



Out of Phone Reach

by Karl Smither—1951

Anne Allen, Karl's daughter sent this to us. It is timeless!

Is phone-phobia the reason we like to get out sailing? Yes, it is great to go where you are safe from a world full of dial fingers, but there seems to be something more. Out of somewhere, bourne on the wings of wind, there is a whisper, a call incomparably sweeter than the jangle of any phone bell. Primitive man's heart responded when he set forth on the first log he pushed into the water. Down through the ages Vikings have answered. Seaport towns have grown to port cities.

Diesels and high octane gas may offer us a swifter, surer voyage, but even those skippers are likely to return home looking forward to an afternoon with their hand on the helm of a small centerboarder. The steel and reinforced concrete of our most modern skyscrapers are not proof against the vibrations of the call of sail. At the most unexpected moment, the pencil-pusher's hand slows down. His gaze focuses beyond the walls of his office. There are sun-sparkled ripples on the water somewhere, maybe faraway, but somewhere. They are created by a wind just right to carry your ship lightly and easily toward the horizon.

A blast of snow against the windowpane may bring you back to earth once more, but spring will come again—it always has.

That is where the Lightning comes in. When summer arrives and you look for a sailboat that can be supported on what today's withholding tax leaves you with, the Lightning will enable you to answer the call. She is small enough to take home on her own trailer and be stored in a garage, but large enough for a wonderful day on the water. Roomy and comfortable enough for a family to eat a meal in, she still has the quick responsiveness and sensitive performance to challenge the true racing skipper. In this 19-foot class, the purchase of the best obtainable equipment is still within reach of an after-taxes modern income. With the class limit of one suit of sails per year, a boodle-burdened buyer is still in the same boat you are.

Why should a Lightning owner bother to shoot the breeze like this? Maybe it is just wondering whether some folks know what they are missing. Perhaps it is best they don't. Sailing is never all easy going and fun. The sailor's lot is a sodden posterior, and a strained solar plexus, from work or hunger, or both. To be cussed out for being late for dinner is but one of the bonus items. Then if you ever do get into racing, heartbreak and disappointment, wondering and doubt will assail you to make you wonder why you left the comfortable shore.

In spite of everything, when you least expect it, comes the day when she starts to really travel. All the planning, all the struggling, all the work are forgotten, as she steps out ahead. You can really feel alive. The sails set steady and exactly right. All hands fall silent as the ripples talk gentle music under her lee bow. The helm needs but the lightest touch to hold her true on her course. To the crew then comes that sure, sweet knowledge that now, they've really got her SAILING.

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President's Column

Steven Davis

THANK YOU TO EVERYONE FOR YOUR HARD WORK AND SUPPORT!

2006 started with an Executive Committee decision to relocate the Class Office from Tennessee to Colorado and to transition the Executive Secretary from Karen Johnson to Jan Davis. There were some challenges (the Year-book!) and there were some changes (what happened to my ILCA #?) but the year was a success for the Lightning Class. Without the support of many people, this transition would have stumbled. Thanks!

2007 represents an opportunity for the Lightning Class to really shine. There are some great events planned such as the 60th Winter Championship at St. Petersburg Yacht Club, the North American Championship in Annapolis, the Europeans, World Master's and World Championship in Greece and, for the brave of stomach, the South Americans in Colombia (I am planning on being there!). The Class Office is operating smoothly. The Lightning Class finances are in excellent condition. It is really nice when these parts of the Class are working, as this condition provides a framework to advance the growth of the Lightning Class.

In my first article to you (September, 2006), I discussed the Action Plan for Individual, Fleet, District, Area and Class-level marketing. The Lightning Class Funds are a key element in being able to implement some of the ideas. The generosity of the Class Members is outstanding! The three Funds have continued to grow, and donations for 2007 have already exceeded 2006!

ILCA Fund

The Fund Directors are Bill Fastiggi (Chairman), Matt Burrige, John Bennett, Dave Starck and Todd Wake. The ILCA Fund was started in 1982 and can be used "for any purpose which is intended to further the sport sailing Lightning class yachts". This Board is very focused on the growth of the Class. At the Annual Meeting in San Diego, the ILCA-owned boat loaner Program was unveiled. This

Program will allow a selected younger skipper(s) to charter an ILCA-owned boat for the sailing season. There are other ideas that this Board is considering. Let them know what you think!

Limbaugh Fund

The Fund Directors are Mike Huffman, Rob Ruhlman, Jon Schneider, Jay Limbaugh and George Fisher. This Fund was established in 1999 to "further an appreciation of the joys of Lightning sailing among Junior and Active Members of the ILCA." The Fund automatically pays for Junior Team entries to the Area and World Championships and some sanctioned events. Last year, the Board agreed to pay for Finnish entry fees to the Junior Worlds qualifying events. What else can this Fund do to help Junior sailors?

Huntsman Historical Fund

The Fund Directors are Carter Utzig and Paco Sola. "To help recover Lightning memorabilia and properly preserve Class heritage" is the purpose of the Historical Fund. Further upgrades on Lightning #1 and assembling lightning films from the past into a DVD are some ideas that are being discussed. What would you like to see done?

Please talk to these Directors and let them know how you think the Funds should be utilized to maintain and grow the Lightning Class.



Photo by Bill Clausen

Lastly, the Class has found it difficult to obtain a quorum, 80% of Members, for the Governing Board votes. A lot of effort goes into discussing issues, advertising the issue, soliciting votes for the issue and it is frustrating when the required number of votes can not be obtained to get a decision. I asked a number of Past ILCA Presidents, the Advisory Board, what they thought the appropriate level of quorum should be and the median answer was 60%. At the St. Petersburg Yacht Club Annual Meeting, the General Membership by Fleet will be asked to vote on this issue. It is a change to the ILCA Constitution. Let your Fleet Captain or representative know how you feel.

I look forward to seeing you at the Southern Circuit.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: office@lightningclass.org

www.lightningclass.org

International Lightning Class Association

Profit & Loss

January through December 2006

Accrual Basis

Balance Sheet

As of December 31, 2006

	Jan - Dec 06
Ordinary Income/Expense	
Income	
Skipper Dues-North America	36,505.28
Skipper Dues-South America	2,125.00
Skipper Dues-Europe	1,980.00
Crew Dues-North America	7,748.00
Crew Dues-South America	770.00
Crew Dues- Europe	686.00
Associate Dues-North America	2,642.00
Associate Dues-South America	130.00
Associate Dues-Europe	416.00
Fleet Dues	2,723.00
Flashes Subscription	4,334.00
Flashes Advertising	14,742.00
Boat Royalties	2,900.00
Mast Royalties	1,833.00
Sail Royalties	25,454.40
Merchandise Royalties	630.91
Video Training	740.90
Video Tuning	561.60
Merchandise	2,087.42
Classified Advertising	790.00
Yearbook Advertising	5,100.00
Regatta Income-S. Circuit	1,750.00
Regatta Income-NAs	3,610.00
Miscellaneous Income	3,063.01
Total Income	123,322.52
Expense	
Executive Secretary	33,126.00
Transition Activity	11,874.68
Flashes	11,249.33
Advertising	810.00
Bank Service Charges	204.99
Credit Card Fees	2,177.32
Computer Supplies/Maintenance	644.96
Website/Contracted Services	4,500.00
Internet Expenses	623.19
Office Supplies	3,459.76
Organization Dues	1,619.06
Postage and Delivery	6,272.04
Recognition Awards	1,613.25
Printing and Reproduction	59.40
Professional Fees	511.00
Promotion	3,371.63
Regatta Expenses	3,442.56
Telephone	2,699.83
Yearbook	19,404.26
Video	1,611.15
Bad Debt	845.80
Miscellaneous	2,497.98
Total Expense	112,618.19
Net Ordinary Income	10,704.33
Other Income/Expense	
Other Income	
Donations	
Limbaugh Fund Income	1,165.00
History Fund Income	470.00
ILCA Fund Income	3,269.70
Total Donations	4,904.70
Interest Income	9,186.55
Total Other Income	14,091.25
Net Other Income	14,091.25
Net Income	24,795.58

