

FROM THE outhouse TO THE Penthouse

By Jon Schwartz
Fleet 70, Red Bank of the Shrewsbury,
Metropolitan District
1977 Governor's Cup Champion



Photos: Hal Lyness and HHYC Team

This story starts at the Lightning North Americans a few years ago. As some of you may remember, this regatta, like several of the last few North American Championships, was cut short because of weather. ("What's so fun about sailing? There is either too little wind or too much" . . . that's another subject.) This regatta had way too much wind. I am speaking of the Newport NAs when Hurricane Bob blew by in the middle of the regatta. During the hurricane, while I was forbidden to leave the house, some brave(?) sailors went up to Fort Adams to check out the wildness of the storm. Keith and Brian Taboada, the Fastiggi brothers, Larry Colantuono and some other nuts were traveling around up there through poison ivy and some of the old passages on the fort. Brian, not knowing where he was going (not like at this NAs), ssllliidd into some slime. Not just your regular old slime, but 1000-year-old slime. By now you're wondering what this has to do with anything. Don't worry, I'm getting there.

A few years later on the way to the Southampton Regatta in October 1994 . . . Russ Schon describes the trip: "It was just another trip in the car with Brian, close your eyes and you're almost there. Because when you're almost there it is Yager time." After two full nights of drinking and a quick but hard day of sailing, the incubation period of the Newport slime was over and something was about to hatch. As brother Keith tells it: "You have to know Brian. He said he was feeling really weak (an obvious major hangover) on Sunday morning. We pulled out in our truck, and Brian, I thought, was right behind us, but ten minutes later he showed up. He said he was so weak he could not turn the ignition with one hand, it took both. The wind was strong and he planned on sailing even after we told him it was more than a hangover. I thought he was having a stroke. Finally we knew he wouldn't listen to us so we got Theresa Colantuono to convince him to go to the hospital. By the time we got in he couldn't move and was in the hospital."

Dr. Taboada (Brian's Dad) said get him home ASAP. Great job, Joah! Brian was home in one hour and fifteen minutes. And in a day and a half he was paralyzed, on a respirator to keep him alive. We are talking about someone who was flushed and circling the bowl. Brian was diagnosed with Guillain Barre Syndrome, a rare disease that attacks your central nervous system. After months of rehabilitation at Kessler Institute, Brian floated up to the top and was able to walk. He had to learn how to do everything all over again (except racing Lightnings!). He wasn't supposed to walk until August 1995, but by February he was snow boarding like his old self.

Don't try to convince Brian of anything because he either wins arguments by wearing you down or you concede just because. You see, Brian is a big story-teller, but he who laughs last will not laugh when it is his turn. Yes, they call it the "Life of Brian." Like the time when Josh Goldman called Brian to sail with him in Bermuda in Comets. Brian said, "I have no money," and Josh answered, "I didn't ask you if you have any money, only if you can sail." Well, Brian agreed and the next day a plane ticket arrived. Brian got to Bermuda with \$5 in his pocket not even knowing where he was staying. Customs wouldn't let him into the country until Josh came to claim him. When Brian tried to leave Bermuda, customs wanted a \$15 tax, which Brian was able to "borrow" to get out.

Some of Brian's stories are almost (un)believable, except that too many people know that "The Life of Brian" is at times many fantasies.

It is no wonder that when you called your brother Keith, Russ Schon, and others that know you, none believed you had really won the Lightning NAs. Well, at least your MOM believed you. By now, Russ, Keith and all the people at Metedeconk have seen the trophy; they either believe you're actually telling the truth or that you stole it.

It is not very often that we get an almost regular guy winning the North American Championships, but after Brian's paralysis, his winning the BIG ONE proves that nobody can deny "Jesus Built Your Hot Rod", Brian. Enjoy your stay in the penthouse.



Photo: Mary Huntsman

FOR THE RECORD

Jim Carson, Secretary, Fleet #34, Metedeconk River YC
ILCA President, 1971

At the North Americans banquet in Henderson Harbor, Jack Elfman graciously espoused that the Metedeconk River Fleet and the Buffalo Fleet each has had three NA champions. Metedeconk is proud of Jay Lutz, Jody Lutz, and Brian Taboada, who grew up in Metedeconk River Fleet #34 and participated in the junior program of the Metedeconk River Yacht Club before winning the NA's. However, we can never attain the stature of Buffalo with their fifteen championships attained by eight different sailors. We salute Buffalo Fleet #12 and their Champions: John Stern ('41), Karl Smither ('44), Bob Graf ('52), Tom Allen III ('54, '55, '61, '65, '68, '69, '70), Bill Shore ('71), Mark Bryant ('80, '84), Tom Allen, Jr ('89) and Larry MacDonald ('92).

