

Lightning eflashes

Newsletter from the International Lightning Class Association

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I WAS INVITED TO SAIL IN ECUADOR

Logan McReynolds

During the summer of the 2002 Lightning Junior Worlds some of the Ecuadorians were staying at our house. While they were here they invited me and my junior crew down to sail in Salinas, Ecuador, for the Copa del Pacifica (The Pacific Cup). Of course, while they were here I didn't think that this offer was even feasible. They insisted that their club would pay for all of the rooming and food for the participants while we were there.

John Atkins and my dad were able to get us a spot in the regatta. They all worked on plane tickets. We all helped with fundraisers to help pay for me and my crew's tickets, the participants only expenses (other than purchases in the markets).

When we got in the plane we still didn't feel like this was really happening. We flew out of New Jersey to Panama then to Ecuador. We arrived to the heat of the equator. Everything was much different than all my travels in America, wild trees, birds of song, wind of god, water of the deep. The people were also beautiful not only with the glow from their smiles, but the way they carry life. They are filled, true and are understanding. For example Joe and some of the local boys and I were at a café, when we were short a few bucks the owner simply said, "pay tomorrow." We paid the next day.

The sailing in Ecuador was a song written by the hand of god. It was absolutely the best I have experienced. Wind was always perfect, not too much, not too little. The courses were set beautifully. It was never a fetch to the mark. The food at the club and everywhere was a dream.

So if you ever get a chance to sail in Ecuador or live there don't pass it up. It might be the best place in the world. It was simply gorgeous sailing, simply wonderful people, and great café's. I can't wait to be there again, it owns a "peace" of my soul.

Congratulations to Juan Santos Jr. (1st), Julio Velez (2nd), Jaime Santa Cruz (3rd) on a fine regatta. I would like to say thank you to the Salinas Yacht club, the people of Ecuador, and to all those others that helped make this possible. ●

2003 CALIFORNIA CIRCUIT

Scott Finkboner

King Harbor Yacht Club, Redondo Beach CA and
Mission Bay Yacht Club, San Diego CA, April 27-May 2

This year the California Circuit was a tremendous success for all the participants. We were all blessed with warm weather and great breezes on all 4 race venues. The first venue was a 5 race series out of the King Harbor YC in Redondo Beach CA. I was blessed with a great foredeck crew Allison Webber from Portland OR who became available just the week before. She said she would only crew if she could crew for the whole week of racing. Unquestionably I said "Well, OK." We met on Saturday the 26th of April for a 2 hour practice and all looked well.

There were great winds of 12-16 kts that Sunday and clear skies for the Rancho Palos Verdes backdrop. There was only one catch. Since the normal set marks were pulled for maintenance, we were to use the south course marks which area no one had ever sailed. That would make it a neutral setting for all. The wind favored a pin end start for both days. Whoever was at the pin and not jammed would have a big advantage. Peter Beecher from San Francisco fought hard with us in all 3 races for the pin. We won 2 starts and he won one. The left was heavily favored and we won 2 of the 3 short windward-leeward races. In the last race we were 6th at the 1st mark and fought back hard. The Brewers led the whole race only to sail past the downwind finish line letting all others sail by. We were lucky to get 2nd. Madelyn Harter made a terrific Lasagna dinner for the whole fleet as well as celebrating her 80th birthday.

Monday's 2 races we split the start with Beecher in the slightly lighter winds. The pin was again favored again. Only Beecher and Brewer were OCS when on my weather hip. With consistent finishes from flawless crewwork from Allison we won that series. Portland transplants Jeremy on Sunday and Juana his girlfriend on Monday were racing for their first time and were terrific as the 3rd crew.

continued on page 20



President's Column

Paco Solá

Hi there! Been sailing lately?

To tell you the truth I haven't stepped on my boat since the Worlds. Don't get me wrong, I'm dying to go out sailing and convince myself that I am not that bad a sailor after all, I guess I've just been too busy.

I'm going to get straight to the point of this column, before I start writing in too many directions as so often happens when you let the enthusiasm write for you. I want to talk about my favorite subject: how to get kids to sail our boat. I have gotten excellent feedback to my last column (thanks to all who wrote), but not nearly enough. So if you are volunteering work hours in some way or another to the Lightning and you are not thinking about ways to promote junior sailing, then stop doing whatever you are doing and start sending your ideas! Also if you are under 20 and you are sailing, please, I want to know how you feel about the class, the boat, the competition. I want to know what we can do better to attract more people like you!

Here is the basic vision: **At least one in every ten sailors in a fleet should be a junior.**

Here is what we plan to do to make it happen:

1. *Regatta Fees:* the Executive Committee has ruled that no entry fee shall be charged to junior teams at any sanctioned regatta. This includes: Worlds, North Americans, Europeans, South Americans and District Regattas, except for the Youth Worlds. We suggest that you do the same in your fleets.
2. *Training:* we want to aim our efforts towards teaching kids how to sail the boat better. Lightning Labs will be held prior to each Youth Worlds and Junior NAs, and junior regattas will have the priority in booking Labs.



3. *Junior Districts:* we encourage each District to hold a separate, annual junior regatta. Make a perpetual trophy, make diplomas, and find enough boats, just do it. Believe me, even if you start with two boats the first year you will end up with five or more in no time flat.

4. *Boats and Housing:* The emphasis is on making sailing as cheap as possible for kids. We will work with regatta organizers to make sure that enough boats are available for juniors. We will aim to offer free housing to them too.

5. *Flexibility:* Yes, if you want to go to the big regattas all three of you have to be under-20. But if you are sailing fleet regattas, or you are just starting, bring your older brother, friend, dad, or someone who knows how to sail the boat. The learning curve is much steeper when you have an expert on-board.

6. *Recognition:* Not only trophies are needed. We'll make diplomas for attendance, for the youngest crew/skipper, for those who closed their eyes and made their boats avail-

able, for those who provide housing and for all who volunteer to make all this happen. I'm sure our vendors will step in and donate some nice prizes too.

7. *Funding:* So how are we going to make it happen? Labs, prizes, no fees? The ILCA has the Limbaugh Fund, which was created exclusively to promote junior sailing. Now the catch is that the principal may not be spent, only the interest, but as you are well aware, rates have not been too big these past years. But there is some cash, which we will use. Plus other donations that we are pursuing. We are also looking for unspent money in our budget. Look for raffles and 50-50s soon. In fact, you will have to find ways to make some money in your fleets too if you want to make it happen, so plan some ideas and share them with us.

8. *Youth Worlds:* Just a reminder here, the next one will be in Brazil, plans have already started and take my word: it WILL be a success. So start planning now or you may end up not being able to go because the limited slots will fill up early!

9. *Area Regattas:* We will promote the Lightning to be used for the Sears Cup, ICYRA, Mallory and Adams. The Lightning has already been selected as the boat for the 2004 Mallory and Sears Finals, so don't tell me it cannot be done. Thanks by the way to those of you who made it happen!

So there, that is our plan, short and simple, but doable and measurable. But as always, there is so much we can do without your help. So start now, get your *boats* moving, there are lots of things to do before your first Junior Districts!

President@lightningclass.org ●

BECOME A **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.

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 Classified Advertisements: members 20¢/word, minimum \$5; non-members 40¢/word, minimum \$10.00
 Send for advertising rate schedule and send all advertising copy to Murfreesboro office.

From the Historian

Mary Huntsman



A request: Please go through any thing that may be helpful to the Class Archives - pictures, articles, scrapbooks, etc. These can be mailed to me, or you can bring them to the Masters or North Americans. If you have an old old classic trophy, these may be fun to display.

We plan of visiting Skaneateles soon. We can hope to find some more information there and some antique information. We will do a report so those of you who are driving in that direction for the NAs will have a guide to where things can be found. I believe there is a museum there.

Thank you to those who send their memories. It is fun to see how history repeats itself!

Good Sailing to all and see you at Mystic! Remember to call ahead if you want to see Number 1 easily. The staff there will then be able to greet you. Of course it will be on display for our presentation during the WJM NA's! The "party" is August 13th.