	Dec 31, 06
ASSETS	
Current Assets	
Checking/Savings	
First United Bank	28,632.46
Total Checking/Savings	28,632.46
Accounts Receivable	
Accounts Receivable	4,010.00
Total Accounts Receivable	4,010.00
Total Current Assets	32,642.46
Other Assets	
ILCA Fund	184,069.95
Limbaugh Fund	26,830.64
History Fund	8,309.44
Total Other Assets	219,210.03
TOTAL ASSETS	251,852.49
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Prepaid Entry Fees	
World Championship	19,500.00
Total Prepaid Entry Fees	19,500.00
Prepaid Dues	
NA Skipper	2,250.00
SA Skipper	235.00
Europe Skipper	225.00
NA Crew	90.00
SA Crew	180.00
Europe Crew	20.00
NA Associate	52.00
SA Associate	26.00
Flashes Subscription	216.00
Total Prepaid Dues	3,294.00
Prepaid Flashes	24.00
Prepaid Fleet Dues	150.00
Total Other Current Liabilities	22,968.00
Total Current Liabilities	22,968.00
Total Liabilities	22,968.00
Equity	
Retained Earnings	204,088.91
Net Income	24,795.58
Total Equity	228,884.49
TOTAL LIABILITIES & EQUITY	251,852.49

2007 BUDGET

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

REVENUE		EXPENSE	
Skipper Dues-North America	36,000	Executive Secretary	30,000
Skipper Dues-South America	2,250	Contract Bonus	3,500
Skipper Dues-Europe	2,025	Travel	1,500
Crew Dues-North America	7,500	Flashes	14,000
Crew Dues-South America	750	Advertising	1,000
Crew Dues-Europe	700	Bank Service Charges	250
Associate Dues-North America	2,600	Credit Card Fees	2,200
Associate Dues-South America	130	Computer Supplies/Maintenance	1,500
Associate Dues-Europe	390	Internet Expenses	1,000
Fleet Dues	2,750	Office Supplies	2,500
Flashes Subscriptions	4,200	Organization Dues	2,000
Flashes Advertising	12,000	Postage and Delivery	6,000
Boat Royalties	2,500	Recognition Awards	2,000
Mast Royalties	1,500	Printing and Reproduction	400
Sail Royalties	18,000	Professional Fees	1,500
Video Boat Handling Sales	1,500	Website/Contracted Services	6,000
Merchandise	1,500	Fleet Support-Lightning Labs	2,000
Classified Advertising	500	Junior Sailing	1,500
Yearbook Advertising	4,000	Promotion	3,000
Regatta Income-S. Circuit	1,000	Regatta Expenses	3,500
Regatta Income-NAs	4,000	Telephone	2,800
Regatta Income-Worlds	1,000	Yearbook	22,000
Interest Income	9,000	Miscellaneous	1,000
Miscellaneous Income	<u>500</u>	Total Expense	<u>111,150</u>
Total Revenue	116,295	Profit/Loss	5,145

From Chief Measurer Bill Clausen:

Bill asks that all members of the Lightning Class to take a few minutes to review the Specifications and Rulings that have been posted on the ILCA website. Please note any inconsistencies or errors and bring them to the attention of the Chief Measurer or any member of the Measurement Committee.

We want to put together an article about some of the "alternative" uses for old boats that you may be able to tell us about (or give us a picture of!). We have a hot tub; a bar...What can you add to the story? Send contributions to Jan in the Class Office.
office@lightningclass.org

Mark Bryant

mark9373@earthlink.net

239/503-1210

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Official Notices

Notice of Meetings

The next **General Meeting** of the ILCA will be held March 15, 6:00 PM in the Ballroom of the St. Petersburg Yacht Club.

Proposed Change to the ILCA Constitution to be voted on at the General Meeting:

The Rules Governing all Sanctioned Lightning Class Championships or the Specifications may be amended by a two-thirds (2/ 3) vote of an ~~eighty percent (80%)~~ **sixty percent (60%)** quorum of the Governing Board, after publication of the proposed amendment on the ILCA website and in Flashes at least sixty days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved.

The next **Governing Board Meeting** of the ILCA will be held March 15, 3:00 PM in the Quarterdeck Room of the St. Petersburg Yacht Club. Ballots for voting are posted on the website and have been e-mailed to Governing Board Members.

Fleet 215 and the Royal St. Lawrence Yacht Club, Montreal, Quebec, to host the 2008 Lightning Youth World Championship

The Executive committee has awarded the 2008 Lightning Youth Worlds to Fleet 215 and the Royal St. Lawrence Yacht Club. Three excellent bids were received; one from Fleet 54 and the Pontiac Yacht Club, one from Fleet 266 and Carlyle Sailing Association as well as the one from Fleet 215, making the final decision a very difficult one. The ILCA wishes to thank all three for considering hosting the Youth Worlds and the effort of preparing and submitting their bids.

A July timeframe is planned for the Youth Worlds, although the exact dates have not been set. The Qualifier for the USA teams will be the 2007 Junior North American Championship at Leesylvania State Park. For other country qualifiers, contact your ILCA Vice President.

The following are recent policy changes that have been made by the Executive Committee and are currently being implemented in the operations of the Class and Class Office. These will be presented to the Governing Board in March for ratification.

Item #1—This policy was set forth to better determine the distribution of Life Membership to the Class and allow for candidates to be presented to the Executive Committee in a way that enables candidacy to be kept private. There is no set criteria for Life Membership; however, the Executive Committee will look for a candidates personal commitment and contribution to the betterment of the International Lightning Class.

Life Membership

Any class member can nominate anyone for Life Membership through December 30th. Nominations are to be sent to the ILCA class office for distribution to the current Executive Committee. All past Presidents are immediate Life Members candidates and will be granted Life Membership unless their tenure ends in impeachment. The Executive Committee chooses new Life Members. Election is based on a minimum of 4 out of 5 (80%) vote of standing Executive Committee members. Life members will be presented their membership at the Midwinter meeting or banquet or at an appropriate time or place thereafter.

Item #2—This policy has been set to allow our advertisers, vendors, districts and fleets access to our e-mail database while preserving the privacy of our members. E-mail distributions can be sent through the class office and the office will not provide our members e-mail addresses to outside entities.

E-mail Policy

The ILCA will provide member contact information to current, paid advertisers (who have advertised for six months or more and have no outstanding accounts receivable with the office) for their use to promote their wares or services to the benefit of class members and class growth, at no charge. Misuse of this proprietary contact information will result in loss of privilege to gain access to the list and loss of advertising privileges for six months. The list is not to be used for any reason other than to help our members. Any information sent from use of this list to our members shall not contain negative or malignant comments or be used to promote a class policy, personal views or a pending class vote. Advertising may be submitted to the class office for pre-approval of content if the advertiser is not certain the content is appropriate. The Executive Committee shall make final decisions on any

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FOR THE RECORD

North Americans 1,2,4,5,6,7,8,9,10

South Americans 1,2,4,5,6,7,8,9

US PAN AM Trials 1,2,3

Youth Worlds 1

Worlds 05 1*,2,3,4,5,6,7

Atlantic Coast Champs 1,2,3,4

Canadian Open 1,2,3,4,5

Bluenose Regatta 1,2,3,4,5,6,7,8,10

Frigid Digit Regatta 1,2,3

Snow Ball Regatta 2,4,5

Dixie Districts 1,2,3,4,5

Texas Districts 1,2,3,4,5

Spring Classic Regatta 1,3,4,5

Long John Regatta 1

California Circuit 1

So. Circuit - St. Pete 1,2,3,5,6,8,9,10

So. Circuit - Miami 2,3,4,5,8,9

So. Circuit - Savannah 1,3,4,5,7,8,9,10

* partial inventory

1957



2007

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Lightning Family News

Welcome New Members Denise & Matt Weimer

Denise is a Physician Assistant in Cardiac Surgery at Johns Hopkins Hospital, and husband Matt works in Annapolis doing outside sales for Fawcett's Boat Supply.