And, CONGRATULATIONS, BRIAN!! We're proud of you!



TABOADA AND COLANTUANO WIN 1995 US Sailing's Championship of Champions

Rochester, NY, September 28-30 from a press release prepared by US SAILING and Dana Marnane

Brian Taboada (Brick, NJ) and Larry Colantuano (Newport, RI) ended the two-year reign of the Robinson brothers by decisively winning the US SAILING Championship of Champions Regatta for the Jack Brown Trophy.

The 21st running of the Championship of Champions was hosted by Rochester Yacht Club (NY) with 20 entries selected from current national champions. The event was held September 28-30 and sailed in Ideal 18s, a two-person, 18-foot keelboat with a spinnaker, provided by Shumway Marine and the local fleet. The eleven-race regatta sailed windward-leeward courses with a leeward gate on Lake Ontario, using low-point scoring and one throwout. Excellent sailing conditions were on

par for each day of the regatta, with winds ranging from 4 to eighteen knots and warm, sunny weather.

Taboada, sailing an Ideal 18 for the first time, won three out of four races the first day to take an early lead. Ideal 18 Class Champions Alan Humphreys (Toronto, Ont.), and defending champion Russell Robinson (Harpwell, ME) battled back in five races held the second day, but Taboada maintained an unbeatable lead. Going into the final day, with two races remaining, the battle was for second place between Humphreys and Robinson.

The 1996 US SAILING Championship of Champions will be held in late September at Bahia Corinthian Yacht Club in Corona Del Mar, CA.

Henderson Harbor Yacht Club Committees

THE PEOPLE WHO MADE IT ALL POSSIBLE

Bob Wardwell
Carol Wardwell
Regatta and
Race Committee
Chairmen



Jack Jones, Facilities/
Logistics Chairman



Elaine and John Haley
and the "\$3 bottomless beer"



Dick Grissinger (r),
Parking and Grounds team



Joan Woods (4th l),
Registration team



Irwin Stone (c)
Measurement team



Len Montague (r)
Mark Boat team



The
Race Committee Boat



Steve Duflo and the
Windward Mark Stake Boat team



Jerry Bezner (r)
Finish Boat team



Art Bronstein and Steve Woiler
Rescue team



Ross Jacobs
Race Committee team



Judges (l to r): Sandy Huntsman, Tim Blackwood,
David Hazleworth and Head Judge Steve Reid



Photos: Hal Lyness and HHYC Team
Photo team (l to r): Chuck West (slides), Tim Capone
Hal Lyness and Louie Lu

Fast Teamwork

By Bill Shore
Fleet 85

Niantic Bay Yacht Club
Connecticut-Rhode Island District

World Champion, 1971 and '85
North American Champion
1971, '76, '78, '83, '85, and '86

Photos courtesy of Shore Sails
and Dave Sprague



It's been awhile since I raced Lightnings and it's great to be back. This year's Southern Circuit, Atlantic and North American regattas have reminded me how much I enjoy the boats, the people and how close the racing is. I am glad to see how many young people have joined the class.

Teamwork is really important. Greg Fisher's article in the July Flashes was an interesting reminder of how to sail the boat with your crew. After I read it, I realized that I have imported several new techniques from other classes to the Lightning. We have found them beneficial to our boat handling. So, I am sharing them with you.

Defined responsibilities are critical to the success of your regatta. The same person should always hook up the jib or pack the spinnaker, or get the lunch and water. The same is true on the water with one crew member watching the compass and the other looking up the course for breeze and at the other boats for shifts and velocity changes. The crew member who calls the compass must be accurate and reliable and must always be able to see the compass whether hiking or sitting to leeward. It is less important whether this person is the middle or forward crew.

Practicing your tacks so that your team can do them perfectly in all conditions is important. Every crew member should always face forward through the tack which helps them stay focused and oriented.

We have found it best to have the lightest crew member get the chute prepared to hoist. It seems well worthwhile to give up a boat length or two to be ready at the top mark to hoist cleanly and fly the chute immediately.

In light or heavy breezes, we do the hoist the same. In any case, the goal is coordinated teamwork and speed, both on the boat and through the water. On reaches the forward crew puts up the pole before the weather mark and then the middle crew pulls the guy around while the skipper hoists rapidly and trims the sheet. The middle crew only takes the sheet when the spinnaker is full and pulling. The forward crew drops the jib and immediately looks for breeze, counts down puffs and balances the boat while cleaning up the halyard and the guy.

