



INTERNATIONAL LIGHTNING CLASS ASSOCIATION



1978 YEAR BOOK

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Helen Limbaugh, *Executive Secretary*

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DEDICATION

Back in the summer of 1976, after having come thirteenth in the Lake Erie Districts with the top twelve going to the North Americans, little did I know how lucky I'd be when I called Helen Limbaugh at the I.L.C.A. headquarters to ask if she knew of anybody who needed a crew or if she knew of a press boat from which I could take pictures of the North Americans. Helen asked me if I'd help with the Year Book, as Assistant Editor last year and Editor this year. I accepted and I've been fortunate enough to work with some great people — Dave White, Tom Bierman, Helen, Marie and the others at the I.L.C.A. office.

Working with these people has reinforced my belief that Lightning Sailors are the best people in the World.

No Year Book is the effort of one person; it's the effort of many. Although I know I'll miss saying that you to some people, I'd like to give thanks to Tom Bierman, who edits the back half of the Year Book with all the Fleet and District reports. I would also like to give a special thanks to my crew, Cathy and Stewart, for all the work they did on my boat at the North Americans in 1977 (we did manage to qualify last year) while I wandered around the Canoe Club trying to line up articles for the book. Without them, we never would have made it to the starting line anywhere near on time.

I'd also like to thank Asim, Scott, Garth, Rody, Jim and Kerry for helping take pictures from CF-QZM.

A special thanks has to go out to all the people who submitted articles for the book. Thanks are also due to Mary Huntsman for her coverage of the North Americans; and a special thanks to Jake Jacobson who has donated the front cover of the book, as well as supplying many good sailing shots.

1978, the year coming up, is the 40th Anniversary year of the Lightning and the Class couldn't have made it this far if it weren't for the likes of Helen Limbaugh and the rest of the staff at the I.L.C.A. headquarters, as well as you, the Lightning people.

I hope to see you all at the 40th Anniversary Regatta at Skaneateles, New York, July 8th and 9th, 1978.

A handwritten signature in cursive script that reads "David Sprague". The signature is fluid and stylized, with the first and last names being the most prominent.

David Sprague, Editor

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THE PRESIDENT'S MESSAGE

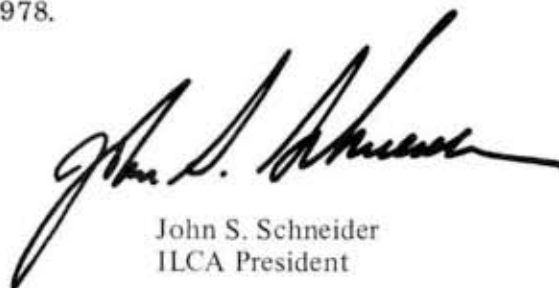
It is a particular pleasure for me to serve as President of the International Lightning Class Association in 1978, our 40th anniversary year. Due to the foresight and efforts of our predecessors and the present strength of our organization and membership, we have an opportunity now to provide for the future growth and prosperity of the Class.

In 1978 we need to address ourselves to particular subjects such as financial security, international and youth sailing, maintenance and improvement of the one-design characteristics of our boat while improving its popular appeal, sustaining activity and membership in geographical areas where the Lightning is currently popular, and offering substantial encouragement to those developing areas where there is a strong nucleus for growth.

In order to accomplish these considerable undertakings many of our members are committing substantial time and effort. The results of these efforts will be published in monthly issues of *Flashes* and discussed at our winter and North American meetings.

On behalf of the Class, I would like to take this opportunity to thank each of these individuals for their invaluable assistance and dedication, and urge each of you to express your opinions to the officers of the Class and to support their efforts to improve our position in this competitive and changing world of international sailing.

Thank you and good sailing in 1978.



John S. Schneider
ILCA President

Officers of the International Lightning Class Association

PRESIDENT — John S. Schneider

Since the time John first started sailing the Lightning at Buckeye Lake in Ohio, he has moved more than any other Lightning owner on record. Taking his boat along each time, he has belonged to the Ohio, Dixie, and Metropolitan Districts, serving as Commodore of the latter for two years.