Mary

historian@lightningclass.org ●

OFFICIAL NOTICES

DELINQUENT FLEETS

In accordance with Article IV of the Bylaws, the following Fleets are automatically suspended effective March 1, 2003. Members of these Fleets may be barred from all Lightning races until annual Fleet dues (\$25) have been paid. Fleets #: 14 Centerboard Yacht Club; 39 Chelsea Yacht Club; 51 Crescent Sail Yacht Club; 55 Little Neck Bay; 58 Hewlett Bay; 60 Jayhawk; 62 Southern Yacht Club; 64 Maple Bay; 71 Rocky River; 95 Awosting Yacht Squadron; 115 Cuba Lake Yacht Club; 132 Lake Washington; 137 Gull Lake Yacht Club; 145 Spofford Lake; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 209 New Orleans Yacht Club; 212 Atwood Yacht Club; 227 Bomoseen Yacht Club; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 265 Yacht Club La Punta; 273 Massabesic Yacht Club; 277 Clearwater Bay; 279 Temple Reef Sailing Club; 280 Chequesset; 312 Lega Navale Italiano Anzio; 328 Jyväskylä; 342 Higerillas; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 368 Okanagan; 400 St. Marys; 401 Guanabara; 424 Club Universitario de Ragatas, La Pinta; 427 Killyleagh Yacht Club; 435 Rush Creek Yacht Club; 438 Perry; 440 Palmetto; 446 Club Universitario de Buenos Aires; 449 Marsala; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 466 Flotta Del Conero; 468 Valkeakoski; 471 Casco Bay; 498 Selkirk; 499 Pointe Claire Yacht Club; 500 Tennessee Valley; 501 Club Nautico el Portillo; 509 Fishing Bay.

District Commodores should make sure that all fleets are paid in order for members to compete in the District Championship Regattas.

AMENDMENTS PASSED
ALL PROPOSED AMENDMENTS TO RULES GOVERNING, MEASUREMENT SPECIFICATIONS AND BY-LAWS WERE PASSED AT THE GOVERNING BOARD MEETING AND ANNUAL MEETING DURING THE WORLD CHAMPIONSHIP. See Minutes published in this issue.

NOTICE

The 2003 Junior North American Championship will be the qualifier for the top two US Junior teams to the 2004 Youth World Championship in Brazil.

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The new and improved Lightning Training Video

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

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8006 Dale Avenue
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Please include a check or money order to: Above & Beyond Productions, Inc.

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

You can also order this video through the secure on-line Store from the Class web site:
www.lightningclass.org

If it wasn't for Lightnings...

...Layline would not be in business!

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

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

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

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

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

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

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

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

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

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

Wait



A.



C.



D.

A. Race Master

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

T040

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

B. Bailers

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

A564133 Super Max

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

A564136

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

Internal New Large Gasket

A574194 For a little piece of foam

\$13.00

C. Small Harken Aluminum Cleat

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

H338

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

Super Max
(inside mount)

B.

New Large
(outside mount)



E.

D. Musto Sailing Watch - Stainless Steel

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

M824

Layline **\$175.00**

E. Competitive J22 Boathandling

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

H4938

Layline **\$45.00**

Cordage! Cordage! Cordage! It's the backbone of Layline. We actually stock more high-tech lines in one place than any other direct selling business in the world. We don't just list them. Our active, (not back stock) cordage wall, one spool for each style, color and size we stock is 9 feet high and at last check was 114 feet in overall length. In addition to our physical inventory, we have loads of experience we are willing to share. We also welcome your experience sharing. Last time I checked more Americans shopped with Layline than any other nationality. *Call Layline for all your cordage needs!*

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MINUTES OF GOVERNING BOARD MEETING

Doubletree Hotel, Miami FL
Saturday, April 12, 2003
President Francisco "Paco" Solá
Tanca called the meeting to order at 0835.

Roll Call: President Paco Solá (also for ECU), Secretary Jim Carson, Chief Measurer Carter Utzig, Treasurer Steve Davis (also for US@L); Vice Presidents (or delegates): Bill Clausen, Jim Allen (also for MI), Jamie Brickell (also for DIX), Bill Faude (also for MW), Tito Gonzalez (also for CHI), Fisk Hayden, Brian Hayes (also for CRI), Mary Huntsman (also for MET), Hector Longarela (also for ARG), Bill Mauk, Riitta Kangas (for Punttila and FIN), David Sprague, Torsten Bojesen (also for BRA), Mauricio Valenzuela (also for COL); District Commodores (or delegates): Jack Elfman for CAD, Jim Cameron CC, Bob Wardwell CNY, Steve Horwitz FL, Anne Allen for LE, Marc Schillebeeckx for MV, John Hughes for NE, James Taylor

for OH, Peter Hall SLV, Bob Harkrider for SE, Walter Dürr for SUI; Executive Secretary Karen Johnson. Proxies held by President Solá 13. Proxies held by other officers or delegates present: 16. 58 present or proxies; 54 necessary for quorum, quorum present in person or proxy as required.

Minutes of Last Meeting – Motion to dispense unanimously approved.

Reports – President Solá thanked the Coral Reef & Biscayne Bay Yacht Clubs for hosting the International Masters and Worlds. He noted excellent participation in both; further indicating Masters participation in Class events is good but that participation of Juniors needs improvement for the future of the Class. This is an important challenge.

Treasurer Steve Davis reviewed the 2002 financial report noting that costs were down 5% but also revenue down 25%. He presented the

2003 budget for which there are a number of assumptions. This should be considered an interim budget with adjustments to be made as the year progresses. In answer to a question from the floor concerning Flashes expense, Executive Secretary Karen Johnson noted that about 40% of Flashes recipients receive E-Flashes. About 1100 paper Flashes are printed.

Chief Measurer Carter Utzig explained the proposed spinnaker pole and sailcloth specification amendments. Mr. Elfman asked why the spinnaker pole isn't measured to the bearing point rather than the end of the pole. After discussion, it was moved and seconded to pass the amendment and study whether changing to a bearing point measurement has merit. Passed unanimously. The spinnaker cloth amendment also passed unanimously.

Secretary Carson reported membership as of March 31st of 570 Active,

Championship Lightning Sails

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by Lightning Sailors
for Lightning Sailors.**



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BillShore@ShoreSails.com

464 Crew & 84 Associate, slightly better than 2002 at this time. Mr. Elfman asked for the count by country. The available figures were USA 521, Canada 5, & overseas 44 Active Members as of March 31st.

Additional members who have paid at the Worlds are not included in this count. As of this date there are 97 Active Fleets, 39 Suspended & 375 Inactive. Gull Lake Fleet # 137 has requested deactivation. Granted. Mr. Carson pointed out that according to the By-Laws, all skippers in Lightning races must be members to be scored in any race and asked that Districts help enforce this requirement.

VP Jim Allen, Internet, noted the website is being used more all the time. He mentioned web based forums and the possibility of free advertising for major regattas. Mrs. Huntsman asked about moving Flashes advertising to the website. Mr. Davis is working on guidelines and pricing. This is usually a graphic with a link to the advertiser. The Executive Committee has given approval to go ahead with research and experimenting with this option. Mr. Hayes expresses some reservations about pulling all printed ads completely out of Flashes.

Mr. Solá reported for VP John Atkins, Youth Worlds, that we have received bids from Brazil and Columbia for the 2004 Youth Worlds. The Executive Committee will decide shortly. (The Executive Committee awarded this event to Brazil following the meeting.)

VP Jamie Brickell, Education, asked for suggestions on how to promote the Lightning Labs. He sends information to the District Commodores each year. At President Solá's request he explained the format and costs involved. Mr. Utzig asked if they would be good for juniors. Mr. Brickell replied in the affirmative and noted it is important all participants be Class members. Mr. Mauk suggested communicating directly with the active Fleets. Mr. Faude suggested information be disseminated via the Lightning list.

VP Bill Faude, Marketing, reported the training video produced by Rick Bernstein has been well received with over 150 copies already sold. It is available in DVD form. He is generating a story around Lightning # 1. Mr. Mauk suggested we work on promotion with the people who do promotion for North Sails. Mr. Solá wondered how we could best showcase the Lightning. Mrs. Huntsman

noted we are getting daily Worlds up-dates on Scuttlebutt and US Sailing websites. It was noted there should be footage available from the North Americans in Annapolis but it has not been received from Phil Grotheer. Mr. Elfman spoke of US Sailing events as a way to show the Lightning.

VP Alberto "Tito" Gonzalez, Chile, presented a letter of invitation to hold the 2005 Worlds in Chile, exact venue to be determined. The event probably would be held early in January (2006) but could be held in November or December. Chile's weakness would be charter boats. Mr. Solá indicated perhaps they could get boats from other South American countries.

VP Mary Huntsman, Historian, reported plans for donating Lightning # 1 to Mystic Seaport are proceeding. More money is still needed. She asked Districts promote contributions. A half model will be given to major donors. Olin Stephens will be interviewed. There will be a reception at Mystic during the WJM Regatta in August. She has received many historical materials and asked anyone with items of interest to send them to her. Mr. Mauk asked about Mystic's commitment. Plans are that Mystic will maintain the boat and show it in a new display hall, not yet opened. Negotiations are still in progress regarding exact details. The final document will be written and drafted with the approval of ILCA (with George Fisher's help) and Mystic Seaport Museum.