On runs with no offset mark, we don't set the pole before the mark. The middle crew gets the chute out as we round and pushes out the boom. The forward crew pulls the guy around and acts as the pole while the skipper hoists the chute. As the skipper trims the sheet, the middle crew switches to holding out the guy so the forward crew can put the pole on. Often we jibe before the pole is on but with a full chute. This is the beauty of

this method, in that the skipper always has the flexibility to jibe as soon as necessary.

After the hoist, I have the forward crew look back for puffs, keep me in a clear lane, talk to me about trends in the wind and balance the boat.

When we jibe on a run the middle crew takes both the sheets until the boom is over and then I take the guy. When the forward crew completes putting the pole on he pulls down on the twing which cleats the guy and the middle crew cleats the twing never taking their eyes off the spinnaker. Often I will jibe the main and then the forward crew will jibe the pole. This stabilizes the spinnaker, particularly in heavy air, and allows me the freedom to jibe anytime.

We have found it is faster to have the middle crew pull in the spinnaker and hike while putting it away (or sit to leeward). Cleanup occurs quickly but not necessarily immediately as it is more important to get the boat sailing quickly and establish what is happening with the breeze, the competition and the tactical issues.

One additional point to add to Greg's teamwork pointers. We talk about the race from the warning gun all the way around the course. When a crew member is quiet, I ask for information on what they can see, what is happening on the compass or over my shoulder. By staying focused on the race, we tend to miss fewer shifts or tactical opportunities.



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MOTOR BOAT and Power Boating Magazine: Dec. 1938

THE NEW *Lightning* ONE-DESIGN KNOCKABOUTS

Editor's note: This full page spread that appeared in the MOTOR BOAT and Power Boating magazine in December of 1938 was probably the first PR for our Lightning.

This was sent to me by Jack Tibbs, ILCA President in 1990, who is from Fleet 31, Devils Lake Yacht Club, in the Michigan District.



Lightning *STRIKES* the one design field.

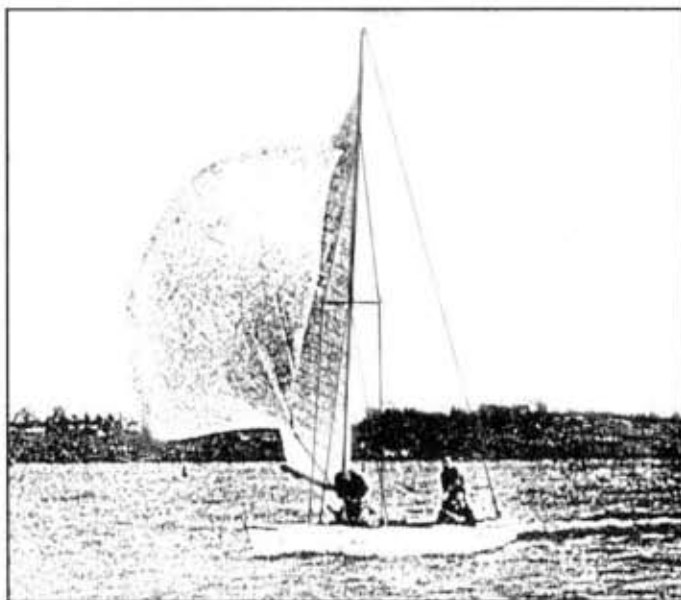
THERE is a new one design class and the first of the boats is shown here in photograph. The Lightning class was originated by C. L. Nicholson, a small boat sailor at Syracuse, who felt that there was need for a centerboard class combining both comfort and speed. He recognized fully that if such a class were to become popular, the boat must be easily and economically built and the design available at a reasonable fee. After talking with a large number of small boat enthusiasts, he took the combined ideas to Sparkman & Stevens who carried on the designing work.

The boat is 19 feet overall, 6 feet 6 inches in beam and has good freeboard and a V bottom underbody. The cockpit is roomy with comfortable seats and the rig is that of a Marconi knockabout with permanent backstay and a working area of 177 square feet. For those who wish the ultimate in speed, a parachute spinnaker is provided as optional equipment.

The boat shown on this page was built by Skaneateles Boats, Inc. and launched at their plant on Lake Skaneateles, N. Y. in October and immediately put under trial. Since launching she has been tested under all weather conditions from a drifting match to a 25 mile an hour blow and all who have seen her or handled her are enthusiastic about her performance. In particular her balance has been extremely well worked out so that she handles properly under all conditions ranging from a double reefed mainsail and no jib up to full sail including the spinnaker.

As to speed she has been sailed many times against a boat of the same dimensions and carrying 15% more sail. In these tests this new Lightning boat soundly beat the older craft in both heavy and light airs, either reaching or running. Readers interested in this class should write C. L. Nicholson, Pass & Seymour Company, Syracuse, N. Y.