Denise grew up sailing Lightnings in Nyack, New York, with parents Joan and Gary Hurban who still race on "His" and "Hers." She and her husband now live in Annapolis, Maryland, and have joint ownership with her parents in 11583 which they are restoring this winter and plan to race this coming season. Matt Weimer has done a lot of racing on bigger boats and is now ready for some serious one-design sailing. They aspire to have their boat restored and get some practice in before the North Americans this coming August—and not come in last.

Bajaj Darshan—Mumbai, India

The Class Office was contacted by Bajaj Darshan about the Lightning List and articles that could help him with his sailing. The following is information he provided about Lightning sailing in India. Matt Burridge came across the photo on Yahoo News. Reuters release.

In Mumbai there are about a dozen Lightning boats and in India there would be around 100+ odd, including places like Chennai, Vishakhapatnam, Goa...etc.

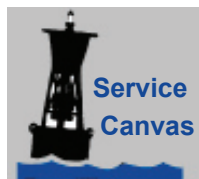
We have a few clubs in Mumbai who have pooled their resources together and share the boats they have. We have the Colaba Sailing Club (Which has about 7 Lightnings, 1 Seabird, 2 420s & about a dozen Optimists), the Royal Bombay Yacht Club (Which has about 5 Seabirds) and the Bombay Sailing Association (Which has about 3 Seabirds). In addition, there are several private yacht owners who have Mcgregors, J-24, Windsurfers, Optimists, A Class Boats. The boats are marooned around the Gateway of India, and we usually use a dinghy to get across to the boat. Each boat has its own dinghy. All the Lightning boats are wooden boats. I don't think any of the boats are numbered.

We have a Saturday evening and/or Sunday Evening Race, and on other days we have casual sailing.

I was actually facing some serious problems sailing the Lightning in heavy winds (during close hauled & on a run with the spinnaker up). In both cases the fear of a capsize makes me jittery.

With Warm Regards...Bajaj Darshan

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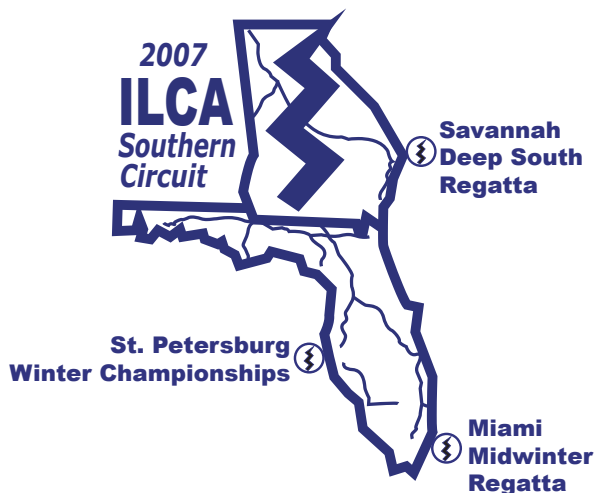
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TOLL FREE 1-888-388-0558



Mumbai, India



Southern Circuit 2007: What's New?

First, the Southern Circuit:

The Southern Circuit, an annual road-rally/regatta event has been a Lightning tradition for more than 40 years. It includes three regattas, three venues, and nine days, numerous feasts, a Hula-Hoop contest, and lots of tall tales starting in Savannah, Georgia, moving to Miami, Florida, then finishing at St. Petersburg, Florida.

It's scored as an accumulation of points: One race makes a series, and all races between the three events (up to a total of 15 races) are included—with a single drop after six races. If you want to co-skipper, you need to crew for the other skipper; otherwise, you can change crew for each regatta. Of course, all sailors need to be Class members (duh!), and Jan will be on hand to welcome folks into the ILCA family.

What's New about This Year?

Big news this year is that St. Petersburg will be celebrating the 60th annual Winter Championship. A new PRO and new Regatta Chair promise to make this year better than

ever, with a kick-off party, rum tasting, possible YOUTH housing, hotel and registration deals and much more.

Please be sure to check their website to get all the details—the early registration deadline is February 22, and there's a \$60 discount for early registration:

www.spyc.org

Also, please look carefully at the schedule: there have been some changes to the daily line-up of events.

How Much?

How much fun? It's hard to estimate quantity of—oh, registration fees are as follows:

\$150 for Savannah,
\$145 for Miami with \$5 discount for USSailing,
and \$130 in St. Pete IF YOU

REGISTER EARLY (\$190 at the door). Links to registration/information can be found via the ILCA website or

through the YC sites.

Radios!?

Bring your hand-held VHF if you'd like to be part of the experiment in St. Petersburg. And don't miss the Class meeting held Thursday afternoon at St. Pete if you want to talk about it all. Or just listen in!





Administrative Details:

Bring sunblock, sunblock, sunblock, and dryer squares to ward off the bugs in Savannah. Also pack a range of gear from cold weather stuff to bathing suits. We usually have it all.

Boxed lunches are available for purchase at Savannah YC, while Miami's lunch of choice is often a sandwich from the E-Z Quik Grocery (2988 SW 27th Avenue, Miami, 305-444-2093. Also this year, St. Pete will be starting races a bit later, which should allow time for you to have sandwiches made at one of the many delis, including Publix around the corner on 3rd Avenue and 3rd Streets South.

Lightning Lending Library?

If you want a book on tape to make the drive go quicker, drop me a line. Donations also accepted. Amy Smith Linton VP of Southern Circuit: aslinton@aol.com — 813-254-3455

Southern Circuit at a Glance

Deep South Regatta

Savannah Yacht Club
Bradley Point Road
Savannah, GA 31401
phone 912-897-1314
www.savannahyachtclub.org
Airport shuttle: philipstaxicab.com 888-922-8294

Miami Lightning Midwinters

Coral Reef Yacht Club
2484 South Bayshore Drive
Miami FL 33133
305-858-5911
www.coralreefyachtclub.org
www.hanau.com/lightningfleet226/
Airport shuttle: supershuttle.com 305 871-2000

60th Anniversary Lightning Winter Championship

St. Petersburg Yacht Club
11 Central Avenue
St. Petersburg, FL 33701-3919
727-822-3873
www.spyc.org
www.mastheadsailinggear.com/
Airport shuttle: The Airport Limo 727-572-1111

Hotels

Savannah

Savannah Howard Johnson on Tybee Island
(912 786-0700)
Ocean Plaza Beach Resort on Tybee Island
(800-215-6370)
Fairfield Inn Midtown
(912-353-7100)

Miami

DoubleTree on South Bayshore
(800-222 TREE)
Hampton Inn Coconut Grove
(305-448-2800)

St. Petersburg

The Ponce de Leon
(727-550-9300)
Hampton Inn Suites downtown
Call the property directly @ 727-892-9900 and ask for the "Winter Lightning Championship" rate.
The Mansion House B & B Kathy or Peter Plautz @ 800-274-7520 or 727-821-9391 has a special Lightning rate
www.mansionbandb.com
The Hilton (727-894-5000)

Southern Circuit Road Warrior Road-trip Tips

- o Contact the VP of Southern Circuit to borrow books on tape for your trip. And there will be a trivia quiz for each leg of the circuit. Seriously, give me a buzz or drop me an e-mail. Amy Smith Linton 813-254-3455, aslinton@aol.com.
- o Make sure to reserve a room somewhere for the first Sunday night: it's a long haul to Miami, and while it seems as if you could just stop and find a place, well, it's tourist season down here.
- o Highway patrol alert: In Florida, it's illegal to have a single chain on your trailer. You must have two. It's a painful \$100 ticket.
- o To get out of Miami (this town has some serious traffic), here's what the locals suggest:
I-95 North for about 8 miles, work right and exit at Highway 924 (also known as NW 119th Street) Turn left under I-95 and go west on 924. A couple of miles of traffic light, and the road becomes Gratiigny Parkway, a toll, and then it joins I-75. I-75 brings you across the Everglades and then up the west coast of Florida to Tampa.
- o Parking in St. Petersburg
Always a challenge, especially as the town hosts the St. Pete Grand Prix in two weeks. We may have free parking in the municipal garages (cross fingers!), and daily parking may be available at the baseball field across from the Sailing Center, and a limited number of spots along the driveway to Demen's Landing.