John's first Lightning was 5559, he now races 13177. His wife, Nancy, does not sail but tolerates new boat and sail purchases and the countless hours John spends with his boat. She renews Lightning acquaintances during the trips to World Championships.

He devotes any spare time to his real estate investment firm in New Jersey.



TREASURER — John R. Nixon

John has raced Lightnings since the late 1950's with two sets of kid crews starting at age nine and running through teenage years—first with lake neighbors, then with his own children. One son, Chris, last summer acquired a wife and his own racing Lightning. Colorado U. daughter Lynn still loves racing "more than anything else I do." Wife Jane, Greg, Susan and Carol pitch in when pappy's short on crew but enjoy just plain sailing the best, usually in the family's Skylark or Chrysler 22.

John was one of three who were instrumental in establishing the Indiana District and started a Lightning fleet in his home town of Peru, Indiana, although he races with Fleet 154 at Lake Wawasee, Ind. For the past eight years he has helped the non racing Peru fleet conduct a highly successful regatta which attracts many top midwestern region skippers.

He set up a Peru Sea Scout Explorer post several years ago, training sailing instructors in Lightnings. Last summer he helped establish a YMCA Lightning sailing training program, created a sailing training book and watched the Y as it turned out nine instructors, 32 participants and five qualified skippers in the final weeks of summer.

In ILCA work John has been active in the publicity and promotional areas and is a former editor of the Year Book. He is president of Nixon Newspapers, Inc., which has six dailies in Indiana and Louisiana, has held many top slots in local civic work, is a past president of the Hoosier State Press Assoc. and is on the board of directors of the nation-wide Inland Daily Press Assoc.



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of Worthington, Ohio, I.L.C.A. member since 1956. Husband Jay.



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Columbus, Ohio, I.L.C.A.
member since 1948. Partner - Law Firm of
Krumm, Schwenker &
Fisher. Wife Marty.

SECRETARY — Dr. Donald P. Delorme

Don is a gynecologist in Alexandria Virginia practicing gynecology and gynecological oncology in the Alexandria-Mt. Vernon area. Without the rigors and demands of obstetrics and with the help and understanding of some colleagues he is able to get most weekends and several weeks a year free for local regattas at the Severn Sailing Association and distant international trips. When not doing this they ski occasionally and travel some. Don and Wanda have owned a Lightning since 1963 and are on their sixth boat. In the years before this Don crewed occasionally on Lightnings in the Lake Erie District growing to respect the boat and the Class. They originally grew up in Hamilton, Ontario Canada but moved to Baltimore Maryland for post-graduate training. At this time they found the long sailing seasons and the beauty of the Chesapeake Bay overwhelming and have stayed in the area since.

Donald Jr., age 11, has been sailing more and more and attends Camp Seagull in North Carolina where he has been learning to sail Lightnings and is showing more and more interest in sailing and the Lightning Class.

Becky, age 14, is leaning toward becoming a full-time ballerina.

Presently they are sailing only Lightnings and trying to get one more big shot to knock off a big one here or there.

CHIEF MEASURER &

VICE PRESIDENT — David O. Peters

Dave has sailed Lightnings since his family purchased #1214 when he was two years old. Since then he has had Lightnings 11055, 11855, 12154 and his current boat, 12754.

Racing Lightnings is a large part of Dave's leisure time. He has attended Lightning Worlds since Helsinki in '71, was part of the winning crew in Buffalo in '73, and also participated in World Championships in Salinas '75 and Speiz '77. He has sailed the Southern Circuit and has raced his own boat in the North Americans and in the Michigan District circuit.

Dave has served as Michigan District Commodore, Secretary/Treasurer, and District Measurer. He has also been an I.L.C.A. Assistant Measurer and Vice President.

When not sailing, Dave is a partner in Fry/Peters Associates, an architectural firm, and President of F/P Development Co., Inc., a construction management company. Both are in Ann Arbor, Michigan.

The Peters are members of Fleet 374, located at Douglas Lake, near Peleton, Michigan. Dave's wife, Shrub, is also a Lightning sailor. They are the proud parents of a third generation Lightning skipper, Jonathan.



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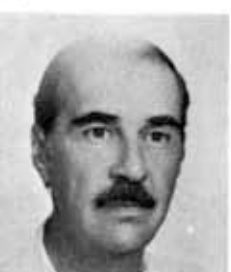
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40 Years Ago

Sparkman and Stephens, Inc.

designed the Lightning.

