

ONTARIO JUVENILE CHAMPIONSHIP

The Third Annual Ontario Juvenile, 3 Man Championships, went off again this year without a hitch, but with much less wind than had been previously encountered.

The Host Club N.Y.C., and the Toronto Bay Lightning Fleet combined to provide the people and equipment necessary to stage the regatta. Many thanks to all those who helped make this another successful regatta.

This year the Ontario Womens Championship was sailed on the same course, and Ken Inglis and his race committee did double duty to handle both Fleets.

The women raced the new light weight two man Tasar, while the Juveniles raced the much larger 3 man Lightning.

Although the air was light, 5-8 M.P.H., the first race got away on schedule 10:30 a.m. with a scheduled six race day. Each race was back to back and lunches were provided on the water, which were wolfed down between races 3 and 4.

It looked like Larry MacDonald, last years winner, would set the pace and be the man to beat, as he rounded the weather first in the first race and then went on to win.

Paul Sulman was second pressing MacDonald hard on the off wind legs. Kevin Smith was third, with Paul Davis close behind in fourth.

In the second race, Sulman was first at the weather mark and held the lead until the final down wind leg to the finish, when MacDonald was able to jibe inside, took advantage of his position, and eased over the line for the win. Maki came on strong for the third, Kevin Smith hung in for the fourth and Davis dropped to fifth.

Although all the boats were close at the weather mark, the crews on MacDonald's, Sulman's, Smith's and Maki's boats, seemed to work their spinnaker drill more effectively off wind.

The wind had shifted a little for the third race and the course was re-set. MacDonald again led the parade for the first, and it looked like he might walk away with the regatta. Sulman got into trouble at the leeward mark and had to do a 720, dropping him to 4th at the finish. Davis and Maki moved into 2nd and 3rd, with Kevin Smith 5th and the Merriums moving up to 6th.

The boys took time out for lunch and the race committee re-set the course as the wind swung back to the S.E.

The waves were starting to build but the wind had not strengthened, making the going slow and painful.

The fourth race gave MacDonald another first, again

Sulman was 2nd, but Saunders had moved up to 3rd with Davis and Maki 4th and 5th, Smith dropping to 6th.

The fifth race was a bit of a jam up on the starting line and MacDonald laid down on Saunders in an attempt to get up some speed, but was protested. He sailed into clear air and started his 720.

The rest of the fleet took advantage and Sulman sailed into first with Maki a strong 2nd and Davis 3rd. MacDonald was able to scramble back for a 4th. Willings sailed well, but was only able to salvage a 6th.

The final and sixth race was slow, as the wind had dropped to about 5-6 M.P.H. and the waves made it difficult for the boys to keep their boats footing.

Maki sailed well to round the weather mark first. He continued unchallenged in first to take the gun.

Sulman rounded 4th but moved up quickly on the off wind legs to finish 2nd. Smith hung in for third, with Saunders and Davis 5th and 6th. MacDonald who rounded the weather mark last was able to pick up boats on the last buck to finish 4th.

We all sailed home and enjoyed Pat Nolan's cooking in the park. The girls from the Ontario Womens Championships joined us for the barbecue as we downed 300 hamburgers.

Four more races were scheduled for Sunday, but the fog rolled in and we were unable to set a course. The races were finally cancelled at 2:30 p.m.

With one throwout the standings stood— 1st - 8 pts. - Larry MacDonald, Crew: Steve McMenemy, Stew Broe, R.H.Y.C.; 2nd - 9 pts - Paul Sulman, Crew: Chris Cochrane, Brad Gullins, N.Y.C.; 3rd - 14 pts - Arne Maki, Crew: Andy Cummings, Ron Jenkins, N.Y.C.; 4th - 18 pts - Paul Davis, Peter Young, Roddy MacIvor, B.C.; 5th - 20 pts - Kevin Smith, Kevin Brown, N.Y.C.; 6th - 26 pts - Bob Saunders, R. Spacknan, C. Ryell (Mirror Class), Conestoga S.C.; 7th - 34 pts - Ben Willings, Charles Clarke, Brad Parks, N.Y.C.; and 8th - 36 pts - Peter Merrium, Gord Merrium, Stev. David, N.Y.C.

Larry MacDonald and crew took home the beautiful trophies presented by radio station C.F.R.B. The Royal Bank presented medals to the first three places.