Event

Publicity 101

The Basics—Part 1

Amy Smith Linton

If a tree falls in the middle of the forest and no one is listening, does it make a noise?

Although it's a bit of a stretch, the same question plays into any publicity effort: if you host a terrific event, is it a success if no one knows about it?

So the first goal of publicity: to let people know about an event. Ideally, they should know about it before it even happens. How? Four main tools:

- o the internet
- o mail
- o the telephone
- o face-to-face contact

What about television and newspapers, magazines and radio? Well, think of these media outlets as the rewards of skillful use of the four basic tools—unless, of course, you're in the same league as Ted Turner and can send a television crew out to cover the event any old time you like. In which case, will you please write Publicity 201 for next time? Meanwhile, here's a bare-bones approach to generating publicity for your event.

Where to begin? Start with a timeline, literally: a line drawn along a piece of paper with the event at one end and today's date at the other. Then, on another sheet of paper, create a list of ideal media publicity, like that full-color spread in *Sailing*, the *Today Show* feature. Dream big. Add sailing media outlets to the list: national governing bodies like US Sailing, as well as the ILCA website, the *Flashes*, your yacht club's newsletter and website, the bulletin board at the local sailing club, the local sailing rag, *Scuttlebutt*.

Finally, jot down every local news outlet, every newspaper in your area, the "public events announcements" on television and radio, any glossy local "lifestyles" magazines, even leisure-activities postings on local internet sites.

Organize the timeline by putting a tick-mark three months out from the event, another at two months, and then one for each week in the five weeks leading up to the big day. These tick-marks roughly match the production schedules of the magazines and newspapers. Finally, put a mark just AFTER the event. That is one of the most important dates: your follow-up deadline.

If you hope to have *Sail* magazine cover your event, for instance, know that they need at least three months to plan the feature into an upcoming issue. The *Flashes* needs to have the Notice of Regatta at least three months in advance. For newspapers, a feature story needs three weeks or more lead-time. And if you want to have the local sports department publish results in the paper, they need a head's-up warning a week in advance.

Tell your friends, as much as a year out, post the dates of your event in the ILCA calendar (Internet), as well

as on the *Scuttlebutt* calendar, on regattadates.com, on your District website, and national and local sailing magazines. When in doubt, Google your way to the homepage and poke around. "Contact Us" is usually a good way to give the information to the editorial staff at this point.

E-mail your Fleet and District to tell them about the event, and ask around to see if there are any connections between your sailing pals and any media figures: a newscaster or weather forecaster who sails, a cousin who takes photos for the newspaper, a friend of a friend who... You get the idea. Don't be shy about contacting them. A polite note or phone call, perhaps including a Press Release (See Part 2 of this story for more details), can start great partnerships.

Work backwards from the finish line: that follow-up date is not the end of your publicity efforts, but the start. Find out the fax number at your local sports department so that when the time comes, you can send in results. While you're on the phone, ask who's covering sailing for the newspaper. By making these calls a couple of months out, you might make contact with a cub reporter who would love to go sailing, write a feature, maybe get some photos in the paper.

Note: At the end of the regatta, do NOT forget to fax in your results; it's always a good idea to check in again with the paper the week of the event to make sure they save you space in the results column.

Likewise, get the fax numbers or e-mail addresses for reporting scores to the sailing magazines and ask if they have any local sailing correspondents who might be interested in covering the event.

A word about organizing: Do. Everyone has her own way of organizing, but at the very least, put the lists and scraps of paper with contact information into one folder. That way, if you need to pass the publicity torch along to a new victim—er, rather, volunteer—a folder thick with contact information and your timeline goes a long way to helping the next person, the Class, and of course, your own reputation.

The Basics—Part 2

How does a person attract the interest of a perfect stranger?

The parallel is whimsical, but that question is the most challenging aspect of publicizing your big Lightning event. Naturally, you can mail flyers and talk to your Lightning friends and post the Notice of Regatta where other sailors are bound to see it. But how to get people outside of our community interested in the event?

These are people like journalists and photographers, editors and sponsors, designers and business people—essentially anyone who doesn't already know and love the Lightning. People who, for the most part, are quite happy not to know the Lightning.

There are at least two strategies: work to bring them into your sailing community and, alternately, infiltrate their community. We've all had practice bringing new people into the Class, taking newbies sailing, talking up the boat, sharing our know-how. When it comes to courting a journalist, however, one starts with a formal exchange of data, namely, a press release.

Sometime early in the publicity timeline, draft a press release. This is an impersonal, informative single page of data that has a variety of uses. It can be e-mailed or snail-mailed to media contacts to announce the event,

and it serves as an overview of what the event is, does, means, in terms anyone can understand. And most importantly, the press release should make it ridiculously easy for a reporter to write a short article about the event. It gives the reader a sort of instant expertise.

To write a press release, even if you don't like to write, start by answering the following simple questions: What, When, Where, Who, and Why. For an example, check the press releases on US Sailing's website. Borrow wording from the official Lightning literature ("The Lightning sloop was designed by Sparks & Stephen in 1938."). Don't be afraid to use and explain basic sailing terms.

Put it on Lightning letterhead (the ILCA secretary can send it via e-mail), include the words "PRESS RELEASE" along the top, with the hosting city, and as much information as can gracefully fit on a page. Explain how the Masters are scored, for instance, or mention who might be there, or give a brief summary of a human-interest angle. Put your own name and contact information at the bottom. Have a non-sailing friend to read it over before you finalize the release.

Using the timeline as a guide, plan your attack. For each media outlet, every personal connection, any introduction you can finagle, note the time until the event. At least three months for national publications, two months for television, a month for local newspapers, begin your polite campaign of bombardment: mail your press release to an actual person in the department that would find your event possibly interesting.

Note: If you address your press release to, let's say, the publisher of a national magazine, the publisher's executive assistant will probably have to call the sports department and ask around to find out the name of the lowly editorial assistant who might actually cover water sports, and your press release will probably end up in a round file. Instead, do the research (Google) yourself to find the lowly editorial assistant.

Two weeks after you've sent the press release, follow up with a brief, polite phone call, confirming that your press release arrived and asking if the person to whom you are speaking has any questions. If you are hitting a brick wall, ask if there is someone else you might be interested in the event. Persistence pays.

Professional public relations firms, for instance, will send new press releases out weekly before a big event like the Key West Raceweek, including additional information, updated registration totals and so forth. They have whole staffs of professionally friendly phone folks. But for most of non-pro efforts, a single press release will serve, unless some really big news comes along.

Hitting the jackpot—sometimes your hard work comes to fruition, and the big-time media calls you back, looking to feature your event on their television show. Good work! Now, check their bona fides. If they want you to pay part of the cost of production, you might want to say "no thanks."

On the other hand, even real television production crews and newspaper photographers might need a photo boat, or access to a media room (someplace with a computer and Internet service). By all means, help them if you can. Make sure the photo boat can support the needs of the photographer (some newspaper photos have to go to half-a-dozen events in a day, so the mark boat is NOT a good option), and try to plan for an extra sandwich and bottled water for the media guests.

With the development of Internet blogs, Scuttlebutt, the ILCA website, and other postings, publicity efforts turn to growing our own. In the Cold War terminology used earlier, this means infiltrating the news world with help from your Lightning community. Volunteers rarely ask to help by filing reports to Scuttlebutt at the end of the racing day, but when someone does makes the effort, it's terrific!

A week or so out, plan to sign up help from the participants themselves. There's nearly always a shy, would-be writer in any group of people, and often s/he need only a small push in the right direction to get writing. Even a sentence or two will work for the postings.