VP Fisk Hayden, Southern Circuit, announced tentative dates for 2004 beginning March 13th in Savannah and ending March 21st in St. Petersburg. (Since confirmed.)

VP Brian Hayes, North American Championship Liaison, reviewed the new format for 2003 WJM that is really a return the regatta to the old format of all three fleets sailing at the same time. Franz Edson is General Chairman. The North Americans is at Cedar Point with Charles Schwab a major sponsor. NOR's and SI's have been approved. The 2004 events will be held at the Buffalo Canoe Club and bids have been received from Milwaukee (WJM) and Sheboygan (NA's) for 2005. Further discussion centered on the WJM format. Mr. Hayes noted only a few boats are affected by all fleets sailing simultaneously. The format should be reviewed following this year's event.

VP Hector Longarela, Argentina, noted the bad economy in Argentina has been bad for the Lightning. In addition, the Argentine Yachting Federation has changed the rules for qualification to the Pan Am Games.

VP Bill Mauk, World Championship Liaison, noted Chile's bid for 2005. Mr. Elfman asked about shipping and urged the Class to start planning now.

VP David Sprague, ISAF/Pan Am Games noted the 2003 Pan Am Games will be held August 1-13 in the Dominican Republic and asked those involved to attend a meeting after the Governing Board Meeting. President Solá thanked Dave for all his efforts to keep the Lightning in the Games.

VP Mauricio Valenzuela, Colombia, expressed concern over the South American Championship. Mr. Solá announced Ecuador is willing to host the event. The South Americans will meet together later during this event to finalize details.

Executive Committee Rulings and Actions (see attached) were unanimously ratified. Mr. Elfman felt some of these items were not "emergencies" and should not have been decided by the Executive Committee.

Old Business - None

New Business - Mr. Sprague moved and Mrs. Allen seconded approval of Amendments to Rules Governing (see attached). Unanimously approved.

As Chairman of the Nominating Committee, Mr. Faude thanked the Executive Committee for their dedication to duties and the effectiveness of their communications via the Internet.

The question of sail numbers matching boat numbers per the By-Laws was questioned. This By-Law has not been enforced and needs to be changed and/or clarified.

Mr. Elfman noted his dissatisfaction with the current Rules Governing the number of entries and allocations to the Worlds. These will be reviewed. Mr. Sprague noted it is important to our ISAF status that the 50% limitation for any one country be maintained.

There being no further business, the meeting was adjourned at 1030.

Respectfully submitted,
J.G. Carson, Secretary ●

ATTACHMENT TO MINUTES: Amendments Approved and Decisions Ratified

PROPOSED AMENDMENTS APPROVED, APRIL 2003 GOVERNING BOARD MEETING MEASUREMENT SPECIFICATIONS ARTICLE III - RUDDER, CENTERBOARD, SPINNAKER POLE

66. The spinnaker pole:

1. may be made of wood, fiberglass, foam, aluminum (alloy), or any combination (of wood, foam, fiberglass or aluminum (alloy)).
2. may be tapered or a uniform section throughout its length. The maximum diameter pole shall not exceed 2-1/2" (63.5 mm). The minimum diameter of the pole is 1-1/2" (38.1 mm) at its center and 1" at its end prior to the end fitting.
3. when installed perpendicular to the front face of the mast in line with the centerline of the hull, and pushed tightly against the mast fitting will not exceed 2083 mm (6'10") as measured to its extreme outer edge.

Amend ARTICLE V, Paragraph 73, (Sails) General 73.1: General: Mainsail, jib and spinnaker are the only sails permitted. Sails will be measured in accordance with published procedures.

Cloth: All sail cloth shall:

- a. be made of a woven polyester, nylon or cotton.
- b. have a finished sailcloth weight of
 - i. not less than 158.5 gm/m² (3.7 ounce for a 36" by 28.5" piece of cloth) for the main and jib.
 - ii. not less than 36.4 gm/m² (0.85 oz for a 36" by 28.5" piece of cloth) for the spinnaker.
- c. have a supplier's specification with an average (actual) weight for the finished cloth:
 - i. not less than 158.5 gm/m² (3.7 ounce for a 36" by 28.5" piece of cloth) for the main and jib.
 - ii. not less than 36.4 gm/m² (0.85 oz for a 36" by 28.5" piece of cloth) for the spinnaker.
- d. As required, the ISAF procedures will be used for validating compliance.

RULES GOVERNING ALL LIGHTNING CLASS DISTRICT CHAMPIONSHIPS

Amend ARTICLE VIII, Par. 2 to read, "The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club."

Delete the RULINGS, which follow ARTICLE IX.

ARTICLE VI 6. When a JUNIOR or WOMAN has qualified in the District they must go to North American Championship via that route (instead of waiting and qualifying via the Juniors' or Women's Championships).

ARTICLE VI 7. When a JUNIOR or WOMAN has not qualified in the District they may go to the North American Championship via the Juniors or Womens (even though they raced in their District Championship).

ARTICLE VII 3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval from a member of the District Measurement Committee or by the Race Committee Chairman.

ARTICLE VIII 12. PROTEST TIME LIMIT - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the race circular for the regatta in question.

ARTICLE VIII 13. DRY SAILING - In the absence of any limitations imposed by the local committee due to inadequate facilities, boats at all sanctioned regattas may moor in the water or haul out between races according to the wishes of the skipper.

ARTICLE VIII 14. SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or

is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel.

RULES GOVERNING ALL LIGHTNING CLASS AREA CHAMPIONSHIPS

Amend ARTICLE VIII, Par. 2 to read, "The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club."

Delete the RULINGS, which follow ARTICLE XVIII.

ARTICLE VII 3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval from the Measurement Committee or by the Race Committee Chairman.

ARTICLE VIII 13. PROTEST TIME LIMIT - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the race circular for the regatta in question.

ARTICLE VIII 14. DRY SAILING - In the absence of any limitations imposed by the local committee due to inadequate facilities, boats at all sanctioned regattas may moor in the water or haul out between races according to the wishes of the skipper.

ARTICLE VIII 15. SUPPORT BOATS - SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel.

ARTICLE XII 4. For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship.

RULES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

Amend ARTICLE VIII, Par. 2 to read, "The International Lightning Class Association adopts Category C in accordance with RRS Appendix 1, Regulation 20, with the restriction that advertising is permitted on hulls only. However, club or invitational events may be restricted to Category A, as provided under Regulation 20.4.4 of the Advertising Code, with the approval of the National Authority of the organizing club."

Delete the RULINGS, which follow ARTICLE XIII

ARTICLE VI 6. For International Masters Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship.

ARTICLE VI 7. For purposes of qualifying for the World Championship or Youth World Championship: Qualification is based on residency rather than citizenship when there is conflict between the two.

ARTICLE VII 3. If a sail is damaged substantially during the championship, the sail may be replaced with a sail which shall be measured, and which shall be of the same brand, if possible, and with no less use than the damaged sail. Any substitution shall be done with approval of a member of the Measurement Committee or by the Race Committee Chairman.

ARTICLE VIII 13. PROTEST TIME LIMIT - The question of legality of sailors or equipment must be challenged within the time limit (for filing protests) prescribed in the race circular for the regatta in question.

ARTICLE VIII 14. SUPPORT BOATS: Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the organizing authority. The penalty for failure to comply with any of these requirements may be disqualification of all yachts associated with the infringing support personnel.

ARTICLE X 3. For purposes of qualifying for the Youth World Championship: Qualification is based on residency rather than citizenship when there is conflict between the two.

SUMMARY OF SIGNIFICANT EXECUTIVE COMMITTEE RULINGS & ACTIONS

Rulings

- Set Annual Election for NA's instead of Worlds. Although the slate is normally elected at the Worlds in odd-numbered years, the Executive Committee and the Nominating Committee have determined that the length of time between the Worlds and the commencement of their term of office (September 1) would be excessive (five months). In addition, there would be inadequate lead-time to make a proper evaluation of candidates and post the proposed slate in Flashes and on the website sixty days in advance as required.

- Clarified Masters Age requirements. (Currently proposed as an amendment to Rules Governing).

See proposed amendment.

Actions

- Combined Midwinter Meeting with Annual Meeting (at Worlds). Held Special Meeting at Midwinter Championship. Although the Constitution provides for an Annual Meeting at the Worlds and a Midwinter Meeting it was felt having two major meetings within a month was not required.

- Agreed to abide by ISAF policy with regard to Advertising but work with ISAF to modify policy. (Interim Rules Governing amendments proposed.) Conforming to ISAF policy required to keep International status.