R.C.Y.C. donated a lovely perpetual trophy to the Toronto Bay Lightning Fleet. It had previously been presented to the R.C.Y.C. Junior Lightning Champion. It will be rededicated and sailed for annually at the Ontario Juvenile Championships.

We are looking forward to an even bigger and better regatta next year.

Final Position	Boat #	Skipper	Race Finishes						Points
			1	2	3	4	5	6	
1	12262	MacDonald	1	1	1	1	4	4	8
2	12090	Sulman	2	2	4	2	1	2	9
3	11136	Maki	8	3	3	5	2	1	14
4	11878	Davis	4	5	2	4	3	6	18
5	11884	Smith	3	4	5	6	5	3	20
6	11275	Saunders	5	6	7	3	7	5	26
7	11331	Willings	6	7	8	8	6	7	34
8	12949	Merrium	7	8	6	7	DNF	8	36

THE JUNIOR SAILOR - HOW CAN HE FIND THE LIGHTNING?

By Greg Fisher

Three years ago the Lightning Class held its first Junior North American Championship in Cleveland where approximately 35 boats participated, providing some of the toughest competition ever massed in one junior regatta. At least four other classes were represented: the 470, the Snipe, the Flying Scot and the Thistle. At this time a seminar was given by five of the top sailors in the Lightning Class, followed by a party where all of the competitors could meet each other. I'm sure I'm speaking for all involved with that regatta when I say it will never be forgotten. Since that first Junior N.A. there have been two more in Columbia, S.C. and Milwaukee, Wisconsin. Although I was not present at these two regattas, since I've joined the "over the hill" bunch, I understand these two Junior N.A.'s had nearly as many boats and were just as competitive and fun. Stemming from the enthusiasm generated by the Junior North Americans, most districts initiated junior championships. Recently awards have been created with the junior sailors in mind; in the Ohio district there are trophies for both the top first time district sailor and the top junior sailor. In the most recent World's, North American's and Southern Circuit, a junior has placed in the top 5. However, when one looks down the ranks of these World's, N.A.'s and Southern Circuit he can see there are not as many juniors as he might have expected. It seems most of the sailors in the junior N.A.'s are either crewing or have had to return the boats they had borrowed. What can be done to increase the number of active junior sailors in the Lightning Class? We need the junior sailor; he is the lifeblood of the class.

I see the problem as twofold. First the junior must deal with the high cost of the Lightning. But there is not too much that can be done; that is one of the criteria of buying a 19 ft. sailboat today. The builders are selling their boats at the lowest price they can afford. With prices rising, the racing sailboat business is susceptible to inflation the soonest and the hardest. Perhaps we should make more of an effort to have used boats available to the junior sailor through a more extensive "boats for sale" section in the *Flashes* and possibly a separate publication devoted solely to used boats. Some builders have some factory seconds for sale; they show a cosmetic defect but still are competitive. It's interesting that a 9 year old boat won the N.A.'s this year. With a new rig and new sails a used boat can be equally as fast as a brand new boat.

The second part to our problem is the sailor's lack of exposure to the Lightning. If the junior sailor isn't exposed to the boat he will not know what he is missing. In the past several years we have suffered two losses that would harm any

class. The Lightning's use in the Sear's Cup has dwindled and it was dropped from the Long Island Sound junior program. Obviously, with the loss of these channels many junior sailors won't experience the Lightning. But that doesn't mean we can't extend our scope to look for new contacts. Let's widen the participation of the already big Junior North Americans to accept juniors from other classes. If possible, not only just accept them but give them an invitation and a boat. This situation worked out well at the Cleveland Junior N.A.'s; the Muellers loaned the sailors from other classes as many boats as they had available. All of these people left the regatta with the feeling that, if they had the chance, they'd love to sail the Lightning again. Perhaps another alternative would be to hold a junior "race of champions" similar to the race of champions held each year for seniors. In this regatta the top juniors or junior from most of the major classes would be invited and lent boats. The Lightning Junior N.A. winner would of course be participating. This junior race of champions would probably gain a great deal of publicity, which would not only be healthy for the Lightning class but for junior sailing as a whole.

Taking a look at college sailors, we have a group of people nearly ready to face "reality" and eagerly looking for a class of boat to settle down into. Here too, the class could sponsor a regatta. Maybe just a small one, including only the top teams from each of the Eight districts. College racing is hungry for more 3-man sloop regattas, and I feel would set up active eliminations for participation in the regatta. This type of enthusiasm would encompass the whole of college racing as the teams fought it out at the elims. This year the Midwest district's North American sloop championship eliminations were hosted on Buckeye Lake in Ohio and all eight teams represented were thoroughly impressed with the Lightning.