A word about telling the truth. The truth will out, and if you've given a reporter to believe that 100 boats, Dennis Connor, and the Swedish women's volleyball team will be on hand, and they don't all show up, rely on the reporter remembering and telling others about the —er—mix-up. And even if someone else gets tapped for Publicity next year, a blatant exaggeration will live on for years, doing harm.

So good luck. The techniques described here aren't rocket science, and in the world of publicity, these are conservative ways to get attention (ever hear of Paris Hilton, anyone?). Nevertheless, they'll work, and you get to keep your clothes on.

By Amy Smith Linton, former lowly editorial assistant, former sailing correspondent for the St. Petersburg Times and Sail Magazine, and occasional marketing freelance writer.

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2006-2007 ILCA Yearbook

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This year we are again offering you, your fleet, your business, your favorite local haunt, your relatives, your district (you get the idea), a special opportunity to send a message to your ILCA friends while helping support the next edition of the Lightning Yearbook. The Lightning Yearbook is known throughout the sailing community as one of the finest annual publications for any class worldwide. What better way to show your support for the Class? Your booster ad will be seen for years to come by current and future generations of Lightning sailors.

What's a booster ad?: A booster ad can be anything. A special message of support from your family. Your district's racing schedule. A favorite recipe. A picture of your kids, your boat, your kid's boat. A thank you. An anonymous signature. Your companies ad (where else can you get an ad in this quality of a publication for \$100 bucks!!). A picture of Bill Faude (I said it could be anything!!...within reason...)

What do I need to do?: Email office@lightningclass.org with your message. For company ads a high resolution non-bleed, 1/4 page ad. Don't have one?? We'll create something for you. Have a thought and a picture? Send a high-res picture and what you want to say and we'll do the rest.

I want to do it but I'm not sure what I need to do: Call us at 303.325.5886. Email us at office@lightningclass.org or skype us at "ilcaooffice." We'll answer your questions and help you get your message put in print.

How many booster ads will are you trying to get?: Our goal is to get 50 booster ads for this year's edition (We'll take more!!). That's 5% of our active (owner) members, but anyone can do a booster ad.

When do I need to get my booster ad info to the ILCA Office?: Since we hope to publish the yearbook in the early spring we want all the booster ads to be in as soon as possible. We'll do a running count and post it on the web weekly. Our goal is to have 50 by February 15. Who's 1st??

What am I waiting for? I don't know. You went and read this to the end. You must at least be interested in being a part of this great project. Pick up the phone. Find a photo. Check with the boss. Get an ad in!!!

200

2007 YEARBOOK

Please check this list and make sure your fleet will be represented in the next ILCA Yearbook! If you have not already done so please submit your roster & report immediately. Check the website for the most current listing.

Argentina District		Central New York District		Dixie District	
Fleet 206 Club Nautico Olivios		Fleet 1 Skaneateles Country Club		Fleet 50 Potomac River Sailing Association	Yes
Fleet 446 Club Univeritario de Buenos Aires		Fleet 10 Onondaga Lake		Fleet 192 Lower Susquehanna	
		Fleet 77 Newport Yacht Club	Yes	Fleet 253 Susquehanna Yacht Club	Yes
Brazil District	Yes	Fleet 108 Great Sodus Bay		Fleet 314 Sassafra River	
Fleet 147 Sao Paulo		Fleet 164 Willow Bank Yacht Club		Fleet 325 Rehoboth Bay Sailing Association	
Fleet 351 Flotilha de Lightnings de Niteroi		Fleet 225 Henderson Harbor Yacht Club	Yes	Fleet 329 Severn Sailing Association	Yes
Fleet 401 Guanabara		Fleet 252 Keuka Lake	Yes	Fleet 496 Swift Creek	
Fleet 462 Guarapiranga Lake		Fleet 338 Galway Lake	Yes	Fleet 508 Solomons	
		Fleet 484 Ithaca	Yes	Fleet 509 Fishing Bay	
		Fleet 498 Selkirk			
California District				Ecuador District	
Fleet 194 Mission Bay Yacht Club	Yes	Central States District		Fleet 405 Salinas Yacht Club	
Fleet 372 San Francisco Bay Area		Fleet 60 Jayhawk		Fleet 447 Club Nautico San Pablo	
		Fleet 438 Perry			
Central Atlantic District	Yes			Finland District	Yes
Fleet 3 Bay Head Yacht Club		Chile District		Fleet 166 Helsinki	Yes
Fleet 26 Little Egg Harbor		Fleet 318 Algarrobo Yacht Club		Fleet 328 Jyväskylä	Yes
Fleet 34 Metedeconk River Yacht Club	Yes	Fleet 342 Higuerrillas		Fleet 456 Tuusulanjarvi	Yes
Fleet 99 Great Egg Harbor	Yes	Fleet 490 Aculeo Lake		Fleet 468 Valkeakoski	Yes
Fleet 104 Lavallette Yacht Club	Yes				
Fleet 173 Brant Beach Yacht Club	Yes	Colombia District	Yes	Florida District	
Fleet 196 Surf City	Yes	Fleet 73 Club Nautico del Muna		Fleet 226 Biscayne Bay	
Fleet 228 Riverton Yacht Club	Yes	Fleet 501 Club Nautico El Portillo		Fleet 502 The Suncoast Fleet	Yes
Fleet 335 Barnegat Light Yacht Club	Yes			Fleet 109 St Petersburg	
Fleet 430 Ocean City Yacht Club	Yes	Connecticut/Rhode Island District			
Fleet 491 Lake Nockamixon		Fleet 6 Housatonic Boat Club		Greece District	
		Fleet 85 Niantic Bay Yacht Club		Fleet 251 Salamis Fleet	
Central Canada District		Fleet 126 Cedar Point Yacht Club		Fleet 286 The Dolphin Fleet	
Fleet 277 Clearwater Bay		Fleet 129 Madison Beach Yacht Club			
Fleet 279 Temple Reef Sailing Club		Fleet 134 Noroton			



Classic Lightning

Craig Thayer — thayer@a-znet.com

http://groups.yahoo.com/group/wooden_lightning

Bob Astrove — astrove@hotmail.com

Finding Courageous—Part I

Laura Howard & Scott Graham



My friendship with Scott Graham started years ago at the gates of the San Diego Yacht club, when Scott took pity on a few jetlagged airline pilots and took us sailing. Since then we've spent many enjoyable days on his boat together, and talking about all manners of things—including a beautiful little Lightning he used to own. Whenever the subject came up, his eyes would be veiled with a dreamy look and nostalgia would flower his words about the second boat he had ever owned.

Scott grew up on Long Island and learned to sail before he knew his alphabet. His summers were spent lifeguarding and sailing on the Great South Bay. Scott bought his Lightning in the early seventies and named it after an America's Cup winner Courageous. He loved sailing but eventually found surfing, too. This led to his separation from his beloved Lightning as he thought that a powerboat would get him to the waves faster. He's regretted selling it ever since. Our conversations often would end with him commenting: "I've meant to try to look the boat up for years. I wish I could find it." He never saw Courageous again or knew anything of its fate after it left his parents' driveway in 1977.

A few years later life took Scott to Webb Institute where he became a Naval Architect and then on to UC Berkeley for a MS in hydrodynamics. Little did he know that the name of his Lightning had been a

good omen—Scott eventually ended up working for Paul Cayard's AmericaOne Challenge for the 2000 America's Cup, the OneWorld Challenge for 2003, and he is now one of the Principal Designers for the Desafio Español 2007 Challenge for the 32nd America's Cup. Despite his recent involvement with slightly bigger, faster boats, he'd really like to sail his old Lightning again someday.

My son and I were visiting Scott in early November, and as the little guy ran around playing with Scott's sailing trophies, Scott went to find him a better toy. He returned with a beautiful wooden scale model of an aquamarine blue Lightning. Henrik was delighted and sailed the little boat around the living room floor. Once again we talked about the subject of the model, Scott's old boat. I calculated that almost 30 years had passed since Scott last saw the boat, and with Christmas soon approaching an idea began to form.