Under all plain sail the Lightning one-designer moves along well even in a light breeze.



Cedar and Spruce

*By Mike Yates
Lightnings #2 and #378
Fleet 1
Skaneateles Country Club
Central New York District*

When I started writing the column Cedar and Spruce for *Flashes* a year ago, little did I know the impact it would have on the Lightning Class. Like many of us, I thought my interest in rarely competitive, wood classics of a popular one-design sailboat was mine alone. However, the response to the Cedar & Spruce column has been phenomenal. Not only have I received numerous calls and letters, but many of you have taken the time to write your own columns and had them printed in *Flashes*.

What is it about the Lightning Class that creates such interest and loyalty? In my opinion, it is design, history, good builders, and the Class Association.

DESIGN: The Lightning Class sailboat was the right boat at the right time. For several years leading up to its introduction many east coast builders, including the Skaneateles Boat and Canoe Company were building small round bottomed sailboats. In the case of the Skaneateles company, Interlake Class boats were the name of the game. These boats were time consuming and difficult to build. Most had steam bent ribs with complicated planking requirements. Some builders had been having success with sawn rib, hard chine boats like Stars and Comets. Boats built with sawn ribs and hard chines proved to be much cheaper and quicker to build. In addition, these boats were easy for home builders. As a result, sawn rib boats were becoming very popular during the late Depression.

It was in this climate that George Barnes of the Skaneateles Boat Company and Olin Stephens came together to build the Lightning. The objective was to design and build a fast, stable boat that could be used for both racing and family daysailing. The boat they created became an American sailing icon.

The Lightning offered a deep dry cockpit with interior seating. In fact some found this characteristic so admirable that for a time, the Skaneateles company built a version with a cuddy cabin called a Gypsy.

HISTORY: In my business, I meet a lot of sailors that got their start in Lightnings. Many have been away from the class long enough that they're surprised it is still going strong. In nearly every case, these sailors have fond memories of Lightning racing and family sailing.

Today's new sailboat market is fragmented. Just look at the sport boat market. At this year's Sail Expo in Atlantic City there must have been 30 different sport boats competing against the Melges 24. With so many choices I doubt any of these boats will ever sell enough to have a decent one design regatta.

When the Lightning was getting started, there weren't very many choices for a trailerable, fast, easy-to-sail-and-rig boat. As a result, Lightnings sold widely. They found themselves on lakes, rivers and bays all across the country. Many of the people who come into the Sailboat Shop, learned to sail on a Lightning at the family summer cottage, a Scout camp, or at the local yacht club.

Lightnings were active on the race course, used for island hopping in the 1000 Islands, sailed as shuttles for daytrippers to Atlantic coast barrier islands, and rigged as fishing drifters on the great western rivers.

BUILDERS: To think that there are over 14,000 Lightnings built, and most of these still in the water, is incredible. It is a testament to the builders through the years that so many of these boats are still around. For the most part, the builders of the Lightning have made well built boats capable of lasting generations. At the same time together with the Class Association, they have introduced new building and rigging technologies. As a result, the Lightning continues to be a competitive, popular boat.

CLASS ASSOCIATION: Since the days of George Barnes, the Lightning Class has had a strong Class Association. Our association has developed the class by making available building plans, overseeing the introduction of new technologies, encouraging fleet development, and so much more. However, the one thing that I believe has contributed most to our success has been our association's ability to keep the Lightning out of the Olympics.

By avoiding the Olympics, the class has maintained its amateur status. Like any active class we have our boat builders and sail makers, but these people are interested in the class, not just passing through. As a result, success in the Lightning racing fleet is easily attainable by most competent racers. Making the boat fun for everyone.

1996 represents the Lightnings 58th birthday. We can only hope that the class is as successful in the next century as it was in this century.



Photo: Karen Johnson

Sail Expo

By Sandy and Mary Huntsman
Mary, Fleet 11 (70),
North Shrewsbury Fleet
and Sandy, Fleet 70 (11),
Red Bank on the Shrewsbury
Metropolitan District

Sandy was ILCA President
in 1983.

Mary has been a yearbook
photographer for many years.



Photo: David Sprague

An open Letter to those who promoted at Sail Expo.

