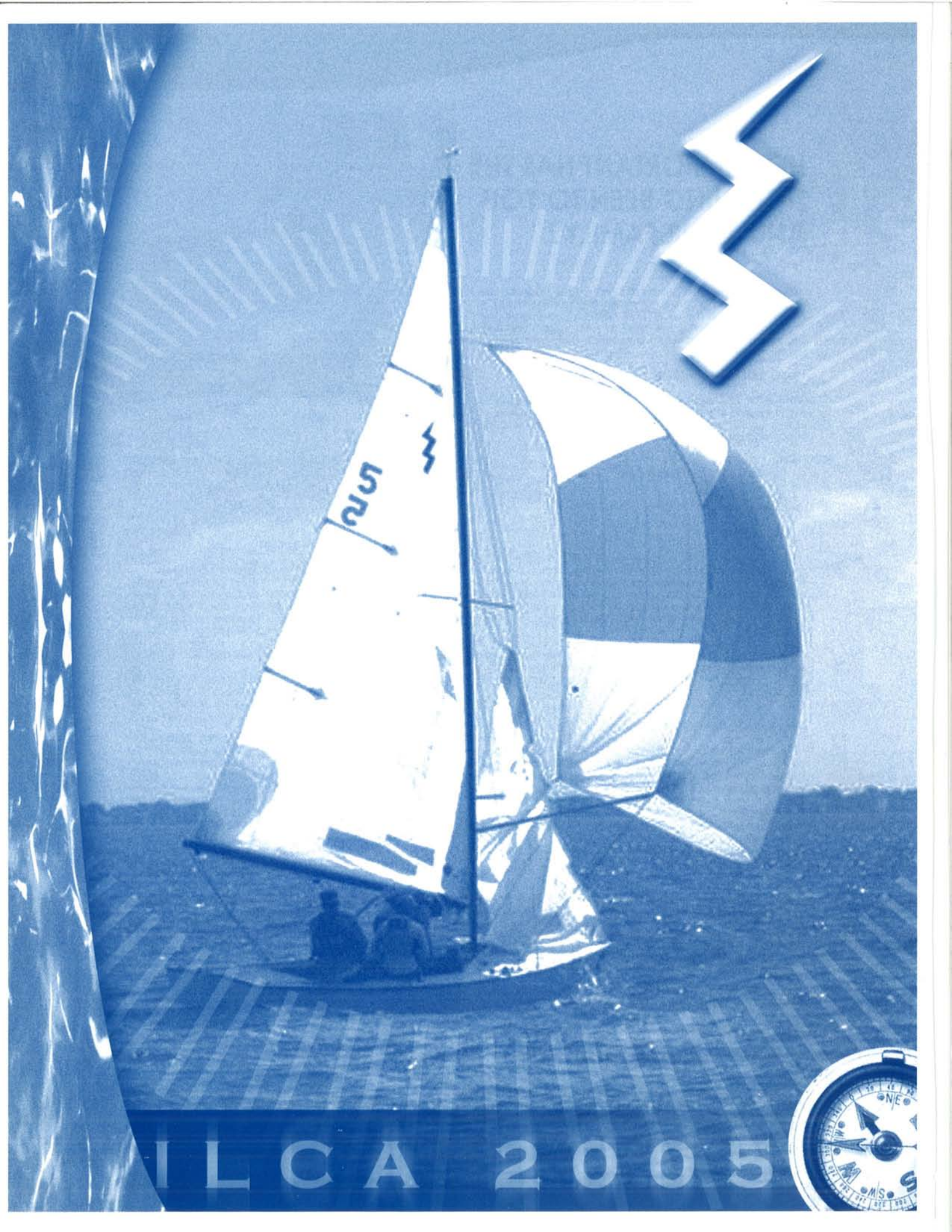


INTERNATIONAL LIGHTNING CLASS



2005





ILCA 2005



CARTER UTZIG - PRESIDENT



Started sailing when I realized that I could not convince my wife to paddle white water at the level required to get my adrenaline pumping. So we bought a sailboat not knowing much about anything - a 470 at that. After some good times learning from Capt. Hof (Hofmeister), we could go around a racecourse sailing rather than swimming. We progressed to larger boats but our hearts were in small boats. After visiting Nashville, we made the decision to return to dinghy sailing. There again was Capt. Hof with a boat to buy - Colin & Karen's Lightning. As an engineer by education, this was a dream come true (Colin can out gadget most). And off we were into the Lightning family. Many people were kind enough to teach us and then sit around afterwards to discuss life. We started a family, moved to Charlotte, and met the Bookes - another Lightning family just a few houses down with children the same age. Our families have covered a lot of miles on the road together since then. As time passes, my wife is sailing less but my girls are sailing more. What a thrill! It looks like the next couple of years will bring less travel, more fleet building at our club and enjoying racing with my family.