I am a person who is always up for an interesting challenge and wanted to try and really surprise Scott. I am also a person who knows almost nothing about Lightnings and I really didn't have that much to go by. I knew the hull number had been 8501 and that the boat had been in East Islip, New York, in 1977. After several late nights spent on the computer I knew a bit more—that there were a lot of them and finding one specific boat was a bit like trying to find a needle in a haystack. I tried to look it up New York State boat registry but had no success. I considered

calling boat yards around Long Island and gave up when the names on the list exceeded several hundred. I sent some shot-in-the-dark emails to people advertising Lightnings for sale. All the replies I got were very friendly, but unsuccessful. I was fearing the worst—that it had long since been abandoned and was rotting away in someone's back yard.

One seller suggested I look up the Lightning Class Association website, so that's where I headed next. I sent off emails to the Class Office—a disheartening reply was that no record of hull number 8501 showed up in their books. However, they promised to keep looking. Next I signed up for the Lightning Woody chat group, and posted a message:

"I'm looking for a Lightning number 8501 that belonged to a friend of mine on Long Island in the 70s. Can anyone help me?"

And help they could! Within 24 hours I had a reply from Robert Astrove; once again, no such hull number on their records, but he'd forward the message to some Lightning people

on Long Island. Another day or so went by. Then I received a very detailed and wonderfully eloquent e-mail from Mr. Malcolm B. Hendry III. In addition to every technical detail on the boat, he also told me that he and his father had bought the boat in East Islip in 1977, and he thought that the hull number matched. It had been in beautiful condition. They had sailed it for about five years, and sold it in Mattituck, New York. He knew that after the boat left his hands at one point it had belonged to the Mayor of Greenport in Northeastern Long Island. He asked me about some details to verify that this indeed was the same boat, so now I had to get some more info out of my friend without ruining the surprise.

I emailed Scott and told him very innocently that I was taking an art class and needed a subject for my next painting: I had thought about painting that old Lightning of his. What color had it been? And the name? Any other details that would distinguish it from others? Scott happily obliged. I got back on the phone with Mr. Hendry, and he described the same white recessed cove stripe, transom flaps...and the name. "You know, the boat was named Courageous when we bought it". I almost fell off my chair. It was Scott's boat!



Malcolm thought that his brother Bruce had seen the boat somewhere recently and gave me his number. I dialed, and a woman answered. "Hello, my name is Laura Howard. I am calling for Bruce, please." Silence, then a questioning "Yeeees?" Obviously a young female calling her husband needed to provide more detail. "I am calling about a sailboat I am looking for. I just spoke to his brother Malcolm. He told me to call." She went to get her husband. "Bruce, there's a young woman for you," pause. "And she's calling about a sailboat!"

Just like his brother, Bruce could recall the boat in great detail. Yes, he had seen it lately, too. It had been at a local boatyard about two or three years ago, in a state of disrepair with a keel plank missing. No idea whether it was still there. He promised to visit the boat yard the next week and find out. He said that a woman had also called about the boat's history about eight months ago. She was the

owner and had thought about restoring it. After profusely thanking him I hung up, elated. A sighting! Perhaps the boat wasn't entirely lost in time.

I looked up boat yards in the area and called the one that sounded the most likely. I left a message that would have made anyone question my sanity and intentions, and waited. The following week I got a call. The manager at the yard was on the phone and said that they indeed had the boat, and the hull number matched. The boat was buried in a storage building with other boats around and above it, and all he could do was crawl to it to check the number. He proceeded to tell me that the boat was owned by a woman who "drifted through the yard off and on and had had some work done on the Lightning." She had ordered the name Courageous to be lettered back on the boat. This mystery woman was difficult to get a hold of, but he promised to try. "I'll probably have to write to her to get the message to her", he said, "but give me until Christmas. If you haven't heard from me, call me back." So now all I could do was to wait and see if this mystery woman could be found, and if so, to see if she would part with Courageous like Scott had done almost thirty years ago...



COLOMBIAN DISTRICT CHAMPIONSHIP 2006

Eleven boats made up the fleet for this years championship held on Club Nautico Muña in Lake Tominé an hour drive from Bogotá. Thanks to the boats coming from the different clubs in the area. The regatta was sailed over three days, and six races were completed in light wind.

Felipe Castillo took the first place winning with Juan Pablo Castillo and Alejandro Abisambra. Mauricio Valenzuela was the runner up with Alberto Valenzuela and Rodrigo Mora. Felipe Recaman with Susana Salcedo and Luisa Mora took third place.



2nd
*Rodrigo Mora
Mauricio Valenzuela
Alberto Valenzuela*



1st
*Juan Pablo Castillo
Alejandro Abisambra
Felipe Castillo*



3rd
*Luisa Mora
Susana Salcedo
Felipe Recaman*

CAMPEONATO DISTRITAL CLUB NAUTICO MUÑA

Fecha: NOV. 11, 12 Y 13 DE 2006

Pos	Casco	PATRON	TRIPULANTE	Cat.	Club	1 ^a		2 ^a		3 ^a		4 ^a		5 ^a		6 ^a		TOTAL
						Pos	#	Pos	#	Pos	#	Pos	#	Pos	#	Pos	#	
1	78	Felipe Castillo	Juan Pablo Castillo Alejandro Abisambra	AZUL	CNM	3	3	1	1	2	2	1	1	2	2	3	3	9
2	85	Mauricio Valenzuela	Alberto Valenzuela Rodrigo Mora	AZUL	CNM	1	1	10	10	1	1	7	7	1	1	2	2	12
3	36	Felipe Recaman	Susana Salcedo Luisa Mora	AZUL	CNP	5	5	2	2	8	8	2	2	4	4	1	1	14
4	32	Juan Diego Escallon	Ernesto Borda Ricardo Herrera	VERDE	CNP	4	4	6	6	4	4	4	4	3	3	10	10	21
5	59	Johann Roesel	Francisco Castillo Vicente Hosie	VERDE	CNM	6	6	11	11	5	5	3	3	5	5	4	4	23
6	12	Sergio Delgado	Daniel Castillo Federico Concha	AZUL	CNM	ocs	12	5	5	3	3	5	5	6	6	6	6	25
7	15	Adriana Garcia	Roberto De La Vega Alejandro Rueda	VERDE	CNP	2	2	8	8	9	9	10	10	8	8	5	5	32
8	34	Andres Herkrath	Alvaro Ramirez Hernando Ramirez	AZUL	CNP	ocs	12	4	4	10	10	8	8	7	7	9	9	38
9	111	Gustavo Tamayo	Javier Delgado Nevardo Guerrero	AZUL	CNP	ret	12	3	3	6	6	6	6	dns	12	dns	12	39
10	97	Tomas Valenzuela	Julian Valenzuela Juan Camilo Castillo	VERDE	CNM	8	8	9	9	7	7	9	9	10	10	7	7	40
11	99	Pedro Londoño	Roberto Londoño Camilo Lopez	VERDE	CNP	7	7	7	7	ocs	12	11	11	9	9	8	8	42

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Harbor Island Yacht Club Clubhouse—original art by former member Peggy Zone

Bluenose 2006

No Pinching Please

Bruce Richards

I had spoken with our foredeck crew Mary on Thursday before the Bluenose about our goals for the regatta. Sure, we wanted to have a low-key, refreshing end-of-the-season time together...and we didn't want to hit any boats or to be involved in any potential foul situations; these goals are common to all involved in the Bluenose. But more than anything else, I wanted my Dad to have a good time on the eve of his aortic valve replacement surgery, where he had been disconsolate last year in the face of my pinching Pandamonium to the back of the Fleet in race after race (until the mainsheet broke!), trying to "live on the hip" of boats to leeward. "Drive the boat," he exhorted repeatedly, almost seething with Sunday's reiterations. Hence the goal was to sail fast and fat and flat—starting with plenty of space to leeward and tacking into lanes that allowed for sailing low rather than trying to hold high "on hips" nearby.

