparison to the other events he PROs, says Reggio in his e-mail on November 11, „I'm really glad that my schedule has worked out so that I can do the event. It's regattas like yours that really make the sport click.% We're especially excited to have Reggio on board in light of the study Jack Westfall, and Karla Zahn (Hull #14142) conducted of past, and prospective NA,s participants that not surprisingly found Lightning Sailors value competent race management more than any other aspect of the regatta. Our committee is hard at work planning a great event for 2005. Watch our website, 2005lightningnas.org and the flashes for further developments.

Hans Graf
Chairman, 2005 Lightning North Americans
hansgraf@charter.net

2005 N.A.s

Women's, Juniors' & Masters'

August 2 – 5

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Lightning North Americans

2005

Sheboygan/Milwaukee WI



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METROPOLITAN	*3104 Peter Humphrey, 40 Camp Comfort Road, Tuxedo Park NY 10987	U
	13625 George Penny, 159 Pine Street, Montclair NJ 07042	75
MICHIGAN	14567 Mark Allen, 3093 Portman, Keego Harbor MI 48320	54
MIDWEST	*14084 Andre Gagnon, 3288 New Plank Road, De Pere WI 54115	112
NEW ENGLAND	11885 Aaron Frank, 131 Horizon View Drive, Colchester VT 05446	301
NEW ZEALAND	A15231 Grant Drummond, Okura Bay Road, Totara North, 0471 KAEO Northland	U
OHIO	*12862 Mike Mathis, 8380 Shawnee Run Road, Cincinnati OH 45243	U
	*13485 Christopher Clarke, 831 Arlington Avenue, Mansfield OH 44903	150
SOUTHEASTERN	*11090 Dennis Baker, 111 Pond Terrace Lane, Simpsonville SC 29681	U
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LAST BLAST!!

Nyack Boat Club, Nyack NY,

October 9

We were very happy to have 25 boats turn out for this year's LAST BLAST! We borrowed Dave Foster from the local Thistle fleet, and he ran 6 straight, fair races on a nice breezy day. Winds from 320, mostly 10 - 15 kts. No one capsized, but the current helped create some OCS's. There were no throw-outs.

Allan Terhune won it this year, with Dick Hallagan in second. Third was grabbed by Dick Moyer. Our own Judy Hanlon picked up fourth place, as Malcolm Hendry slipped to fifth in the last race. The catered dinner was very popular, and the beer was drained, requiring additional supplies. Ryan Sprole laser-burned our design onto wooden plaques as trophies.

As the third stop in the tour called the Fall Circuit, we see places changing. The Frigid Digit will settle the score. ●

LOOK TO THE LIGHTNING CLASS WEB SITE

www.lightningclass.org

FOR ALL KINDS OF USEFUL INFORMATION!

- How to join the Lightning-L email list
- How to contact the officers (and who they are)
- Tips for optimizing exposure at your local boatshows
- Tips for Running a District Championship
- Updated regatta schedules and contact information

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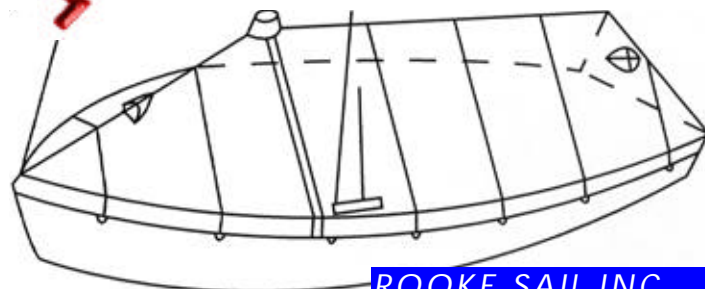


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2004 FRIGID DIGIT

October 16-17, Severn Sailing Association, Annapolis, MD
David Starck

The Lightning sailors at SSA really know what it takes to promote an annual fall regatta...unlimited beer, good food, excellent music, fun nightlife (Boatyard), breezy sailing conditions, and a sound Race Committee. The 2004 Frigid Digit was all of that – and more (especially in the wind department). All 45 teams that traveled to Annapolis were treated to it all.