BRIAN HAYES - SECRETARY



The Hayes family name has been associated with Lightning sailing since the mid 1940's when Brian's dad, Dick, started sailing on the family boat #3445 at the Housatonic Boat Club's Fleet #6 in Stratford, CT. Some 20 years later I was born into the Hayes sailing clan and I'm still "pushing around the box" some 40 years later. Although I have been able to have some modest success on the race course (due to crewing for some great skippers and having even better crews sail for me) most of my great thoughts of Lightning sailing come from the great times and friendships I've made off the water at places like Kerr Lake, Nashville, Nyack and St. Pete. to name just a few. These days my wife Kelley and I are doing our best to juggle our work schedules and raise our children, Olivia (7) and Brian Jr. (5), while still finding time to sail Lightnings. I think I need to find a way to work less so I can sail more!!

STEVEN H. DAVIS - TREASURER



Steve started his sailboat racing at age 6 in Sabots at Newport Harbor Yacht Club in southern California. He progressed to snowbirds, kites and Etchells. While raising a family, Steve took a 20-year absence from the sport and concentrated on Little League and 4-H and other pursuits of his two children. A relative newcomer to the Lightning Class, he purchased his first lightning in 1999 and has thoroughly enjoyed the Lightning Class and its members. Steve is active in the Denver Sailing Association and the Sailing Association of Intermountain Lakes. He can be found at lightning regattas throughout the US with his wife, Jan, otherwise known as "the manager", "regatta mom" or "the social director".

BILL CLAUSEN - CHIEF MEASURER



Bill started racing Lightnings in 1947 on boat #134. He's owned 1495, 7195, 10895, and still have 14495. He grew up racing in Ocean City on the New Jersey shore. Bill crewed and worked for some of the greats of the Lightning class: Bob Seidelman Marcy Lippencott, John Tieglund and Jim Carson. He learned a lot about Lightnings from them and continues to enjoy being involved in measurement and do the photography coverage for major events.

His son David sailed in four Jr. NA's and crewed with Bill in the last Worlds Masters at Miami.

JOE BUCZKOWSKI - EXECUTIVE/COMMITTEE MEMBER



Joe first started racing Lightnings when he was 14 and Jim Carson invited him to the Frigid Digit in Annapolis, MD. That was 17 years ago and the rest is history. His first NA's was in Rochester, NY in 1990 and since then he has competed in numerous NA's both as crew and skipper, 2 Jr NA's and one Jr. Worlds. Starting off in the Central Atlantic District at the Metedeconk River Yacht Club he currently sailing in the Dixie District out of the Hampton Yacht Club in the Hampton Roads Area of Virginia where he is currently stationed as a LT in the Navy. Always looking for a chance to sail he will pop up at different regattas and grab crew to get them into the class and is always looking to help others. He is known for his "fun" attitude as exemplified by his boat names. He currently sails 15084 named "IRIE" which means "No worries" With an attitude like that who can't have fun!

KAREN JOHNSON-EXECUTIVE SECRETARY



Karen began sailing with her dad when she was a child at Delta Sailing Association in Memphis Tennessee. Mom and dad are still sailing in California. It won't be too long before her son, Evan is ready to start crewing! Karen lived in Chicago after college where she was active in the fleet at Corinthian. She now participates with the fleet at Leatherlips Yacht Club. Lucky for us as a class she still loves her job!