So twenty seconds before the start of Saturday's last race we felt as good as we had all day. We were at the pin end with a lefty coming in—with only Allen Sr. and Faude and space below us and just enough space for Terhune to take masterfully. "Toasted marshmallow," I muttered to myself of our position. But we did not have to "live on his hip" long. He was out and over in the shift and gone in little more than a minute, leaving the progressive left for our taking and our tacking a few boat lengths later to windward of a fleet charging downriver. For a time we looked golden; the jib's leeward telltales stalled again and again. And with each degree of lift Dad's exhortations grew more passionate: "You're lifted, boy. Take it!"—my cautious response to change that seemed too good to be true less adequate. Finally he couldn't take it any more. "Mary, you talk to him. He won't listen to me!" I smiled. My weekend was complete.

Never mind that the righty came in, dominating the rest of the leg and forcing us to limp from our lead across the consequent soft spot in the middle to our rightful place in the pecking order in the back half of the fleet. We had not hit anyone (thanks to Faude's pre-start yelp), we had taken enough sterns to comply with both the rules of

sailing and the principles of hospitality and we had even sailed to our first non-drifting top ten finish in a Bluenose on the strength of Dad's spinnaker work and Mary's wind reading in the second race. Most importantly, after more than forty years of racing together, I had heard the parental affirmation that my child within needed: for once I was not pinching!

By way of footnote, Dad sailed through his surgery. He's back home now, reviewing all the sailing video my sister had been recording for him this year, walking "1.3 miles in 18 minutes" and determined that we should be faster in next year's Bluenose.



Bruce Richards and crew in Pandemonium



Coach's Corner

Top Ten Ways to Become a Good Lightning Crew



1. Have fun; it's only as much fun as you make it!
2. Communicate
3. Keep the movements on the boat smooth and efficient
4. Sail with as many different people as possible
5. Drive a Lightning yourself sometimes
6. Race in many different wind and wave conditions
7. Sail in every crew position on the boat
8. Find the opportunity to sail a regatta with one of the "Lightning Legends"
9. Enjoy after race drinks with your friends (but just enough so you will be alert the next day)
10. Sail some regattas in other classes (cross train)

Although starting to sail at a young age is not an option for everybody, it is still possible to be a good crew on a Lightning. Sailboat racing is like every other sport in that "just doing it" gains you the experiences to make the judgment calls necessary, and mechanically your job becomes second nature. Once you have the mechanics of your crew-position down, success becomes a matter of teamwork and communication within the boat. Weight displacement and balance is very important. Movement within the boat should be smooth, and it is important to communicate between the two crew who or if both should move their weight in/out first. Watch for puffs to predict when these movements will be needed so that they can be made efficiently. The skipper needs to focus on driving the boat fast. In addition to keeping the boat balance right, as crew it is your job to verbally "paint the picture" of what is going on around you without the skipper having to take his eyes off of the sails, waves, etc. that he/she needs to steer the boat fast and smooth through the water.

Before the start, it is up to the crew to help the skipper with the count-down. The skipper has enough to do just navigating the boat through the traffic without needing to look down at his/her watch. One of the crew should give the count-down time verbally and frequently. The other crew should fill in with this job if the designated person starts to communicate about something else. Keep your eyes out of the boat and tell the skipper of oncoming boats, boats on the "hip" that might be a problem if you were to tack, and your position on the line ("We are in the (committee) boat-quarter of the line now," or "We are third boat from the pin"). Mention any wind shifts detected as the sail trim or boats around you change. As crew you should help the skipper find a starting position (hole) in the line. To avoid starting right next to a faster boat, it helps to point out what boat you would be next

to if you choose a particular hole. In the final seconds before the start it is important to communicate about how far you are from or if you are over the starting line.

Right after the start the most important thing is to help the skipper break free into a clean lane as soon as possible. Tell the skipper whether they can tack or not. He/she might not want to tack, but it is always helpful to know their options. If it is decided that you do want to tack, tell the skipper how many boats are to weather of you, if you will need to duck boat, and how many. Look around at your possibilities. Let your skipper know if there are cleaner lanes to weather as they may want to tack twice to get into that lane. Tell the skipper about the speed and point in reference to the boats around you; tell the skipper the jib trim position so the he/she knows how close to the wind he/she is steering ("The jib is all of the way in now," or "The jib is at the tip of the spreader so that you can foot and go fast"). Informing your skipper where they are with speed and point should be done all of the way around the course so that the skipper can get a feel for a datum in his/her head.

Once the first beat is underway, the crew needs to continually provide the skipper with information. The front crew should verbally read the status of your compass heading. Before the race, decide what heading is sailed on each tack and refer to those angles as "even." Let the skipper know about the course heading in reference to the selected "even" heading for that tack (i.e. "we are five up on the compass", "ten down", "five up", "holding even on the compass"...). If a shift occurs and lasts during the race, tell the team that you are going to use a new heading for "even." The front crew should also verbally tell the skipper the status of the jib trim. This is important as you sail in and out of puffs, waves, or next to another boat. Tell the skipper how far the jib is trimmed in on the spreader, and tell him/her before you make any changes. Most skippers drive up wind by using the jib tell-tails and changing the jib trim, although important to





do so, is key information to share with the skipper. This holds true for any changes that are being made to adjustable jib-cars, the jib wire, or jib cloth. Also keep your eyes on the water in front of you and mention any puffs, large or off pattern waves, crab pots, or other obstructions in the water that you see coming.

Up wind the middle crew should help keep an eye on the main-sail trim. Let the skipper know if more or less sheet, backstay, cunningham, or outhaul appears to be needed. The middle crew should also take a look and let the skipper know where his boom is relative to the centerline of the boat so that they can adjust the traveler accordingly. You can take care of any of these fine-tune adjustments for the skipper if he/she doesn't mind. Let the skipper know if any of the competition around you tacks. Tell the skipper about the few boats closest to you in the regatta standings by mentioning what side of the beat they appear to be taking and their apparent position in the fleet. The middle crew can be a big help to the skipper upwind finding lanes to tack into. If the skipper expresses interest in tacking, tell him/her if you can tack yet or if you would be tacking into bad air or a big wave. As you reach the top of the beat, let the skipper know where the mark is...there is nothing worse than over standing a mark because its location was not made known to the skipper. Help the skipper choose a lane on or near the layline by trying to predict if other boats will potentially tack onto your air and if you would have an option to tack out of that situation.

In the final moments approaching the weather mark, remind the skipper of any off-set marks and let them know when they should start to turn the boat to round the mark. Keep your eye on the traffic behind you to help the skipper establish a lane for the downwind leg. If the "train of boats" is going high, be sure the skipper knows about it so he/she can avoid getting rolled.

Again, help the skipper locate the next mark or remind them of the reciprocal reading of the weather mark heading. The middle crew and the skipper need to be in constant communication down wind. Let the skipper know of pressure in the sail, if you can carry the chute at a lower angle and the direction of any wind shifts detected in the spinnaker. The front crew should let the other two teammates know of puffs coming and let the skipper know if they need to head up, fall off, or gibe to get to the next puff. Let the other two know of speed and angle compared to other boats so that they, as a team, can modify what they are doing with boat angle and sail trim. Provide a constant flow of information about lanes, where the competition is compared to you, puffs, and any boats in the back of the fleet that are gibing (this might help indicate any wind shifts coming.) Take a look forward about halfway down the run and help the skipper know which mark appears to be favored if there is a gate and then let them know what kind of traffic they will have to maneuver through to get the inside position for that rounding.

At the leeward mark rounding, help each other get the spinnaker stowed, help the skipper trim in the main, trim in the jib, and resume the upwind sailing discussion (i.e. "The jib is trimmed one inch inside of the spreader tip," "We are ten degrees down from where we were on the last beat," "You can pull your traveler up more," "We are free to tack if you want to," "John Do is headed to the right side of the course," "Jane Smith is on the same tack just below us going lower and faster"...). Once both of you have told the skipper everything you think he/she might want to know, take another look; it's a sailboat race and something has changed since you last mentioned it!