Seminars are always a crowd gatherer and with the caliber of sailors in the Lightning class and their reputations, surely people would come to hear them speak. A semi-national scale seminar could be introduced with the promotion of junior sailing in mind. A Holiday Inn or similar large hotel complex could be the meeting place. Slides, movies, parties and a banquet could create a common denominator for the whole group. It would be good for the juniors, sailmakers, boatbuilders, seniors and more importantly, the Lightning class.

Some, perhaps all, of these ideas might be a little farfetched or tough to organize. But, if just one or part of one could be introduced it might succeed in drawing some more juniors, or even senior sailors onto our course. Our Lightning class is obviously great; let's see it grow even more.



The Winners.



Bull session in the parking lot.

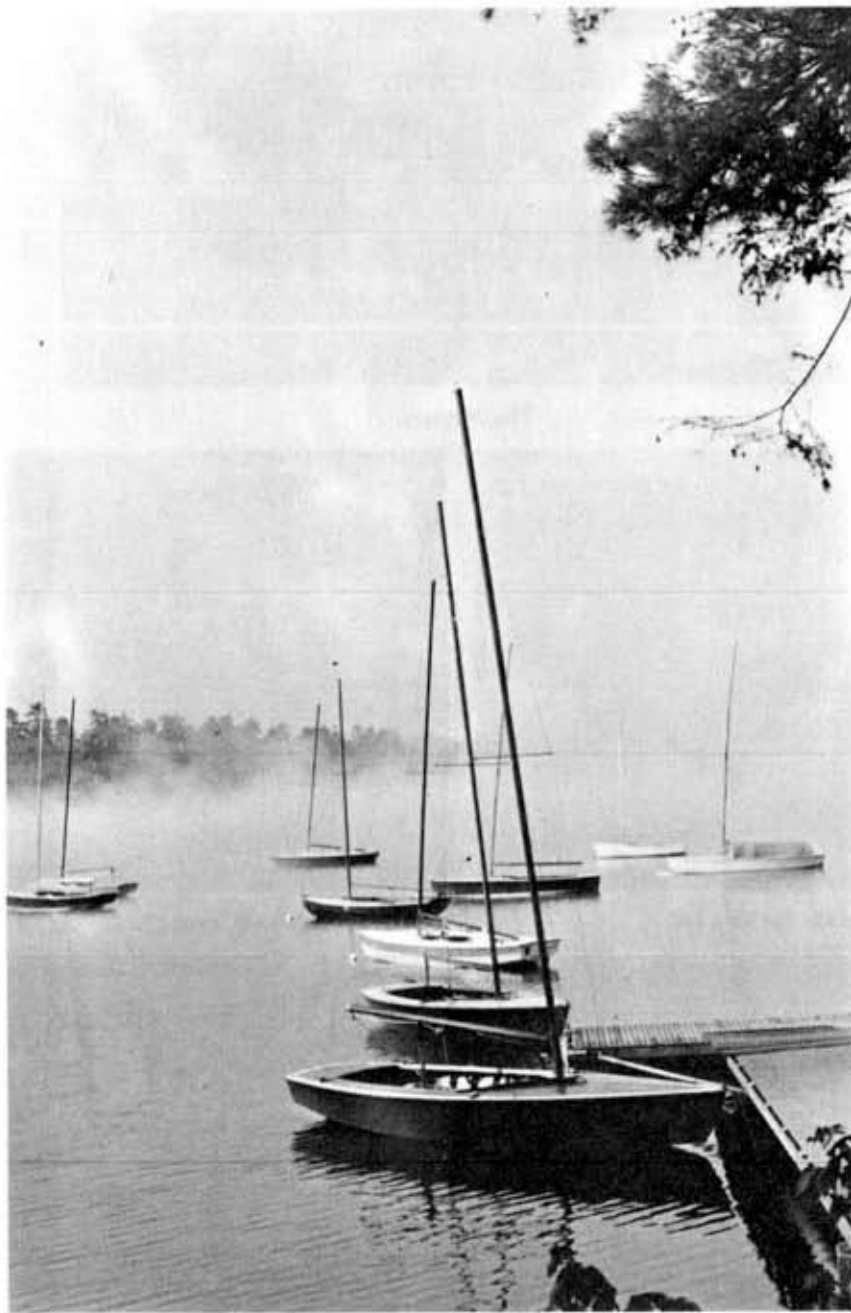


Talking it over with "the Old Folks".