Dear -- Joan and Gary Hurban, Howie Reinhardt, Bill Faude, Dave Ruiter, Fran, Bob and Jarrett Lynn, Al Morton, Glenn Reiting, Jim Carson, Eleanor Gelenitis, Fred Bush, Kay Bush, Charlie Noble, Ken Kuzdra, Ralph and Pat Wilson, Don Brennen, Jack Elfman, Cindy Lister, Tim Rumph, Rich Warren, Bob and Sterling Bush, Allan Crew, Henry Weinfeld, Keith Bobrowski, Maury and Bonnie Benbow, John Haiges and Lisa Weber, Les Hathaway, Jack Huntsman:

During our four years hosting the ILCA booth at Sail Expo we have learned that our main focus is class promotion rather than individual sales. Bringing new people into the class and fleet development has been and should be our prime consideration. To bring this about we need friendly, knowledgeable people manning the booth and an attractive boat to lean on and discuss. You people have helped with the former. Thank you again. A big bonus for our district members is to discuss the coming year's events and to help each other's fleets. We also get to look at all the goodies which are displayed and see what gadgets will be on OUR boat in the coming year.

Promo Literature in general are the current *Flashes* and yearbook - The *Flashes* cover everything about the different manufacturers and where to contact them so that our sole job is promoting the Class as a whole, not be pushing a brand - Everyone has an opinion of course.

A Great help in future shows would be a complete listing of all used boats for sale. Very seldom does a new class member come in with a new boat. Overall interest in the class is increasingly helped in part by the published fact that the Lightning is the 2nd most actively raced class in North America. Perhaps we can make reference to this in all our promotions - people like to be a winner.

We look forward to continuing our efforts at promotion at next year's Sail Expo and hope to work with you and others next year.

Again, thanks,
Sandy and Mary

International Lightning Class Association

Shirt Sale Form - Individual or Group Orders

Jacket: \$80 + frt circle size: S M L XL Red L and XL in stock #____
Sweatshirt: \$24.00 + \$3.00 freight. circle size: S M L XL (Red Only) #____
Shirt: \$15 + \$3.00 freight. circle size: _S _M _L _XL _XXL Group Order #____
circle color: #__Red, #__Blue, #__Pink, #__Jade, #__Yellow, #__Orange, #__Purple, #__Gray

Long Sleeve Shirt in Black \$18 + frt

Aprons to order any color \$16 + frt Order from: M. Huntsman 908-842-5292 (phone)
Bags with logo \$15 + frt 130 Bodman Pl., #12 908-842-5211 (fax)
Total: \$_____ Red Bank, NJ 07701

The intent of these sales is to cover the expenses for the Lightning Class for Sail Expo.
Make checks to M. Huntsman.

Thank you!

Name: _____

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Telephone #: _____

Special orders in multiples of 12 receive special discounts.
You can have regatta, fleet or individual monogramming on front.

Sail Expo

'96 ILCA President Paul Gelenitis and Treasurer Bill Faude



Greg Fisher



Larry Colantuono "tuning" up at the toy boats.



(l to r) Joan and Gary Hurban, Pierce Barden, Howie Reinhardt, and John Faus



Fran and Bob Lynn, Bobby Ruftus, Dave Ruiter and Jarrett Lynn



Cindy Lister (at the Bash)



Photos: Mary Huntsman

New (?) Concepts in Rigging Your Lightning

By Bill Faude

Be Ready Before Something Breaks (because it's gonna)

Just before the Southern Circuit we were having a combination "crew drink-athon and general boat/trailer/spar/other-stuff-condition-going-over party." It was about 3 degrees out and we were in no hurry to finish working on the boat and go back out into what passes for early Spring in Wisconsin so we were looking for anything to fix or replace or make easier to use. I was replacing the black rubber tiller extension universal because it had been on for a season and who knew when it was going to break? Jared Drake came up with the suggestion of the moment: "Why don't you just put the new one on the other end of the extension so you'll be ready when it breaks?" Thinking about it, one could immediately see it made sense. First, we use a tiller extension made of PVC plumbing tubing. It's light. It's easy to cut and drill. It comes in different diameters and stiffnesses and **It's Cheap!** So you can experiment with a number of different lengths and not spend a lot. (It's been our experience that the longer the tiller extension the better your light-air roll-tacks 'cause you stay down on the new low side a little longer.) Those rubber universals provide good, positive feel for steering, but they do break down from weeks of flexing and W rays. When they break you're out of the race unless you want to try and steer with your foot when it's blowing 25. So . . . put a new one in one end and leave the old one in the other. When the old one breaks, take it off and replace it with the new one. Until then, use the new one as sort of a ball at the end of the extension. We tried it in a regatta where it blew over 20 the whole weekend. The new universal didn't get in the way and we felt really prepared for any disasters. Good idea, JD!