Crewing on a Lightning is about being a part of a team. Don't take it personally if the other crew steps in and does one of your "designated jobs" or provides information that you typically give. It might make a maneuver smoother or faster. Be sure to help out your teammate whenever possible. Sailing is a great sport and the Lightning Class has an amazing group of people. We both enjoy going to Lightning regattas and cherish the friendships we have gained through the Class. It is important to keep focused during the race but be sure to spend the time between the races, the sail in at the end of the day, the hoist line, and the regatta parties talking and having fun with your teammates and competitors. Unwind and have some drinks if you wish but get to know your limit (this takes years of practice) so that your crew mechanics are flawless and you can provide an abundance of information on the race course again tomorrow.

Background Bio on Tobi and Dan

Tobi's dad had a Lightning when she was born so she has been around them all her life. She skippered her own boat in two or three Junior NAs. In 1994 she crewed for Andy Horton and won the Junior NAs; they were also runner-up that year at the Youth Worlds in Switzerland. She also skippered and crewed at Tulane University while getting her Civil Engineering Degree.

Dan has been sailing Lightnings since 1979, attending his first Juniors as a crew with Scott Zerban in 1982. He skippered his first Lightning at the 1997 NAs where he finished 5th. In 1998 he crewed with Matt Fisher, winning the NAs. He crewed with Matt Fisher in the 2001 Worlds in Italy where they were runner-up. With Matt Fisher he also won St. Pete one year. He says he has crewed and learned from everyone he has ever sailed with: Lal Burrridge, Matt Burrridge, Scott Zerban, Terry Burke, Matt Fisher, Bob Wardwell, Tobi Moriarty and even my son Ian Moriarty. He loves this sport!!



Turkey Regatta
Mission Bay Yacht Club
November 18-19, 2006

A couple of years ago, Scott Finkboner was driving down a street in Ocean Beach and saw an old Lightning parked on the street, dirty and uncovered. A few days later, we went back and the boat was gone. A few weeks later, he saw the boat again on another street. He got out and checked the number. It was the last boat Carl Eichenlaub had built for himself in 1991. He left a note on the boat for the owners. They contacted him and told him they had just been moving the boat around public streets every two weeks for the past few years just to avoid parking tickets. Scott bought the boat for nominal fee and over the past year has totally refurbished it.

This weekend, he raced it for the first time, winning the Turkey Regatta. Scott's comment, "I was afraid the boat couldn't bear rig tension, so I just sailed it with loose shrouds." On Saturday, Scott scored a 3rd and two bullets in winds ranging from 8 knots-15 knots and building to 20 for one race. Mike Poltorak scored 2nd in both races he sailed. Boats that couldn't find three crew suffered and the standings were close. On Sunday, Jeff Coppens and Scott battled closely at the front of the fleet. Both ended with three bullets, but Scott's consistent results gave him the victory. With four new Lightnings in the Fleet due to the NAs, we had our biggest fleet turnout in six years!!



Scott Finkboner

1.	Scott Finkboner	10 pts
2.	Jeff Coppens	14 pts
3.	Dan Gravatt	22 pts
4.	Kirk Johnson	28 pts
5.	Pete Bellin	31 pts
6.	Dale Bull	36 pts
7.	Mike Poltorak	44 pts
8.	Brian Anderson	49 pts
9.	Richard Hockaday	60 pts

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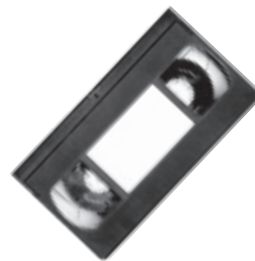
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I'd like to compliment you guys on the excellent quality and content of the latest Lighting Training Video with Greg & Joanne and Jeff Eiber. I've already watched it twice this week, and I find that there are several layers of valuable information in the video and commentary.

I've got to say that there is nothing like having the unbiased eye of a camera to capture the smoothness of a championship team going through the moves. It really drives home the importance of solid boat handling as the foundation upon which speed around the race course is built. Being able to see this team perform and hear expert commentary is enormously fun.

Matt Burrigde—14834—Yeti

Fuzzy

SPECIALTIES



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Matt Morin, Trey Rose, Kevin Morin

An Extreme Adventure—In a Lightning

Kevin Morin

The Mega Leg is a sail from South Haven, MI to Chicago, IL that was completed by Matthew Morin, Kevin Morin and Trey Rose. The shortest possible distance between the two points is 70 nautical miles, which would make it a typical long distance race for a keel boat, but the three sailors from Pontiac Yacht Club did it on a Lightning.

We left for South Haven from Detroit on Friday September 1, slept in the car, and then began the first Mega Leg across Lake Michigan on Friday September 2. At points it looked like the sail was going to take days, but the wind got heavy towards the early afternoon, and we were able to make it to Chicago by 9:00 PM on Saturday, which turned out to be right around 13 hours.

We did the trip for several reasons: to test our boat, to test ourselves and to sail fast. During the 13-hour trip, we accomplished all three of our goals and made it home without any serious equipment malfunctions or injuries, which made it a smashing success.

We had been planning to take this trip for several years but couldn't find the time for the trip or the planning involved. As with any extreme adventure, preparation is the key. Preparation came down to two main areas: 1) Finding the right team; 2) Having the right gear.

Our team consisted of young sailors who have combined 30 years of Port Huron to Mack and Chicago to Mack experience. We have sailed together for over ten years and have complete confidence in each other. Over the years, we have been through light air trips that have taken half a week and have been through heavy air trips that have taken close to 24 hours. So, we knew the trip could be quick or very drawn out and were prepared for either.

Once we locked in our crew positions, we needed to

gather all of our equipment. Most of the equipment we took was foreign to a Lightning, but was available as part of our Mackinac racing gear. We took the following equipment:

- GPS
- Foul weather gear
- Spare set of sails
- Spare spinnaker pole
- Spare lines
- Radar reflector
- Emergency grab bag
- EPIRB registered for our Lightning
- Wet suits
- Parachutes flares
- Flares
- Ship to shore radio

The first Mega Leg is in the books, and we are ready for the next. The second annual Mega Leg is going to be a bit different. For this first trip, we leisurely assembled the boat, launched the boat and paddled to the drawbridge in South Haven. Year two is going to feature a Le Mans start, in which the race will begin with boats being completely disassembled in their trailering covers. Crews that can assemble their boats quickly, paddle the fastest and time the bridge opening correctly will have an advantage.

Contact Kevin Morin at kevin.morin@macroconnect.net if you:

1. Have questions about the first trip in 2006.
2. Are interested in the 2007 Trip.
3. Have gone further then 75 Nautical miles (our total distance sailed) in a Lightning without stopping.

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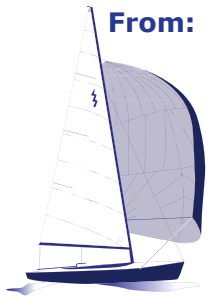
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10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@bioconnext.com (NJ)

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6315. Wooden lightning in good condition with beautiful wooden mast, boom, rudder. Two sets of sails; trailer in good condition. Melanie Ginter 203-776-3600 melanie.ginter@unitedaluminum.com (CT)

6296. Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) kesterson1@verizon.net (NY) 6/19/2006

6133. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Sails in good condition. Recent Hull repair and new canvas deck. Boat is in very good condition. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com (CAN)

1548. "Little Joe" Built 1947, has beautiful wood spars, boat is complete but has a cracked hull plank, deck and freeboard were fiber glassed by my predecessor but could easily be removed if someone wanted to return it to original condition. Boat located in Surry (near Ellsworth) Maine; \$2,500 or best offer; call Nick 978-388-0999 (w) 978-388-4646. mailto:haineslaw@verizon.net

322. Sound hull with cedar planking not glass. 2 sets of sails 1 spinnaker. Rigged to single hand, trailer, kick-up rudder. and a mast stepping rig. Stored inside a dry barn. North Carolina. Asking \$2500. Dave Murray 828-682-9329 mailto:junendave@verizon.net nm1/1/2007

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through email with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.