Paul Gelenitis, Dick Thomas & George Francis — This is the way it really was!

Photo Credits: John Esser and John Nixon



7:00 AM
Spofford Lake, N.H.

Photo Credit: Barb Brodock



Thru the Riggins.



"Ma Ma!"



Go get em John



A beautiful Finish couple, Veikko and Maria smiling at Boudry Castle reception.



Then ILCA President Bob Smither decorated by Arthur Stocker, Vice President Hess in between.



Paloma (Finland) and Rahn (Switzerland) neck to neck.



ILCA Vice President Hess with wife, Kathi Fischer, Dina Lambelet.

DAYSAILING A LIGHTNING

We used to race. Two seasons in fledgling fleet 444. Nice, low key, husband-wife crew, round the buoys, no spinnaker. We took it seriously, NAYRU and all that, but it was child's play compared to the racing that gets reported in *Flashes*. However, I did learn to make a Lightning go.

Then we moved to Stamford, Connecticut, and since almost all racing is out of the clubs and on Sundays to boot (*Editor's note: Rev. Purnell is Pastor of the Turn of River Presbyterian Church*) we entered the world of the day sailor, sailing 9108 out of Cove Island on the Stamford-Darien line. Our first trip on the "ocean" was a jittery flit around our harbor mouth. Since then we've sailed over to Long Island, up to Norwalk, down to Greenwich. There are about half a dozen Lightning day sailors out of the Cove.

The length of a "cruise" in a Lightning is determined by coordinating such seemingly unrelated statistics as wind and bladder capacity. I have to admit defeat in overcoming the latter obstacle, given the least amount of seas, heel, the limits of the law and even marginal modesty. Fortunately, as most reading this know, while sailing, most body moisture is lost through the skin anyway.

We have four seasons of day sailing a Lightning on Long Island Sound so I feel at least marginally qualified to report that there is good news and bad news. First the good.

The Lightning is beautiful. The particular combination of lines and surfaces that make a Lightning border on the exotic, in my opinion. I would rather see or be seen in any Lightning than some forty foot ugly tub. The Lightning is fast and responsive so in light or medium air we out reach and out point a lot of the bloppy stuff on the water. There's lots to do on a Lightning while day sailing. One can just sit and sip, keep the boat moving or one can fuss and fiddle and make her go. Of course there's always the big "S" when you find yourself upwind of home port and with a comfortable wind, sea and willing crew.

A Lightning is safe, stable and stiff. Our six year old son has

spent more time asleep during our sails than awake. Our eight year old son can take the helm in the right condition. There's room for even six adults for a picnic afloat. Sometimes we beach and picnic. We've "gone off" with the fleet (at a safe distance) for the Block Island Race and "raced" along. We've trailered to inland lakes and camped and sailed. We've done a lot in 9108.

Now the bad news. We have a 3½ h.p. Seagull, both because our harbor master requires it for passing through our narrow channel and because I wouldn't go out on Long Island Sound without a kicker, period. The Lightning does not carry a motor very gracefully. The very construction of the boat acts a giant sounding board and megaphone, making even a little motor deafening for those aboard.

The second item of bad news is the fact that the cockpit sole is below the water line. All attempts by me to cover the cockpit at the mooring and keep the boat dry have failed. Almost every sail starts with a turn at the third bilge pump. (*Editors Note: The self-rescuing boats have solved this problem.*)

Finally, the hard-chined design which makes a Lightning so stiff also comes with a flat bottom which makes the hull slap happy in the least bit of sea. The price of surfing off a four foot crest is paid in the trough with a teeth rattling crash.

We've had calm sails and wild sails. Once a friend and I went out on a day we had no business going out. We went out to see if we could scare ourselves. We did. We were out only about forty minutes. We were wet, cold, exhausted and exhilarated all at once. What a sail! What a feeling! I'll be better able to handle an unplanned rough time.

"Satiety" is our first boat and we think we've "done it all" with her. She does everything she was designed to do and some things she was never intended to do.

All we know about sailing, we've learned on our Lightning. All our sailing joy has been on a Lightning.

by Rev. Vaughn P. Purnell



ILCA. Official Pocket Patch

Red Lightning Flash on white circle embossed on navy wool background. I.L.C.A. and laurel leaves hand embroidered in bullion. Size approximately 4" x 4¼".