Their original Specifications and Restrictions are reprinted on the next two pages.

One of the earliest builders of the Lightning was Skaneateles Boats Inc. Their price sheet and specifications are also reprinted. (Please don't try to order a boat from Skaneateles - regrettably they have been out of business for many years.)



ANNIVERSARY

REGATTA

July 8 & 9, 1978

***Skaneateles Country Club
Skaneateles, New York***



Bill Lingard Photo from Yachting

Join Lightning No. 1 and No. 13xxx and the Class Champions and Dignitaries in this celebration. Come to race, spectate, and have a good time at the home of Lightning Fleet 1.

Watch *Flashes* for further information or contact Regatta Chairman David White, 10 Winslow Road, Falmouth, Maine 04105.

SPARKMAN & STEPHENS INC.

11 East 44th St.

New York City

SPECIFICATIONS AND RESTRICTIONS FOR LIGHTNING CLASS

1. The following specifications and restrictions are to govern the construction of the LIGHTNING Class boats until such a time as a regular measurement committee is appointed to draw and administer permanent restrictions. Certain tolerances have been drawn up to cover measurements. These tolerances will be made known to only the Class Secretary so that the tendency of intentionally altering the boat within these tolerances for the purpose of increasing the speed may be avoided. If in the opinion of the measurement committee a boat has been built so as to take advantage of any tolerances she may be refused a measurement certificate. Boats built with reasonable accuracy and as nearly as practical to the offsets will pass. Suitable tolerances have been drawn to apply to the table of offsets but they will be known only to the Secretary of the Class.

2. Before a yacht is officially accepted by the LIGHTNING Class she must be measured by a certified measurer and passed by the measurement committee of the Class. Upon being passed by the measurement committee the yacht's official number must be burned or cut into the starboard side of the centerboard trunk, in numbers at least 2½" high. This is the only permanent means of identification.

3. HULL To be entirely of wood. Either Spruce, Mahogany Cedar, Cypress or similar woods as are normally accepted in Yacht practice. Weight to be between 22 and 38 pounds per cubic foot. Framed with no less than the number of frames shown on the plans. Bottom frames, sided 7/8", moulded 1½". Planking as specified. Deck beams, sided 7/8" and moulded 1-¼" minimum.

Keel plank shall stand 1/2" proud of the bottom which must then be allowed in - measuring all heights as shown on line's drawing.

Chines and keel may not be rounded to a greater radius than 1/2". The chine log shall be installed as shown on plans.

Deck beams are to have a camber of arcs of a circle of 20' radius. Deck should be canvas covered. The widths of the deck around the cockpit shall be no narrower than shown on plans.

Cockpit shall start at frames number four and run aft to frame number 8-1/2.

Minimum weight of the hull with all rigging, mast and boom, rudder and centerboard to be not less than 800 pounds.

HULL Con'd.

Cockpit braces, doubling blocks and etc. to be not less than 7/8" thick. Material optional.

Any difference in weight between complete hull and the minimum weight specified shall be made up by the addition of any material to under side of deck. This shall be securely fastened and may be removed in the amount that soakage increases the weight of the hull.

4. Seats optional. Material optional.

5. All material to be no less than the specified dimensions, except where so stated.

6. RUDDER 3/4" thick and not to vary more than 3/8" from official plans. To be made of wood, chamfer may not extend more than 2" from any edge.

7. CENTERBOARD To be 5/16" thick and not to vary more than 1/4" from any dimensions from official pattern except in an area bounded by a triangle formed at the top end and forward edges at their intersection and having legs 6" long, to allow for pennant fitting. To be of galvanized iron or steel. Other materials not allowed.

8. MAST To be hollow and rectangular in section, Made of Spruce or Douglas Fir with walls not less than 1/2" in thickness at any point. Minimum dimension at deck 2" x 3-1/16". and to have a continuous convex taper to a point at the top of sheave where the dimensions shall be 1-3/8" x 1-5/8". as per spar drawing. Length of mast from top of step to top of sheave shall not be greater than 27'5". Mast must not be grooved to take bolt rope of sail.