- Approved 2003 Budget.

- Allow advertising on the website. Adopted to improve financial status.

- Charge for paper issues of Flashes beginning January 2004. Necessary to correct deficit.

- Decided against increase in Royalty Fees

- Reallocated unused European Worlds slots to North America & South America. Reallocation designed to maximize offshore participation & improve international status. Rotation starting with North America as required by the Rules Governing.

- Awarded development slot in the Worlds to a Belgian. The Executive Committee has three slots it may allocate to help develop fleets.

- Agreed no refund for Worlds dropouts unless caused by sickness or death. Forfeited fees would go to ILCA Fund.

- Approved title sponsorship of North American Championship by Charles Schwab.

PROPOSED AMENDMENTS APPROVED, APRIL 2003 GENERAL MEETING

By-Laws

Delete the RULING immediately following ARTICLE XIII. This Ruling will become ARTICLE VII 6. that is set forth below.

Add ARTICLE VII 6. (MEASUREMENTS AND CERTIFICATES) BOAT MEASUREMENT - fee is a business arrangement between builder, owner, and measurer. I.L.C.A. is not responsible for failures to furnish approved certificates, lost measurement data, etc.

Amend ARTICLE XI - SANCTIONED CHAMPIONSHIP REGATTAS by inserting in Section 1 immediately following World Championship, "Youth World Championship". This regatta was inadvertently omitted from the list of automatically Sanctioned Regattas.



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NORTH SAILS

MINUTES OF ANNUAL MEETING

Coral Reef YC, Miami FL

Sunday, April 13, 2003

President Francisco "Paco" Solá Tanca called the meeting to order at 1915.

Roll Call: Fleets present and represented: 6,11,12,34,47,54,70,126,146,196,215,226,262,301,405,415,447,449,488,502; President Solá holds 18 proxies; 10 proxies held by others present. 24 necessary for quorum, 48 accounted, quorum present in person or proxy as required.

Minutes of Last Meeting – Motion to dispense unanimously approved.

Reports – President Solá reported on the Governing Board Meeting. He noted 60 crews from 11 countries are sailing in the Worlds. Biggest problem now is lack of juniors sailing. Since juniors are the future of the Class this is the main concern for the remainder of the year.

Treasurer Steve Davis said the Class is OK financially although we had a loss in 2002. The budget for 2003 projects a small profit but short of cutting services we need a broader membership base. In answer to a

question from Mr. Elfman about paper Flashes, President Solá replied there is a committee working on all communications. Mr. Mauk championed the value of Flashes. Mr. Hayes asked if there was a way to give ideas to the Class. Mr. Mauk asked if there was a way to make the boat more appealing. Mr. Solá responded that ideas could be sent to him. He also noted the Class needs volunteers and cannot expect the volunteer Executive Committee to do everything.

Chief Measurer Carter Utzig announced the Governing Board passed the spinnaker pole and sailcloth specification amendments. The Class now has a full set of measurement equipment. This Worlds was the first chance to test the formalized measurement procedure. He thanked Barr Batzer and Steve Hayden for an excellent job. Mrs. Ewing noted the Class needs new sail templates. North Sails donated the present templates. They are in poor condition. Perhaps another sailmaker would donate a set to the Class? Templates owned by the Florida District were used for mea-

surement at the Worlds. Mr. Carson mentioned there appear to be problems with shroud tension measurement because of differences between gauges. The shroud tension issue will be revisited. Mr. Elfman asked about the old "C" gauge measurement that checks height of mast. This check was discontinued and is supposed to be taken care of by hull certification. It was suggested some checks be made in the field. Mr. Carson has a "C" gauge in his possession.

Secretary Carson reported membership as of March 31st of 570 Active, 464 Crew & 84 Associate, slightly better than 2002 at this time. Additional members who have paid at the Worlds are not included in this count. As of this date there are 97 Active Fleets, 39 Suspended & 375 Inactive. Gull Lake Fleet # 137 has been granted deactivation. Mr. Carson reminded those present that sailors must be members to be scored in any race. He also noted belonging to a strong Class organization enhances the value of each boat.

VP Jim Allen, Internet, noted the website is gaining use. A database is

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being constructed. There is space to archive material and a place for forums and many other things.

VP David Sprague, ISAF/Pan Am. Games, noted the Pan Am. Games will be in the Dominican Republic August 1-13 with seven Lightning crews competing.

VP Brian Hayes, North American Championship Liaison, noted a new format for 2003 WJM that is really a return to the old format of all three fleets sailing at the same time. The North Americans is at Cedar Point with Charles Schwab a major sponsor. The 2004 events will be held at the Buffalo Canoe Club and bids have been received from Milwaukee (WJM) and Sheboygan (NA's) for 2005. He is looking for a place in the south or west as a possibility for 2006.

President Solá noted a bid has been received from Chile for the 2005 Worlds. Mr. Hayes congratulated the Miami committees on a great job on the 2003 International Masters and Worlds.

VP Mary Huntsman, Historian, noted there is a lot of neat history. Any items of interest should be sent to her. Money is still needed for Lightning # 1. She is lining up publicity for the "gifting" to Mystic in August.

VP Carol Ewing noted tentative dates of March 16-17 for the 2004 Midwinters.

Old Business – None

New Business – Valerie Tardif-Holly noted the Canadian Open

will be held the 3rd week in June at the Buffalo Canoe Club. They will emphasize youth sailing.

Mr. Mauk suggested radios should be allowed on the water, particularly to facilitate communication between Race Committee and competitors. His suggestion we rethink the Masters format evoked considerable discussion pro and con. Secretary Carson pointed out that a committee was appointed at North Cape consisting of Mssrs. Brickell, Sprague & Mauk to do this.

Valerie Tardif suggested we find ways to reduce regatta fees. Mr. Hayes noted sponsorship as a way to do this and that he is looking for long-time sponsorship for the NA's.

The two housekeeping amendments to the By-Laws that include the Youth Worlds as a Sanctioned Regatta and note that a fee for boat measurement is an agreement between owner and measurer were passed unanimously.

Mrs. Huntsman asked if it is time to think about another boat raffle to raise money.

Mr. Hayes asked the Executive Committee to make a priority of getting better attendance at meetings.

There being no further business, the meeting was adjourned at 2005.

*Respectfully submitted,
J. G. Carson, Secretary* ●

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MURMUR OF THE TREES

Adventures in Wooden Boating

Joel Thurtell

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This time when there was no wind and the trees started their murmuring and groaning, I knew what to do. But I jump ahead of my story.

It began (or at least I perceived its beginning at that time, because of course the real beginnings run back long before my time) with a minor accident.

In those days, I was sailing my first wooden Lightning, hull number 5885. If I had that boat today, I'd call it *Palindrome*, but back then we named it *Maybe*. I still think *Maybe* is a great name for a boat that you buy as a wreck and dream about fixing up to sail.

But anyway, back to the trees and the warnings I received from them.

We had a glorious sail in *Maybe* #5885 and my wife, Karen Fonde, and our younger son, Abe, and I were navigating around the east outer end of the Pontiac Yacht Club docks. To aim my boat at my hoist, I have to turn the boat 180 degrees and maneuver it between two other boats parked atop metal hoists.

This time, I missed.

The red prow of our *Maybe* was not moving fast.

In fact, it was hardly moving at all.

But when it touched the sleek gray plastic side of my neighbor Bruce Finsilver's *QuickSilver*, things began to happen.

Bad things, from Bruce's perspective.

Good things, if you want to make an abstract argument about the superiority of wood over plastic as a building material.

As I say, *Maybe* was moving at a fraction of a knot.

But that wooden stem carved its way through that fiberglass hull like it was, well, plastic.

It was over in a second.

My boat bounced back towards our hoist, but the damage was done.

I called Bruce and eventually paid him for the repair.

That's when I heard that unsettling sound.

As I handed Bruce the check, a loud groan rose up from the earth.

It was as if the trees, appalled that I'd admitted the guilt of my woodie, were voicing their dismay.

There was no wind. That should have tipped me.

The sound subsided.

I forgot about it.

But the trees didn't forget.

Time passed.

Years went by.

To give the illusion of time stretching onward, I'll mention a few things that have nothing to do with this story.

You need to sense the separation between these events.

I wanted to mention, anyway, that I'm now coping psychologically with a new sense of identity: I'm a guy who owns only one Lightning.

Not counted the nearly-completed scale model of a Lightning in my basement.

I sold both of my spare Lightnings to the same fellow, Dean Franklin of Mason MI who plans to put his family to work restoring and sailing them.

What a relief to have two less boat and trailer licenses to pay for and keep track of.