The sailors witnessed a building westerly breeze both Saturday and Sunday. PRO Mike Waters did a good job getting the four 75 minute races in over the two day period. The wind velocity started off each day@ 10-13 kts but built in excess of 25 kts. While the rides downwind were exciting, many boats tipped over and had to be rescued. One boat spent the night in the bay and was retrieved on Sunday afternoon north of the bay bridge!

Congratulations to Neal Fowler, Todd Johnson, and Katie Offerman on their 2nd place finish. It's great to see Neal back in the Lightning. He's a talented sailor - I hope we see him

at many more regattas in 2005! Bill Fastiggi, Allan Terhune, and Mitch Hnatt rounded out the top five. See the full results in this issue of *Flashes*.

Thanks to John Guth, Jonathan Lange, SSA, and all of the Fleet 329 Lightning sailors that helped make this a first class regatta. The Frigid Digit should be on everyone's 'must sail' calendar in 2005. I understand that they plan on breaking the 50 boat mark next year!!!

Jon Guth

The 53rd Annual Lightning Frigid Digit regatta was held Oct 16-17 at Severn Sailing Association (SSA) in Annapolis, MD. 45 boats attended the unofficial Fall Championship of the Lightning Class held in very breezy conditions after the passage of a strong frontal system on Friday evening. Saturday the competitors were met with a steady 18-20 knots with gusts to 28, particularly during the third race. Despite some of the fleet either retiring for the day after race two due to capsize, breakdowns or simply skipper's decisions to opt for the shoreside amenities, three windward/leeward races were completed (with a shortened 3rd race), and at day's end, David Starck

from Buffalo, NY (1-4-3) led Neil Fowler of Dennis, MA (6-2-1) by one point with Bill Fastiggi (Vermont), Allan Terhune (New Jersey), and Mitch Hnatt (New Jersey) all knotted up at 15 points.

Sunday brought more of the same breezy, chilly conditions but with a bit more sunshine, and after one 5-leg W-L race packed with long, pounding windward legs and screaming downwinds, with the wind gusting over 25 knots or so, the RC called it a day. Bill Fastiggi won the fourth race, with Terhune 2nd, and Starck 3rd. That made Starck, with crew Mike and Billy Healy, the Lightning Frigid Digit winners with 11 points, Neil Fowler with crew Todd Johnson and Katie Offerman held on to 2nd with 14 pts, and Bill Fastiggi with crew Suzy Coburn and Steve Davis were 3rd with 16. Allan Terhune with Katie Terhune and Jody Kohut were fourth, while Mitch Hnatt with Ginger Hnatt and Mike Maroney were fifth. This year a new Most Improved Skipper trophy was awarded to 11th place finisher Nabeel Alsalam from Washington, DC improving 13 places from last year's event. ●

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PETE MARRIOTT'S TEAM WINS BORDERLINE 2004

Kerr Lake, NC, October 23-24
Pete Marriott, with Lauren and Randy Beauchamp, won Fleet 481's 24th Annual Borderline Regatta held at Kerr Lake near Henderson, NC. Twenty-six boats traveled to Kerr Lake from New York, Connecticut, Annapolis, DC and all over the Southeastern Lightning District (SELD) to compete in the regatta, which has been sponsored by LAY-LINE for over a decade.

Brian Hayes, sailing with ILCA President Carter Utzig and his daughter Megan, finished second with Bob Harkrider taking third from Tom Allen Jr. on the tiebreaker. Dick Hallagan took silver to round out the top five.

The Borderline also features an alternate scoring procedure that advantages older boats. The Hull Number Handicap results showed Bob Astrove from DC's Fleet 50 in first place sailing his classic woodie #7903. Tom Allen Sr., sailing with Alan Terhune and his wife, took second, while two Fleet 481 sailors, Worth Lutz and Alan Krauss came in third and fourth. Lutz had two ringers aboard, Neal Hayes and Jason Timmonds. Worth said, "All I did was to stare at the tell tales and they did everything else. It was great!"