The End of the Spinnaker-Sheet-Over-The-Boom-End Forever, Continued. . . You've seen people move their spinnaker blocks forward almost in front of the traveler to avoid it. You've even seen people rig little twings back there to keep it from happening. You've seen people's crew dancing back there trying to get it undone before the gibe mark . . . It's SSOTB Syndrome II (spin sheet over the boom). Gerry Paoli has another angle on solving this problem and it doesn't require any more equipment that you're already using. Gerry writes: " . . . well, one day I forgot to take the boom crutch out of the boat and thought, 'hey, why not use that?' (to reach back and push the sheet back over the boom). This worked out OK, the shape of the crutch was exactly the right shape for the job, but the boom crutch could have been longer . . ." What's longer, is already on the boat and has the right shape? Answer: the paddle with the shape of the crutch on the blade end! You can solve your SSOTB problem without having to take the boom crutch.

Now, perhaps many of us have seen the paddle used as a boom crutch. That might not have qualified for this month's Char Cheddar Burger. But, were these people advanced enough to take the paddle idea the one more step required for true breakthrough status? Thanks, Gerry.

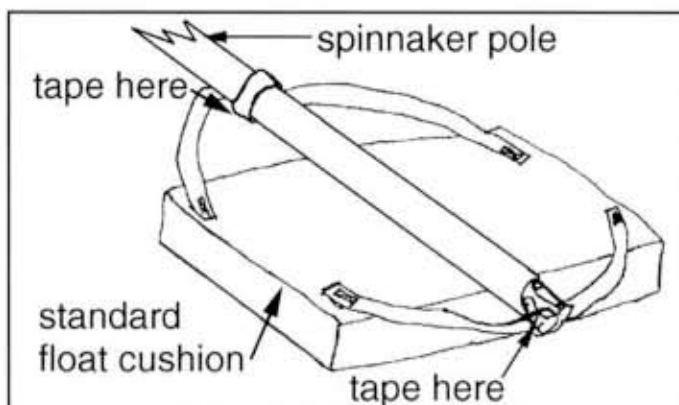
Thinner is Better. Here's a not-so-new idea. There will be no Char Cheddar Fries awarded here, but someone told me to think about putting some not-so-new ideas in this space too. Their thinking was that not everyone knows about some of the old ideas yet, and they may be right. Reduce the diameter of the line you're using in your control lines right now and you'll go faster. The lines will run more freely and your adjustments will be made more quickly. Doesn't it sound simple? Here's an example: in breeze up to 15, I use a 3/16" mainsheet with a 1/4"

cover sewn over it in the place where I pull on it upwind and where it goes through the main sheet cleat. The line runs very freely and I don't have to ask the forward crew to push the boom out when we're going downwind. Pulling the cover over the line and sewing it in place wasn't difficult at all (one of the other guys on the boat did it while I was getting beers) and spectra-cored line in 3/16" (that's about 4mm I believe) is easily strong enough to handle the load. I admit that I've been caught out on the course with the thin mainsheet when the wind's blown up and my hands have been reduced to hamburger, but using the smallest diameter line you can possibly get away with is definitely fast. Don't want to worry w about having two mainsheets? You've got two spinnaker sheets, don't you? What's the difference? Oh, you don't have two sets of spinnaker sheets . . . OK, go as small as you dare and then put on gloves when the wind comes up.

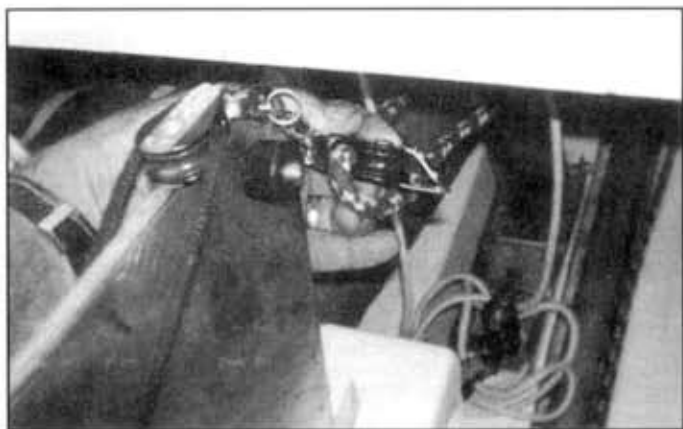
A Tip For The Most Important Race Of Them All and a big-picture solution for a little pain in the . . . Does it happen this way where you sail? It's been one of those days where the wind's been up and down and it's been shifting through 40 degrees. The shifts have been impossible to time and there've been a few recalls in every race. There were probably flies too. Now, it's late in the afternoon and the breeze has died completely just after the last boat has crossed the finish line. So why do you watch all the race committee boats and the rescue vessels steaming in toward the dock 2.5 miles inshore without towing anyone? It's one of the great mysteries of racing sailboats. Now the whole fleet faces the 2.5 mile paddle in to the hoist and the best paddlers get the best spots at the keg. So what do you do when, your paddle breaks after 14 strokes? Here's an ingenious idea from the crew of Lightning 13994 *Silent Movie* . . .