Two less boats to worry about whether I've got them well covered

and are they going to fill with water and rot?

Two less boats whose masts, booms, rudders, tillers, spinnaker poles and sails I had to squirrel away somewhere.

And it's a pleasure to know somebody will take care of these fine boats and have some fun sailing them.

Dean plans to rig them with original hardware, so I'm digging through my storage space trying to find old bronze fittings.

Lest anyone worry that letting go of these two boats will leave me without my nautical soul, I will admit that I still have *Plug Nickel* plus three Sunfish on Cass Lake. And there's the Wayfarer and two more Sunnies in Canada.

But in terms of major boat restoration projects, I have nothing ahead. A year ago, I sold the old Chris-Craft I'd been meaning to restore.

As for projects, I still have to complete my two kick-up rudders and there are several mast and boom restorations ahead.

The beauty of those projects is that they are easy to store until I feel like doing them.

I learned the hard way that the more boats you have, the more projects you have. When you get too many looming projects, it's hard to focus on just one and nothing tends to get done.

Speaking of projects, Bruce Finsilver sure got caught up in one.

All because he failed to understand the murmur of the trees.

He parked *QuickSilver* under a row of elms at the Pontiac club early this spring and a few days later, freezing rain coated the elms. They bent and bent and finally splintered and dropped a lot of dead wood.

A big branch hit Bruce's boat.

Being plastic, *QuickSilver* was a total wreck.

A long section of the boat's port side was caved in.

I mean shattered, smashed and brought to naught.

What a mess.

Bruce was left to salvage the hardware and transfer it to a new hull.

A glass hull.

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continued next page

They never learn, do they?

But I'm trying to learn.

I had a major lapse, though, when I lugged my chainsaw to Cass Lake a couple weeks ago.

There was – emphasis on the “was” -- a huge old willow tree that was threatening to fall on the club dock.

Talk about a project. Two of us – Hank Callahan and I – worked away with our little saws with their 16-inch bars and never cut to the core of that tree. Eventually, having been sliced all the way around, the mammoth old tree creaked and groaned and creaked and cracked and slowly toppled into the lake.

The wind died.

Yet there was a rustling among the branches that lay sideways over the water.

From the next yard, a maple began buzzing.

An elm across the bay rattled its limbs.

The spruce trees quivered and whined.

This time, I understood.

I ran to my boats and moved them far, far from those cantankerous old elms.



QuickSilver loses another round with wood.

I noticed some shrubs close by.

What harm could bushes do?

Who knows?

That willow owes me big time.

I moved the boats again.

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

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ON SPORTSMANSHIP

Peter Beecher

It is a common scenario: a group of folks get together, some traveling considerable distance, to have a weekend, or even a week, of good healthy competition and camaraderie sailing at a venue that may be new to some, and familiar to others. They not only come to vie

against one another and test their skills and savvy, but come as well to make new friends and visit with longtime ones. Whether they are contending with one another on the water, or are taking time to catch up on old times and life's vicissitudes, there is an air of collegiality and support. The more skilled encourage and mentor the less skilled, knowing that the better the overall competition gets, the more fun it becomes for all. Information is shared and stories are told, and the racing is engaged in with the underlying precept that competition is fun, and winning is lots of fun. It is this spirit of friendliness and cooperation that goes far in promoting fleet development and participation, and it is this collegial and sporting spirit that I've had the pleasure of experiencing during the nearly 3 years that I have actively been participating in competitive sailing on the non-professional level.

But every once in a while there is an individual who stands apart from the rest. Winning appears to be the be-all and end-all of their involvement in the sport, on and off the course. Sportsmanship—defined as the conduct and attitude befitting participants in sports, especially fair play, courtesy, a striving spirit, and grace in losing—is tossed by the wayside. Intimidation, threats, and accusations of cheating are only some of the tools of their trade. He or she will contrive infractions or cite rules in a ruse to gain advantage or bluff the less knowledgeable into giving away a well earned or perceived advantage. Yelling supplants civility,

and antagonism is coupled with rabid aggression. In essence, this person sucks the oxygen out of the surrounding air, creating a suffocating and disinvigorating environment for everyone. This condition does not go unrecognized nor unnoticed—the individual is the topic of derisive conversation, spoken of in contemptuous terms, and referenced by uncomplimentary epithets—and the condition of collegiality and friendship that should prevail, and usually does prevail, is tainted and sun-dere-d. Such behavior must invariably hinder fleet development and participation.

These characteristics of selfishness and narcissism are often found in youth, and being so, can, and perhaps should be, a little tolerated or excused due to lack of maturity and experience. But when a grown adult exhibits such incivility, toleration and forgiveness are uncalled for and even counterproductive.

The problem is that there is no clear way for an individual, or group of like-minded individuals, to make the errant party aware of his or her transgressions and antisocial behavior without further alienating him or her and fostering an even greater contempt for the group. But in the interest of unity, the growth of fleets, and the health of the class, in one manner or another, the disruptive element must be confronted and made succinctly aware of their effect on the individuals that comprise the group, and the group as a whole. In the end, ostracism and banishment may be all that is left. ●



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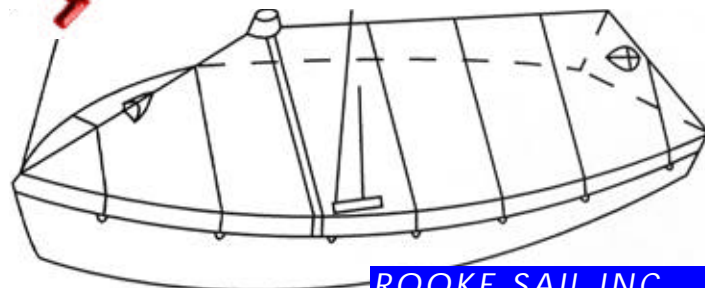
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UPCOMING REGATTA CALENDAR

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

2003 NORTH AMERICAN CHAMPIONSHIPS

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



June 7	Lake Nockamixon Volvo Leukemia Cup
June 7-8	P&T, Milwaukee
June 7-8	Vancouver Lake Regatta and PNW Championship, Vancouver WA
June 14	Brant Beach Annual Spring Regatta
June 14-15	Caz Flash Bash, Cazenovia NY
June 14-15	CT/RI District Championship, Noroton
June 14-15	Dixie District Championship, Solomons MD
June 14-15	This One's For Fun, Bay City Yacht Club
June 14-15	Mississippi Valley District Championship
June 14-15	Ohio District Championship, Indian Lake
June 20-22	Michigan District Championship, Crescent Sail Club
June 20-22	Midwest District Championship, Chicago Corinthian Yacht Club
June 21-22	California District Championship, Mission Bay Yacht Club, San Diego
June 21-22	Indiana District Championship, Wawasee
June 21-22	Metropolitan District Championship, Monmouth Boat Club, Red Bank NJ
June 21-22	Southeastern District Championship, Carolina Sailing Club, Raleigh NC
June 21-22	Texas District Championship, Fleet 35, Dallas
June 28-29	Central Atlantic District Championship, Metedeconk River Yacht Club, Brick, NJ
June 28-29	Champagne, Keuka
June 28-29	Dave Fitch Memorial, Spofford Lake NH
June 30	NJ State Junior Championship, Metedeconk River YC
July 12-13	Centrals
July 12-13	Tawas Bay Regatta, Tawas MI
July 12-13	New England District Championship/ Brian Hughes Regatta, American YC, Newburyport MA
July 12-13	Kitsilano Regatta, Vancouver BC
July 19-20	Long Island District Championship, Southampton Yacht Club
July 19-20	CNY District Championship Henderson Harbor
July 19-20	Evans Regatta, Green Bay Sailing Club
July 26-27	Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
July 26-27	Brotz, Sheboygan WI
July 26-27	Wooden Boat Get Together, Onondaga Syracuse NY
July 26-27	GYA Championship, Pass Christian YC

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Notice of Race

INTERNATIONAL LIGHTNING CLASS ASSOCIATION
2003 Charles Schwab North American Championships
Cedar Point Yacht Club
Westport, Connecticut
August 15-22, 2003

ORGANIZING AUTHORITY: The Charles Schwab North American Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 126, and has been sanctioned in accordance with the bylaws of the ILCA.

RULES: The regatta will be governed by the current Racing Rules of Sailing (RRS) and the Rules Governing All Area Lightning Class Championships (Class Rules).

CATEGORY: Regatta is designated Category C in accordance with Appendix 1, Regulation 20, restricted as follows: Advertising on hull only.

ELIGIBILITY: Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules.