The bolster at the mast head must be the same outline as in the detailed drawing. Forward side of stem to forward side of mast must measure 6'9". Rotating masts prohibited. No change in position of mast at any point will be allowed during any race. With boat in sailing trim aft side of mast must be a straight line.

9. BOOM Must be solid T section as per plans. Foot of sail must fasten in a straight line in both plan and profile. No arched or curved tracks are allowed and no transverse movement is permissible in the foot of the sail. The sail must be attached to boom with track the same as on mast. Length of boom from aft side of mast to extreme end effecting outhaul of sail shall not be greater than 10'0". The spinnaker pole shall be 6'9" over all when measured square off. Size and shape as per plans.

10. RIGGING As shown on plans as to position and number of stays. Strength of wire to be at least the amounts noted on plans.

Method of attaching to spars optional. Any change in the set of standing rigging except as occasioned by accident or by means other than conventional turnbuckles during the race shall be prohibited.

SKANEATELES BOATS, INC.

SKANEATELES, N. Y.

12/1/38

L I G H T N I N G

LIGHTNING CLASS SLOOP, COMPLETE AND READY TO SAIL \$495.00

Introductory price - subject to change without notice.

f.o.b. Skaneateles, crating for rail shipment \$10.00 extra. Shipping weight crated, approximately 950 lbs.

Lightning SPECIFICATIONS

Length Over-All 19' 0", Beam 6' 6", Sail Area 177½ sq. ft.

DOUBLE PLANKED BOTTOM of selected vertical grain clear cedar in two layers. The side planking is formed of full length selected vertical grain cedar, double tongue and grooved, glued into one piece.

MAHOGANY TRIM. The transom, coamings, gunwales, rudder and all trim are of Mahogany.

FRAMES AND STRUCTURAL MEMBERS. Sitka Spruce or Mahogany, resulting in a very strong, yet lightweight hull of superior weight distribution.

BRONZE FITTINGS, plain finish, specially designed for LIGHTNING. More efficient and attractive than stock fittings. The tiller is pivoted to permit raising and lowering. The centerboard is operated by a specially developed winch.

RACING FINISH. Three coats of the best marine finishes carefully rubbed between coats. Bottom, racing copper bronze; topsides, gloss yacht white; deck, Skaneateles gray-green; inside of hull, spars, cockpit trim, transom, rudder, tiller gunwales, seats, floor boards and centerboard case, three coats of best spar varnish.

LIGHT WEIGHT SPARS. Expertly made of Sitka spruce carefully selected for greatest strength and lightest possible weight aloft.

RACING SAILS. Skaneateles Racing Sails are normally supplied. Jib and mainsail, nicely finished and of good cut and material, are standard equipment. They are complete with headboard slides on hoist and foot, battens, bag, LIGHTNING emblem and racing number. Skaneateles Special Racing Sails, also available or sails by any sailmaker specified can be furnished.

RIGGING. Two lower shrouds, two upper shrouds with spreaders, two jumper stays and struts, and permanent backstay all of 1 x 19 double galvanized plow steel wire rope. Complete running rigging of Manila or similar material. See separate price list on spinnaker rigging, including double ended spinnaker boom with fittings for tack and guys at both ends; halyard with snap shackle, block and cleat; guy and sheet.

OUTBOARD WELL permitting the use of standard outboard motors can be supplied at small extra cost.

MEASUREMENT CERTIFICATE of the Lightning Class Yacht Racing Association will be on file with the Chief Measurer when your boat is delivered. Your number is cut in the centerboard trunk as well as sewed on the sail.

WEIGHT in racing trim, approximately 725 lbs.; crated for rail shipment, approximately 1100 lbs.

TRUCK DELIVERY can usually be arranged to destinations in eastern United States, effecting an economy and having the added convenience of delivering the boat to the exact spot you wish, often including launching.

EASY TO BUY. We can in all probability arrange a time payment purchase plan in most states.

NOTE. If at any time it is, in our mind, for the improvement of the boat or our service, we reserve the right to alter these specifications within the class rules, without notice.

SKANEATELES BOATS, Inc., SKANEATELES, NEW YORK
FINE BOATS SINCE 1893