"With no one to tow the fleet in, we began the paddle to the dock. Two minutes later our paddle conveniently broke in two. No paddle and no wind...the race to the davit looked grim. But soon second year engineering student Peter Orlebeke had us under way from the very back of the fleet. Using his two hands, duct tape, a spinnaker pole and the throwable cushion, a very swift paddle was constructed (see illustration.) With great determination and new life, the crew of *Silent Movie* used our new paddle to pass all boats to arrive at the hoist tired, but first."

This is a great idea. It doesn't add any weight to the boat, it's a great insight into additional safety and it makes the boat go faster in what's sometimes the most critical part of the day's racing. Great job, Peter.



The End Of One Of Lightning Life's Most Inevitable Little Pains. OK, you won the last race of the day and the critical race back to the hoist. You're already smugly hoisting your boat from the water as the rest of the fleet straggles to the dock. You're so cool. Then someone still in the water reminds you that normally you raise the centerboard before putting the boat on the trailer. Yep, none of us are more than 3 inches from being dorks at any moment. So as you reach up into the boat to grab the board puller-upper line (...totally dorky to put the boat back down before pulling the board up, I'll just reach up a little and pull her up...) Why is it that right now you always catch the forward hiking strap with the board? Why then do you have to put the boat completely back into the water and start all over? Bill Sloger from Mt. Pleasant, SC, seems to understand this problem a little too well. He has solved the problem. Bill writes..."simply purchase a block with a becket, remove the becket pin, bend one of the becket straps down to touch the other and you have a ramp, (strap-catcher?) for the hiking strap to slide up and over the block. If the board corner is rounded, everything slides under the strap even easier." (See photo) Thanks, Bill.



Now For Some Fresh Thinking From An Old Guy . . .

I have 3 ideas to share: jib leads, jib halyard and how to help avoid ripping that new spinnaker.

Jib Leads. The fad these days appears to be to move the leads inboard, especially on the Nickels boat which has the standard position farther outboard. Moving the track itself is somewhat of a nuisance, but there is a simple way of at least accomplishing half of the job. That is to mount a wooden block inside of the coaming (see picture above) and dead end the jib lead there. This accomplishes a couple of things: first of all, it gives you a 2-1 on the jib which makes small adjustments easier; second, it stops the leads from skipping forward in waves/breeze, since only half of the load is now on the jib car; third it gives you "fine tuning" on the lead position since one end is fixed, which effectively only moves the lead by 1/2 a hole when the car moves one hole; and fourth, the jib lead is effectively moved inboard. You should have the hole(s) in the block drilled no more than 1" inboard of the coaming since the intent of the new rule on jib cars is to prohibit moving them too far in at the discomfort of the forward crew. Actually the new rule, written up in the May *Flashes* is strangely silent on limitations on the dead-end, but I am sure that will get taken care of eventually. As a footnote on this subject, if the above interpretation on the dead-end is correct, then it is illegal to attach the dead end to an eyestay on the back of the jib cleat in a standard Nickels set up. This was allowed for some reason at Nationals but I assume, again, that when new rules are written they will be enforced.



Jib Halyards. A number of boats have the jib halyard mounted on the port side of the mast on a track. This is sometimes a nuisance, particularly when dousing the chute on starboard jibe. There is, however, a simple answer. Mount a Harken 084 (swivel block) just under the halyard and off set a little (for instance on the boom vang/cunningham through deck screws on a Nickels boat; see picture, top of next page). Then you can uncleat the halyard from anywhere on the boat by pulling the tail of the halyard. Because it is offset it automatically releases as you pull it down, and pulling the jib up is easier too.



Ripping Spinnakers. With the popularization of windward leeward and Olympic courses (great idea, in my opinion) we have a lot of dead runs. This has led to a lot of ripped spinnakers as they are set. The problem is that the chute goes up pinned between the main and the shrouds and rips on the spreader. The answer is to not let the main out all the way and not to bear off onto a dead run before you set the chute. Sometimes, however, you lose distance by not going off immediately to a run so think about either a windward set (you can pre-set the pole even on a weather set if you think about it), or doing an immediate set as you go around the mark. If the pole isn't set and you can't hoist the chute and get it flying without the pole, then set the pole. *Good luck - Colin Park*

(more from Bill) Ok, now here's some more fresh thinking from someone not all of us know - yet. Jim Davis sails boat number 14579, *Flash Over*. He is a member of amazingly successful fleet 42 at North Cape Yacht Club at the Western edge of Lake Erie. In a little over a year, the fleet has gone from inactive to more than 15. Fleet growth like this is due to a number of variables, and one of them is having folks in your fleet who just like messing around in the boat, coming up with newer and better ways to make the boat easier to sail and rig. Jim's one of these types, and he's always ready to help others with their boats too.