Cost \$9.50. Send check with order to I.L.C.A. office, 808 High Street, Worthington, Ohio 43085.

DAY SAILING A LIGHTNING

My family and I moved to Rhode Island, Bill Shore country, two years ago. Although I had never owned a Lightning, I was familiar with them from having sailed in the Chesapeake Bay area years ago. I was told there was no fleet close by but realized what a great day sailer the Lightning makes and bought #10368.

I have nothing novel to report regarding its use, but we do have a lot of enjoyment wandering around Greenwich and Narragansett Bays. There are four or five other Lightnings in my immediate area and I have considered attempting to contact their owners to possibly solidify our group and maybe get a fleet started.

The Lightning is a great boat and I don't understand why any of the manufacturers of it do not attempt to market it through dealers.

Thanks for recognizing the day sailors!

Buford Cline

"Two years ago, a latent interest in sailing prodded me to look for a day sailer that could carry a family safely, give some reasonably exciting sailing, all at a cost somewhat less than the National Debt. After 6 months of looking, pricing and anguish, I came upon a grand old lady of the Lightning Class, #5025, in some degree of disrepair. So, my two sons and I bought and refurbished her, and have sailed these last two seasons on the Magothy estuary and the adjacent area of the Chesapeake. The joys of day sailing are notably different from racing, I believe, in that in the former, there is no schedule, no pressure. If you want to flash over the swells, hiking out over the water in a dash down river — that's good. If you want to drift lazily along and drop a toe in the water, that's O.K. too. Day sailing is a matter of moods and enjoyment of the whim, attuned to those of us whose jobs offer more than enough pressure and competition."

The one thing I would hope from the I.L.C.A. in the future is promotion of day sailing, and to this end, a daysailing column could be set up in *Flashes*. Such a column could record sailing - picnic - camping events as they occur, and give hints regarding upkeep. My guess is that most of the day sailers might be found in owners of older boats, specially wood ones. Thus, some articles on winter maintenance and upkeep would be especially useful.

Daniel C. Buck

THE LIGHTNING: VERY VERSATILE

The Lightning Class Sloop is first and foremost a racing sailboat. The International Lightning Class Association is the fine member sponsoring organization of this class, devoted to the promotion, competition and regulation of the boat and to its continued refinement as a classic racer and day sailor for its size.

One thus feels a certain timidity in offering some thoughts about this boat to the ILCA itself from such limited experience. For the 40-year-old writer, always fond of boats, has owned and skippered one for only two summers. She is a fine, beautifully preserved older Lightning, #4264.

Moreover, the writer after two short Maine summers afloat, one day per weekend at that, still has a lot to learn about smart sailing, has yet to try racing, and is not yet in an ILCA fleet. In other words he's barely scratched the surface of what Lightning ownership is all about!

And yet my wife and I with better sailing skills still ahead of us, after two years of refurbishing and refitting with a bit more to go, after perhaps a dozen and a half weekends on salt water learning the basics of sail by trial and error (which certainly has its interested moments) have developed a tremendous amount of affection and respect for our Lightning.

Racing, when we feel a little more confident and experienced, should become one more reason for delight in our boat.

But we have already discovered a number of reasons to delight in our Lightning. And while they have nothing directly to do with racing, perhaps they too are important to the

popularity and future of the Lightning Class. For they seem to us part and parcel of the boat's design beauty and versatility, a classic small boat design that can do several things very well off the race course as well as on.

To mention just three areas of Lightning versatility we have experienced first hand and which have impressed us a great deal: as a truly fine first boat in which to learn sailing; as a superb day sailor with room for friends; and as a nicely laid out boat for easy handling, movement, stowage and protection. To these could be added others such as maintenance, transport, back yard storage, economy etc. But to briefly discuss the first three:

As a first boat: As a sailboat for learning the basics of sail almost from scratch, the Lightning from our experience has been very special, and by no means is ours a temporary first boat. Indeed, she will be teaching us finer points of sailing for years after we have mastered the basics.

As a "teaching" sailboat, the Lightning we've found is both a forgiving and demanding craft. With her beam, hard chine, deep steel centerboard and quick rudder, she is a stable, confidence-building boat in light airs for the beginner. A light breeze will put her through all the basic maneuvers. Then, taken out in moderate winds, that tall, high aspect rig really starts to go to work and you find you have a boat under you that can move, even in clumsy hands. You find too that she is still forgiving but telling you to pay attention. We have found the Lightning a good teacher because of the boat's responsive-

ness. You make mistakes, but you learn from them. The boat's motion, sails and "feel" are constant communicators and darned clear ones for the most part. And while we still have a lot to learn about heavy air, our boat brought us safely home, beating most of the way, through a squall the skipper wandered into one afternoon.