US and Canadian entries shall qualify for participation in the Championship through their District Championship. Quota will be as follows:

- * One (1) boat for each ten (10) registered in their district
- * The Hosting District (Connecticut/Rhode Island) may have double quota.
- * One (1) boat for every three (3) boats from a district that sailed in the Blue Fleet in the 2002 North Americans

In addition, members of the Executive Committee, the Vice President of North American Championships, the North American Champion and the World Champion do not have to qualify and shall not count toward a District's quota; the Executive Committee may permit skippers from outside North America to compete; one or more skippers not previously qualified through their District may qualify from the Women's Masters' and Juniors' North American Championships.

ENTRY REQUIREMENTS: A completed entry form accompanied with the entry fee must be received on or before July 21, 2003 for the Championship. Entries must be mailed to:

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

Entry forms are available from each District Commodore and from the Executive Secretary.

The entry fee is US\$295.00 provided the entry form is received on or before July 21, 2003. For entries received after July 21, 2003, the fee is US\$345.00.

REGISTRATION: Registration and measurement will be held from 0800 to 1800 on August 15, 2003, and from 0800 to 1300 on August 16, 2003. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of Cedar Point Yacht Club and to release CPYC, fleet 126, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.

SCHEDULE OF EVENTS:

Friday, Aug. 15	08:00-18:00	Registration and measurement
Saturday, Aug. 16	08:00-13:00	Registration and measurement
	14:00	Warning Practice Race
	18:00	Skippers Meeting/Opening Ceremony
Sunday, Aug. 17	10:00	Warning Qualifying Race 1&2
Monday, Aug. 18	10:00	Warning Qualifying Race 3&4
Tuesday, Aug. 19	10:00	Warning Championship Race 1&2
Wednesday, Aug. 20	10:00	Warning Championship Race 3&4
Thursday, Aug. 21	10:00	Warning Championship Race 5&6
Friday, Aug. 22		Make Up Races if necessary

The Race Committee may adjust the racing schedule to suit weather conditions.

BOAT STORAGE: All boats must be on the grounds of Cedar Point Yacht Club by 1200 August 16th, and remain on the grounds for the duration of the regatta when not sailing except by written permission from the Principal Race Officer (PRO).

RACING AREA: Races will be sailed on Long Island Sound off Westport, CT.

SAILING INSTRUCTIONS: The sailing instructions will be available during registration beginning on Friday August 15, 2003.

NUMBER OF RACES: There are 4 races scheduled for the Qualifying Series and 6 races scheduled for the Championship series. Both Series will be run in accordance with Class Rules.

SCORING: Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules. In the qualification series there will be one throwout only if 4 races are completed. In the Championship series there will be one throwout only if 6 races are completed.

APPEALS: The right of appeal is denied for the Qualifying Series in accordance with RRS 7 0.4(a).

ALTERATIONS OF RACING RULES:

Rule 44.2 will be changed to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full 360 degree turn instead of two.

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

ALTERATION OF CLASS RULES:

Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within 30 minutes after the first boat sails the course and finishes will be scored "Did Not Finish". This will also change Rule 35.

TROPHIES: Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup. Perpetual Trophies will be given to the North American Champion and the Runner-Up. In addition, a special Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship flight, the Swanson Trophy to the highest scoring woman in the Championships, the Thomas McDermott Trophy is awarded to the skipper who improves most in position in the Qualifying Series, 2002 vs. 2003, and the Thermis Trophy is awarded to the highest placing skipper who is sailing in the Championship division for the first time.

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

FURTHER INFORMATION:

For further information, please contact the following:

International Lightning Class Association
 Karen Johnson
 P.O. Box 10747
 Murfreesboro, TN 37129 USA
 phone 615-89-FLASH (615-893-5274) fax 615/893-5205
 email office@lightningclass.org
 http://www.lightning2003na.com/

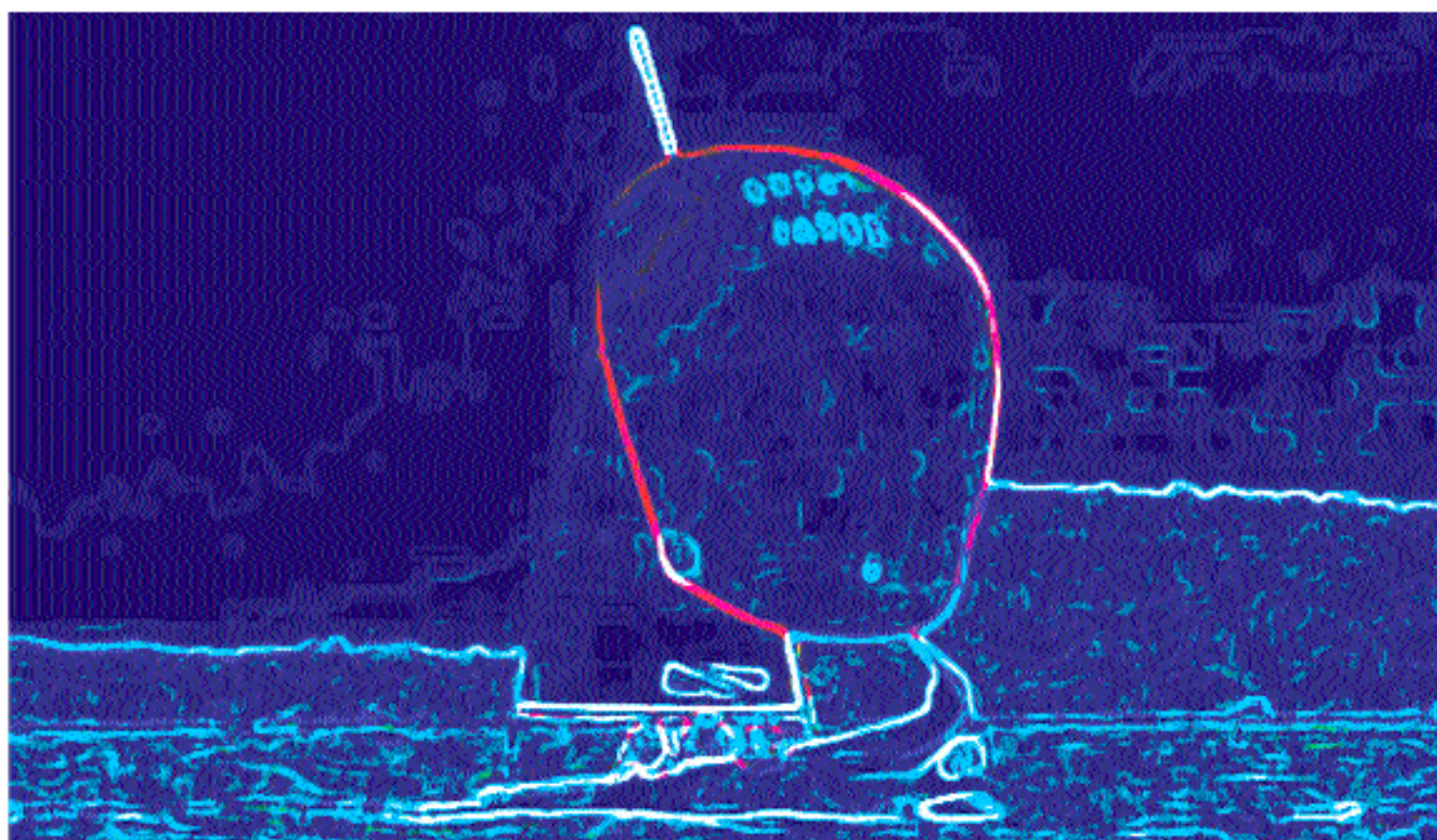
Regatta Chairs:

Bob Martin
 rhm@ntplx.net

Dick Thackaberry
 thackr@aol.com



Please come to the International Lightning Class Association 2003 Charles Schwab North American Championships at Cedar Point Yacht Club in beautiful Westport Connecticut, August 16-22. In addition to the excellent competition the Lightning Class is known for, this promises to be a great event, as we have a wonderful agenda planned. Please call regatta chairman Bob Martin for details at 203-877-7590.



charles SCHWAB

Youth World Championship Update

BRAZIL TO HOST THE 2004 LIGHTNING YOUTH WORLDS!



Location of Championship: **GUARAPIRANGA LAKE, SÃO PAULO.**

Located less than 10 miles south from the heart of the largest city in South America, SÃO PAULO.

Dates: **FEBRUARY 28 - MARCH 7, 2004**

NOTE: US Qualifiers will be the 2003 Lightning Junior NAs, Niantic, CT, August 5 - 8. Teams from other countries should check with your ILCA Vice President as to when your qualifiers will be.

Keep an eye on the *Flashes* and ILCA website for more information as time goes on.