The following is an idea to really make it possible for one person to rig a Lightning alone. I think we can all identify with how helpful this idea can be on a Saturday morning 6 minutes

before the skippers meeting when both of your crew members appear to be passed out in the van, their mouths no doubt feeling like the insides of a 3-year-old European jogging shoe, after having spent way too much time next to the keg the night before.

Jim writes: "Enclosed are photos (shown below) of what I believe should be called the "Hallagan Rigging Tool". The one in the photo was produced by D.B.J. (Davis Basement Junk) Manufacturing. Dick Hallagan is the person who told the guy who told me how this thing works. Dick's is somewhat simpler, it rigs his boat, but didn't adjust to fit all types.

The "H.R.T." is quite simply built from a piece of hardwood 19" long, 1" thick and 4" wide, an old turnbuckle attached to the wood and a heavy duty halyard catch. The tool should also have imported virgin kangaroo hide on the portion which touches the hull under the rail to protect the boat's finish. The balance of mine is WEST system epoxy coated and varnished. I have used

the "H.R.T." for the past season, and believe it is well worth the space it takes in the van. "Thanks Jim.



SPORTSMANSHIP Thoughts on the Indy Open

By Andrew Harmon
Woody #8679
"Weirdly Manor"
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Indiana District

Photos: Kasren Harmon



Indianapolis Sailing Club, Geist Reservoir, Indianapolis, IN May 6-7, 1995

We picked our way through a dozen boats and slithered into a good spot in the front row. The starting signal sounded and we were off! I was well pleased with our position, and was just plain excited to be in a race against 28 other teams. Then came two horns from the committee boat. I kept sailing. So did everyone else. "Two horns," said Mark, my forward crew, "that's a general recall!" I kept sailing. So did everyone else. Then came a verbal pronouncement from the race chairman: "That was a general reecaall!" There was no hint of amusement in his voice. I came about and headed back. So did everyone else. There were a number of starts like that!

Twenty-four skippers, their Lightnings, and crews, came from as far as St. Louis, Traverse City, Chicago, Toledo, and Sylvania, Ohio, (and one dedicated crew-member came all the way from Maryland) to participate in the 33rd annual Indiana Open. Overall, it was a successful sailing event; but, nonetheless marred by a discouraging undercurrent of disregard.

I have been prompted and encouraged by friends, family, and sailing peers to write this article, and am doing so under the auspice of "saying what needs to be said." I feel, too, that I owe it as consolation to all who have found themselves thoroughly demoralized by the attitudes of their boat-mates and nearest competitors. I am well acquainted with their plight, having endured it for nearly an entire decade under the command of my father.

Did contestants travel so far, their boats and gear in tow, just to drink beer and scream at each other at the marks and on the lines for two days? Or was it that elusive trophy, that sparkling prize (which cost less than thirty bucks), that drove some to

totally disregard the penalties they incurred? As I recall, paddling under the five-minute warning is prohibited. Yes, on race #4 the starting line was initially too short and we had a hard time getting away "all clear." But all the same, on the starting lines the rules just went out the window. Such was the fervor to race that nearly all were loathe to return for restarts. One boat actually didn't return on a general recall. And some of the language . . . ! Onshore the protest committee often found it difficult to round up and hold onto disputing parties.

Certainly not all who sailed in the Indiana Open were guilty of these behaviors, nor was the regatta a free-for-all bedlam which the preceding condensation of events might indicate. And maybe the Open isn't the biggest event in the Midwest, but that doesn't diminish in any way our call to live up to the title of sportsmen. The image we portray as skippers and crews represents our class, our fleets, our families, our states, and even our country. And wherever we go, we leave an indelible impression on those we contact. Why would I be tempted to subject my family to hours on the road, packing, rigging and the lot, if I even remotely suspected that things would resemble the description above? Maybe that's fun for some, but somehow I think not. After the Indiana Open I'm quite convinced that happiness is staying where I am; racing in a happy fleet, where things are challenging, but fun. I'm sure that many will say that that's where I belong. That's fine, too. But all I have said is true, and I admonish boldly all those going to the World Championship in Montreal and subsequently in South America and Europe to take these things to heart, and show the rest of the world that American sailors are true sportsmen.