Perhaps one reason the Lightning has so long been such a popular racer and day sailor is that the boat, by virtue of a very sophisticated design and rig, has so much to teach about sailing. I can't imagine anyone "outgrowing" a Lightning quickly from a skills standpoint. She is all sailboat and a very serious one. We have run into many "big boat" skippers who once sailed a Lightning and still admire the boat as a fine one.

As a day sailor with room: This can be touched on briefly because it's so obvious. Thanks to the Lightning's size overall, especially her long and beamy cockpit (and comfortable side decks for hiking) the boat is very happy with up to four adults aboard though her racing crew is three. As a couple, we particularly enjoy taking other couples, our friends, out for day sails. Sailing is just too much fun not to be shared and a Lightning makes that sharing a cinch.

As a nicely laid out boat: Some basic design features of the Lightning which have very much impressed us and make the boat seem bigger than she is include first and foremost the great big cockpit. Few sailboats have one as large or larger regardless of type. There's so much room that not even the centerboard trunk is in the way from our experience. In addition to having a roomy cockpit easy to move in, the Lightning also has walk around decks to move on, unusual for a 19-foot boat. Those same decks also give the boat a great deal of covered stowage space fore and aft out of the weather. And they also make buttoning up for the week with a simple boom tent a snap.

To sum up, we think our Lightning, any Lightning, is an awful lot of boat for her size and cost, old or new, wood or glass. The boat is an American classic in her own time and I hope she always will be.

Jim Saunders, Jr.
Yarmouth, Maine

HOW WE DID IT

By Dick Fastiggi, Fleet 301

In the past 3 years, Fleet 301 on Lake Champlain in Burlington, Vermont, has grown from 9 boats to the current 1976 fleet membership of 25 boats. It didn't happen by chance. We made a conscious effort to build the fleet.

Looking back on what happened, there are two things we did which were most instrumental to our growth - 1) we built up the camaraderie of the current fleet to retain the members we had, and 2) we found new people to join the fleet. One follows the other naturally because everyone likes to join a group that's well organized, competitive, and fun to be with.

Here are the things we did of which other fleets can take advantage: 1) We made sure we had monthly meetings year-round to keep the dialogue going. During the non-sailing months we had a Christmas Party, a Skiing Party, and Pot Luck Suppers. One evening Bill and Bonnie Shore came to Burlington and spoke to the fleet. We invited other one-design sailors, also. Before the season started, we've had sessions on "How-to-tune-a-Lightning" at a member's house followed by a picnic supper with all the families. 2) We hosted district Regattas which introduced the district to our fleet, our facilities, and our super sailing waters as well as making the Lightning class visible. 3) A few of our members went to other district Regattas to improve their skills and to make our fleet known to others. Be careful on this one. Too many sailors on the road might destroy your local fleet racing program. 4) The Boat Club to which most of us belong had a good one-design schedule. 5) We developed a mailing list of new people who might be interested in sailing a Lightning. This list was

composed of other one-design sailors (particularly from classes that seemed to be waning), parents of kids in the Junior Sailing Program and skippers of cruising boats that had children who crewed. We even contacted cruising boat owners who we felt might like to get back to the basics and hard work of one-design sailing. 6) We appointed one person to coordinate the mailings and contacting of new people. We invited these people to our parties and to crew for us. 7) Our boat club started a Thursday night series which proved to be extremely popular. It is low-key and sailed under the Portsmouth Handicap System. During these races we would swap crews and introduce new people to the Lightning. 8) As people became interested, we located boats for them to buy. 9) We've upgraded our equipment to keep the boats competitive. (Check with the builders and sail makers for fleet discounts.) 10) We tried a boat show one year but I didn't think it helped in our case. Apparently others have found them successful.

Last, but by far not least, you are miles ahead if you have one or two spark-plugs who are enthusiastic, who will spend time on the telephone, and will just keep things moving. Their enthusiasm is infectious. You'll see them "talking-up" the Lightning at parties, at the office water cooler, and wherever two or more people stop to talk sailing. There is simply no substitute for personal persuasion.

In summary, what we did was to promote the Lightning so vigorously in our area, the answer was "Lightning" when the question was asked "What's the most active one-design fleet around?"