For all juniors whether you qualify for the Youth World Championship or not, consider attending the Pacific Cup in late Fall (November) in Salinas, Ecuador.

Watch the *Flashes* for more information on this great regatta.

Any questions can be sent to John Atkins, VP Youth World Championship, e-mail:
john.atkins@att.net

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Contact

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

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BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in **bold type**. New Owners who have recently become Active Members are indicated by ***A** indicates amateur builder building own boat.

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

CENTRAL ATLANTIC	*14739 Paul Van Cleve, 11 Marriott Drive, Mount Holly NJ 08060	228
CONNECTICUT/RHODE ISLAND		
	*4394 Ed Ferry, 10 Edward Avenue, Griswold CT 06351	U
	*10032 Thom Bolick, 617 North Street, Suffield CT 06078	126
DUBAI	A15186 Carleton Crutchfield, 2136 Ford Parkway #294, St. Paul MN 55116	U
INDIANA	Donald W. Wray, 545 Tamarack Lane, Noblesville IN 46060	U
ITALY	A15183 Lorenzon Silvano, Via Pedrollo 87, 36030 Caldogno (Vicenza)	453
LAKE ERIE	8402 Josh Cooper, 123 Maurice Drive #104, Oakville ON L6K 2W6	U
	15184 Mike Mercatoris, 462 Chestnut Street, Meadville PA 16335	180
LONG ISLAND	14659 Alex Mitchell, 52 East 2nd Street, Freeport NY 11520	U
METROPOLITAN	A15176 Randall Milner, 67 Forest Road, Wallkill NY 12589	U
	15178 Dan Parietti, 900 West 190th Street #8H, New York NY 10040	75
MIDWEST	14921 Jay Hogfeldt, 2121 North 9th Street, Sheboygan WI 53081	
	& Bruce Van Dommelen, 704 Weiss Drive, Sheboygan WI 53083	187
NEW ENGLAND	15182 Sean Fagan & Ann Snow, 8 Winter Street, Ipswich MA 01938	121
PACIFIC NORTHWEST	8547 Russ Force, 18201 124th Avenue SE, Renton WA 98058	U
SOUTHEASTERN	15180 Pam Barron, 2610 Kingsbrooke Lane, Duluth GA 30097	348
SOUTHERN	15126 Larry Frost, Sr, 3934 Pine Park Drive, Baton Rouge LA 70809	62

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California Circuit continued from Page 1

The second venue (Wednesday) was the 20 mile Marathon race from the Coronado Bridge in San Diego, out the San Diego channel, up the coast along the kelp beds, into the Mission Bay Channel, and finish at Mission Bay YC. This is always an exciting race with many lead changes in the average 3-4 hours it takes. This year it was a spinnaker start for some. We raced up the channel spreading out. Brewers took an early lead exchanging it with DeBenedetti, Johnson, and Beecher. This year we had to stay well clear of the nuclear carrier USS John C. Stennis-tied up at North Island Naval Air Station under extremely tight security. As usual there were dead spots and an outgoing current. As we passed the SD #7 we were almost run over a Navy repair ship who came barrelling out to sea. The light winds almost prevented us from getting out of the way. That was close. We caught Brewer and DeBenedetti by SD #3 and only had Johnson to catch 1/4 mile ahead. With Allison hand playing the jib and me the main, we slowly ground down Johnson near the Mission Bay Channel. About 400 yards from the finish in Mission Bay, the lower bolts loosened and came off the lower pintel and we lost the rudder. The top pintel bent so much the rudder was floating behind the boat. So for the last 10 minutes and 400 yards we sailed without a rudder essentially. We steered and tacked with the sails and by heeling the boat. The critical time was when we had to tack to starboard to lay the finish line. That we did and sailed on to the hoist with me still holding onto the tiller/rudder in one hand. That night yours truly with the fine assistance of Allison treated the fleet to the barbecue teriyaki mahi mahi dinner. Thanks to Al Poindexter for starting us and setting the 2 kelp bed turning marks.

The last series was a 3 race set on Thursday in the ocean and 5 races on Friday in the bay. We were consistent in the ocean with 1-1-2 finishes. Clean starts, picking the shifts, covering, and sailing fast were key ingredients this day. Besides Allison's great work we had Shawn Anderson from the UCSD sailing team.

Friday brought very light SW breezes to the fleet. The short line meant tight starts. I did not get good starts for the 1st 3 races and had dismal finishes on the short W/L and triangle courses. After lunch I did better with a 3-1 to finish the day on a better note. Pat Morrisey and Allison did great this day. Allison won the top woman trophy this year after being nosed out last year. The Brewers won the Mission Bay series for the first time ever, sailing consistently by winning the last ocean race Thursday and the first 3 races on Friday. ●

Scott (on the right) with constant crew Allison (center) and bay crew Pat*2nd Overall: John deBenedetti with crew Dave Webber and Roger Artigues**Bay Winners Mike and Dick Brewer**Top Woman: Allison Webber*

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

Bonus page for eFlashes. More California photos...



41ST ANNUAL BURL HARMON MEMORIAL INDIANA OPEN REGATTA

Ken McGinity

Indianapolis Sailing Club,

May 3rd & 4th 2003

We threw a nice party but nobody came! This 41st Indiana Open Regatta was raced in almost ideal conditions. The weather was fair with air temperatures in the mid sixties and winds varying from 5 to 15 knots on Saturday and slightly less on Sunday morning. Paul Dovey of the local Indianapolis Sailing Club served as Race Committee Chairman and Pete McGinity as Regatta Chairman.

After a skippers meeting at noon on Saturday, four races were run in succession on a six leg Olympic course into a northwest wind. Sunday morning two races were run on a similar course but toward the northeast. The sailing was wonderful but the competition for John McCree and his able crew of Dave Corcoran and Tim Bottimer was missing. With only six boats on Saturday and seven on Sunday, this was the lowest turnout by far over the past 41 years.

After the Saturday racing, a steak cook-out and pleasant discussion after dinner was a welcome treat. Our future plans are to continue to host this event on the first weekend in May. We hope that other fleets will look at the entire regional picture before scheduling a new regatta on a weekend when another one is scheduled. Otherwise, regattas with larger number of participants will become only a memory. ●



Winners John McCree and crew



Top three teams at Indy Open

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THE 2003 SPRING CLASSIC - OR - HOW TO LOSE A REGATTA

Dean Caley

Pymatuning Yacht Club,
Jamestown PA, May 10-11, 2003

Have you ever noticed how many regatta articles are written by the winner describing the flawless performance of themselves and their crew? This is not that article, though I have written that article in the past. Twice actually. No, in this instance, my wife Kandi is the current secretary of Fleet 36, and as she claims an involuntary loss of her virginity in the middle of the third race (more on that later), I have been given the task of writing this article as an act of penance. Kandi gets what Kandi wants.

Our approach to losing the regatta required intense advance non-planning. Having purchased new hiking straps last fall, we uncovered the boat for the first race to realize that we had not purchased the line with which to attach them. Oh well, those twing lines were too long anyway. Having solved the dual problems of excessively long twing lines and uninstalled hiking straps, we set off for the racecourse.

As we usually do before a race we popped the 'chute to shake it out. Wow. That's a neat double hourglass. How did you guys get that in there? It would not shake out, so we doused it. My lovely wife Kandi ran the edges, and we popped it a second time. Or not. Gee, now it's entirely too twisted to even form an hourglass. That takes experience. Or not. So we doused it again, ran the edges again, and popped it a third time without the sheet attached. Hmmm. That's one way to get the twists out. At this point, I was wondering if there was good movie on at the local theatre. Douse it. Attach the sheet. Pop it again. Oh, that looks great. Excuse me, but just



The 2003 Spring Classic top five finishers. Not pictured: the author.

why are the sheets under the hiking straps? Unhook the hiking straps, and reattach them. Okay. Lets get the 'chute down it's time for the first start.

Thirty-five boats took that first start in a kind and gentle tune-up breeze of eight knots out of the southeast. It was a beautiful day, warm and dry. The wind gradually escalated through the first three races as if to allow everyone to get back into racing after the winter months. The race was uneventful from our viewpoint in a position between the two packs until we worked into huge thirty-degree lift on the third beat. This was going to take us well up into the leaders. I was enamored with that lift, but the boats behind us kept peeling off, and by the time we figured out they were going for the finish, we had over stood and were rather last. With the wind up and light crew, our plane to the finish line picked up two boats for a regrettable thirty-third. Okay, that was fun. Is everyone awake now?