Saturday began with winds blowing strongly out of the northeast, but by the time all boats got out to the sailing area the wind began to diminish. The first race used up all existing wind and Carolina Sailing Club Commodore and PRO John Norton wisely abandoned for the day.

By Sunday the wind had clocked around to the southeast and stayed relatively steady in velocity for three more races. It did not stay steady in direction, however, and the front runners were those who figured out the wind shifts and happened to be in the right place at the right time. It seemed like the right side was favored in the early parts of the weather legs, but then you had to get over to the left side for the second half of the leg. The tricky part was taking the hitch at the right time. Alan Krauss figured it out in the last race and almost did a horizon job on all competitors.

Brian Hayes and Tom Allen Jr. added a very special treat for all sailors on Saturday night. They held an impromptu clinic both before and after dinner, answering an incredible array of questions. Pat Terry and I had to cook the Chicken Cilantro so we missed it, but we heard the discussion included everything from the vagaries of lake sailing to the physics of mast bend and sail trim.

Fleet 481 is grateful for their excellent contribution to the regatta. Brian suggested we do it again next year.

Sailors who have ventured to Kerr Lake over the years have experienced the joys and problems of sailing on an inland lake at a venue without many amenities. The bad news this year is that we had to dodge huge pilings to get our boats from the ramps to the sailing water. THE GOOD NEWS IS THAT NEXT YEAR WE WILL HAVE FLOATING DOCKS THAT WILL EXTEND 100 FEET OUT INTO THE WATER. We invite all who have attended the Borderline to come again next year to try out the new docks! Remember: It's always the fourth full weekend in October.

One of the great things about this year's Borderline is that we almost doubled the number of CSC Lightnings that sailed in the regatta. Last year only four boats raced, but this year we had seven. If Alan Hawkes, from Greensboro, joins the club we could count him as number eight. We also had John Chaplinsky and Chuck Moore crewing on out-of-town boats, and John McLaughlin crewed with Tom Allen Jr, one of the top sailors in the class. The Borderline turns out to be the best attended regatta in the SELD, with 18 boats registered. ●

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NEW FROM US SAILING

www.sailingcourse.com

If you have not visited 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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HAMPTON YACHT CLUB FALL FLING

Joe B

Hampton Yacht Club, Hampton VA,

November 6-7

It's growing!!!! This year we had 9 boats in what could not have been more ideal weather for the first weekend of November.

Saturday

The forecast was for SSW 15 knots with gusts to 25. The SI's called for very short (<1nm) legs and as many races as could be sailed in the conditions given. We managed to get off 5 fun races. We had a minor problem with the ability to see the weather mark (a ball, that was replaced with a larger cylinder on Sunday). My crew consisted of Jeff Ullman on foredeck, and new to the Lightning class... Dawn Calabrese in the middle. We had the perfect weight combination allowing us to accelerate rapidly from the tacks.

Sunday

The forecast was for SSW again with average wind speeds of 12 knots and puffs to 30. Repeatedly we found that if you sailed out on Port tack as you neared the channel to the club a header could be found that was significant enough to carry you above the fleet on the next tack. I was really surprised that the rest of the fleet didn't catch this. In the second and third races, we managed to round the weather mark in first place.

Joe Buczkowski, Fleet 509 and HYC sponsored pitchers of beer and heavy hors d'ouvres after the racing.

If you haven't been there yet, HYC has is a wonderful venue to sail. The club installed new docks this year. Not just your average floating docks, but very nice concrete floating docks (similar to those in Savannah). HYC has to venue's to sail on, when the wind pipes up, it's possible to sail very near the club and to the immediate west of the the Hampton Roads Bridge Tunnel. On more moderate days, it's possible to sail over the Hampton Roads Flats. ●

Schmearcat from page 1

needed to find him in the boat. Nevertheless as time passed by "the Schmearcat" got older, taller and wiser.

This year, Schmearcat's big brother also a veteran to several Bluenose regattas Nicholas Beckmann (known on the scoresheets as Nick "The Great") found at crew job Saturday morning with a team from Florida. They raced very competitively finishing the regatta with a very respectable 12th place overall.

Anyhow, now that he his 13, Schmearcat could skipper the "Bluenose Regatta"! Ian had two goals for the event. He wanted no yelling on or from his boat and he was hoping not to be involved in any collisions ... both were never an issue!

38 boats at the start... and Schmearcat was nervous. He was anxious to get off the starting line ... four magic helping hands helped Schmearcat keep it cool, navigate through all kinds of sailing obstructions and made it work.

People could not believe their eyes ... Schmearcat was sailing in the top 10... he was flying over the water in a gracious way and handling the shifts like a champ. With that in mind it is proper to indicate that Ian Moriarty finished the first race in 8th place. One would say he just got lucky. No way ... the second race he placed 3rd and another 3rd in race three. The fourth race another Carlylian (Ian S with his Nashville crew Beth Ward and Lucas Hofmeister - team Belgacom) was sailing in his neighborhood and was able to finish 3rd with a damaged mast. Ian Moriarty finished 4th. During the fifth race of the day Ian M. finished 14th and Ian S. got the upper shroud sailed off during the starting procedure and had a DNF.

During the Saturday evening dinner, I saw Dan and Tobi "only drinking water", under strict instruction of skipper Schmearcat, after all they were tied for third place at that point. The 6th race started off the next morning in fluky conditions. Ian S. finished 5th and Ian M. sailed his throw-out finishing 16th.

The end result was that Ian "Schmearcat" Moriarty and his crew finished 5th out of 38 boats. The four skippers that

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placed ahead of Schmearcat have all places in the top five at the Lightning North American Championships at one time or another!

The electoral votes all agreed, no matter who did the coaching and the thinking, Ian Moriarty did a wonderful job as a skipper and got his 14636 up to an unparalleled cruising speed.

This was the story of "Schmearcat, a Bluenose sailing wonder."

The origin of the name Bluenose can be found back at www.cs.ubc.ca/spider/flinn/bluenose/bluenose.html

Photos by Dan Lindstrom. A LOT more photos are posted at www.hiyc.org ●



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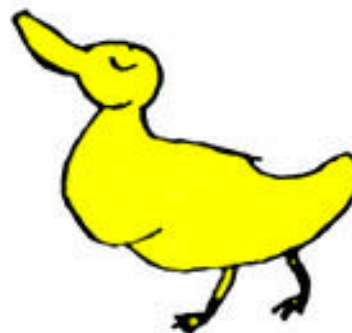
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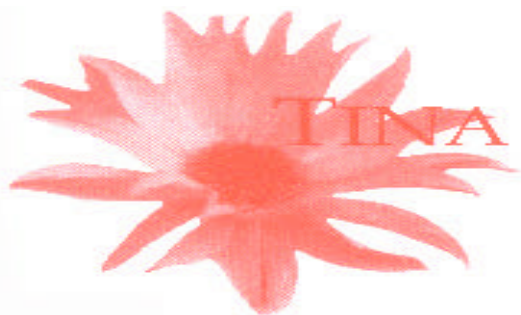


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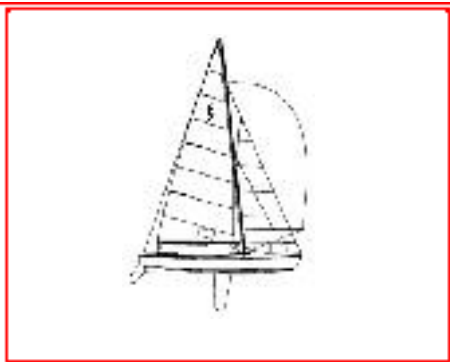
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