There was a general recall on the start of the second race, which was a fine thing as we were so late as to be in an adjacent county. We pegged the restart dead on and proceeded to work our way out in front of the pack sailing both higher and faster. Way cool. We rounded the windward mark in second and stayed with the top three or four boats through the next two legs. Just then, my Scottish ancestry rose up to smite me. A near antique part, frugally recycled from those old boat bits my father collected, failed. This resulted in the separation of the jib sheets from the clew creating a remarkably slow sailing configuration but a fine way to go from at worst fourth to at best thirty-fourth. I would have used a number of choice skipper words at this point, but quite frankly, I was utterly speechless. We completed our repair and fought all the way back to finish thirty-second. This is not the sort of consistency we strive for.

The wind continued to build before the third race. When Kandi asked what the wind speed was, I said it was near the upper limit of what we could handle. This was a clue. Nevertheless, we would at least start and see how things worked out. For our crew weight, it was intense. As we approached the second windward mark, my wife suggested that we not fly the spinnaker. I figured we had nothing to lose, so let's do it. We rounded the windward mark, laid off for the offset and were instantly planing at high speed. Whoopee! You don't feel acceleration on these pointy flower boxes all that often. We rounded the offset, popped the 'chute and worked right to get around two capsized boats. I understand one was Jim Allen.

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Another clue. I called for the gibe to port, and a moment later, we became the third capsized boat. A warning to others. As Kandi had never capsized before, this moment represents the loss of virginity she referred to.

The only injury was a broken fingernail on the middle finger of Kandi's right hand. This was incurred as she was flipping me off from the cockpit side of the boat while I was standing on the centerboard telling her in rather specific terms to let go of the boat as she was turtling it. But Kandi gets what Kandi wants, and clearly, she wanted the boat upside down.

A rescue boat manned by Gordon McCarty and Len Ciccone was instantly standing by having been attracted to this now popular area by the two previous capsizes. While these two had recovered and resumed the race, we were unable to do so and enjoyed the cold water longer than was necessary or advisable. Thanks to Dave Werley and Greg Maras who jumped into the water to lend a hand, we were finally under tow. Also, thanks to Jonette Werley for sailing the Werley Lightning back to the club singled-handed having loaned us both skipper and crew.

Somewhere beyond our little circus, really good racing was going on. The wind kindly abated for more civilized fourth and fifth races, which I'm sure were quite enjoyable, though we did not participate. We were recovering thermally and taking on fresh anti-freeze in the form of Jim Stone's rum.

The Spring Classic party is always something to behold, and once again featured the renowned Trailer Trash Band playing Songs You Actually Know on the first stop of their Double Wide Tour. Recalling last year's TTB theme The More You Drink, The Better We Sound, special thanks goes to Tri County Wholesale



*Bill Faude (15056) pursues the author (14420) before our breakdown.
Bill finished the race in 3rd place.*



The author taking depth soundings using the mast in race three.

Distributors of Youngstown OH and Labatt Breweries for the generous supply of beer. The crowd went wild over the band's renditions of "Brown Eyed Girl", "Margaritaville", "Borland's Trailer" and a special guest performance by David Stark. There was some head thumping

music played later in the evening, but we weren't there to know what that was all about. No, we didn't win the party either.

As forecast, Sunday's races were blown away by high winds and a nearby storm system. The final standings, of interest to those people who were really racing, had Skip Dieball with Matt Frymier and Laurie Dieball in first place, Bill Faude, with Ernie Dieball and Michael Stark in second. Third went to David Stark with Bill Healy and Derek Gauger. Fourth to Mike Holly with Valerie Tardif-Holly, and John Humphrey, while fifth went to Debbie Probst with Kathy Miles and Joyce Spring. Oh yes, and Dean Caley, Kandi Caley and Jim Stone for the very first time, dead last in thirty-fifth.

If we had this much fun in last place, imagine how much fun you could have actually racing. Now if you'll excuse me, I need to call the florist. See you next year! ●



Bartenders: Linda Condon, Sally Anstrom, Abby Ruhlman, Nora White



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13450 Nickels & Holman, SS board, sails, Harken blocks, trailer, \$2,800. 5265 wooden Lightning w/wood spars, sails, trailer, \$1,600. Joel Thurtell 734-453-8303, 248-586-2609 or finder@radiofinder.com (MI)

13500 Aeron. Aluminum spars. Two suits sail (MJS). Trailer. Asking \$3000. John Meyer 617/522-2198 (MA)

15024 2000 Nickels used 2 seasons, very fast and stiff, excellent condition. 700-lbs with 20-lbs correctors. NBW galvanized trailer includes straps, Bearing Buddies, mounted spare, and kickstand. 1 suit of North sails. Go-fast rigging installed by NBW includes Harken jib cars, fore-aft front straps (regular straps included), backstay gross adjust, max diameter tiller tube, Handy-lock lowers, and Tactic compass. Photos available. Great racing record - 9th at NAs. SALE PENDING. Mike Breault (W): (212) 421-3050 x708 (H): (212) 929-2508 mbreault@mac.com (NY)

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Phone "anytime" 989-631-2133
dissettesail@chartermi.net

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

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

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

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

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

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

Women, Junior and Master skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members.

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

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

Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA Website (<http://www.lightningclass.net/2003WJMNAs/>). Late entries will be accepted at registration.

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

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

SCHEDULE OF EVENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FURTHER INFORMATION: For further information, please contact the following:

International Lightning Class Association	Regatta Chair:
Karen Johnson	Franz Edson
P.O. Box 10747	860-691-0417 (Home)
Murfreesboro, TN 37129 USA	860-433-3602 (Office)
phone 615-89-FLASH (615-893-5274)	email franzedson@aol.com
fax 615/893-5205	
email office@lightningclass.org	
(http://www.lightningclass.net/2003WJMNAs/)	

ILCA 2002 WOMEN'S, JUNIORS', AND MASTERS' NORTH AMERICAN CHAMPIONSHIPS

To be completed and sent by July 22, 2003 to:
International Lightning Class Association, P.O. Box 10747, Murfreesboro TN 37129

SAIL # _____
BOAT # _____

Skipper _____

**Age _____

Address _____

ILCA Membership Card No.* _____ US Sailing Membership Card No. _____

Yacht No. _____ Yacht Name _____

Hull Color _____ Spinnaker Color _____

Fleet No. _____ Fleet Name _____ District _____

Local Newspaper _____ FAX _____

Crew _____ ILCA Membership Card No.* _____

Address _____ **Age _____

Crew _____ ILCA Membership Card No.* _____

Address _____ **Age _____

**Age as of 12/31/03. FOR JUNIORS: neither Skipper nor Crew shall have attained his/her 20th birthday by December 31, 2003.
FOR MASTERS: skipper must be at least 55 years as of 12/31/03; total crew age must total at least 130 years.

FEES: All \$ US.

WOMEN: Entry fee, if received by July 22, 2003, \$45.00. If entry fee is post-marked after July 22, 2003, \$75.00.

For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

JUNIORS: Entry fee, if received by July 22, 2003, \$35.00. If entry fee is post-marked after July 22, 2003, \$60.00.

MASTERS: Entry fee, if received by July 22, 2003, \$60.00. If entry fee is post-marked after July 22, 2003, \$90.00.

For skippers (US citizens) who are not members of US Sailing, there is an additional fee of \$5.00.

Entry fee enclosed _____

Crew Membership Dues Enclosed _____

* Skipper must be Active or Associate Member. Skipper Membership is \$45; Associate Membership is \$26; Crew Membership is \$10.
Crew Membership may be upgraded to Associate for \$16.00 or to Active for \$35.00.

Total number of persons in party _____

I agree to abide by the regulations and sailing instructions for this event. In consideration of the acceptance of this application for entry in the ILCA 2003 Women, Juniors, and Masters North American Championships, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue any race, I voluntarily assume the risk of participation in this event and release the ILCA, Niantic Yacht Club and Fleet 85 and/or the regatta Race Committee (including their officers, employees and affiliated volunteers) from all liability in connection with any injuries or damages suffered by participants and/or visitors, or their boats or equipment arising from any act, or omission either negligent or otherwise by any person or entity. (Advise your insurance agent of this release of responsibility.)

Signature of skipper _____

(If Skipper is under 18) Signature of parent _____

Date of arrival _____ (All skippers must be on hand no later than Tuesday, August 12, 2003, 6:00 pm)

NOTE: YOU MUST HAVE THE MEASUREMENT CERTIFICATE FOR THE BOAT YOU PLAN TO SAIL.

OVAL MASTS MUST HAVE AN APPROVED CERTIFICATION OR A SERIAL-NUMBERED DECAL.

If I qualify I will enter the North Americans - Yes _____ No _____

(Note: To enter the North Americans via this Championship, the Skipper must be an Active Member of I.L.C.A.)