FORMER OFFICERS

Year	President	Chief Measurer	Secretary	Treasurer	Asst. Measurers
1940	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1941	C. L. Nicholson	Hon. L. Stauffer Oliver Mortimer	E. Gordon Cronk	E. Gordon Cronk	
1942	Hon. L. Stauffer Oliver	E. Graham	Henry L. Schimpf	Henry L. Schimpf	
1943	Hon. L. Stauffer Oliver	A. J. Webb	Henry L. Schimpf	Henry L. Schimpf	
1944	Ted Siferd	A. J. Webb	James Trenary	James Trenary	
1945	James Trenary	John W. Orelup	Len Ladenburger	Len Ladenburger	
1946	Len Ladenburger	John W. Orelup	Edward McCain	Edward McCain	
1947	John W. Orelup	Arthur Burtscher	Edward McCain	Karl Smither	
1948	Edward McCain	Arthur Burtscher	LeRoy Amy	Henry Williams	
1949	Karl Smither	Walter E. Swindeman, Jr. Walter	Wayne L. Brockett	W. A. Grimm	
1950	LeRoy Amy	E. Swindeman, Jr.	Wayne L. Brockett	Alfred V. Amy	
1951	Walter E. Swindeman, Jr.	H. Richard Krauss	Wayne L. Brockett	Ed B. Overton	Clifford O'Kane
1952	Wayne L. Brockett	H. Richard Krauss	C. B. Crittenden	Charles H. Dore, III	Clifford Prados
1953	H. Richard Krauss	C. B. Crittenden	Len Ladenburger	Charles H. Dore, III	Ross G. Allen
1954	C. B. Crittenden	Clifford J. Prados	Jay Donovan	Len Ladenburger	Robert Mann
1955	Clifford J. Prados	Ross G. Allen	Jay Donovan	Burrows Morley	Carleton J. Allan
1956	Ross G. Allen	Robert C. Mann	Burrows Morley	Allen R. Oberson	H. J. Cawthra
1957	Robert C. Mann	Carleton J. Allan	T. J. Ross, Jr.	Allen R. Oberson	Burrows Morley
1958	Carleton J. Allan	H. J. Cawthra	Samuel D. Knox	Thomas D. Fallon	James G. Carson
1959	H. J. Cawthra	Burrows Morley	Thomas D. Fallon	John M. McIntosh	Herman Henschen
1960	Burrows Morley	James G. Carson	John M. McIntosh	Martin O'Meara, Jr.	Herman Henschen
1961	Thomas D. Fallon	James G. Carson	Martin O'Meara, Jr.	Hamilton G. Ford	Bernel & Olsen
1962	John M. McIntosh	Herman Henschen	Martin O'Meara, Jr.	Hamilton G. Ford	Mullin & Powless
1963	Martin O'Meara	Herman Henschen	J. R. G. Bleasby	Hamilton G. Ford	Swanson & Fisher
1964	Jay Limbaugh	Mullin & Swanson	Hamilton G. Ford	Floyd R. Arnold, DDS	Scott & Walton
1965	Hamilton G. Ford	John Swanson	Alfred Cocha	Floyd R. Arnold, DDS	Walton & Ruhlman
1966	John Swanson	Wilson R. Scott, MD	G. J. Blake	Alan S. Raffee	Anderson & Llovet
1967	Wilson R. Scott, MD	Jon Ruhlman	Stanley Brander, Jr.	David M. Peterson	Llovet & Grinnell
1968	Jon Ruhlman	Stuart Anderson	Charles Schreck	David M. Peterson	Grinnell & Carson
1969	Stuart Anderson	Charles Schreck	E. C. Roseberry, Jr.	Walter B. Jacobs, Jr.	Jones & Scrim
1970	Charles H. Schreck	James G. Carson	Arnold Schwartz	Walter B. Jacobs, Jr.	Spitz & Maltbie
1971	James G. Carson	C. O. Jones, Jr.	Arnold Schwartz	Walter B. Jacobs, Jr.	Smither & Hamblet
1972	Arnold Schwartz	C. O. Jones, Jr.	Charles N. Howe	Walter B. Jacobs, Jr.	Hamblet & Buckley
1973	C. O. Jones, Jr.	Robert K. Smither	Charles N. Howe	Charles N. Howe	Hamblet & Buckley
1974	Charles N. Howe	Robert K. Smither	Gary Cameron	Robert R. Adams	Adams & Hamblet
1975	Gary A. Cameron	Robert K. Smither	F. C. Jacobson	John S. Schneider	MacDonald & Peters
1976	Robert K. Smither	Robert R. Adams	F. C. Jacobson	John S. Schneider	Fisher & Schmiedege
1977	Robert R. Adams	David O. Peters	John S. Schneider	Donald P. Delorme, MD	Fisher & Schmiedege
1978	John S. Schneider	David O. Peters	Donald P. Delorme, MD	John R. Nixon	Buckley, Huntsman & Schmiedege
1979	David O. Peters	George V. Fisher	Donald P. Delorme, MD	David W. White	Brush, Huntsman & Schmiedege
1980	Donald P. Delorme, MD	George V. Fisher	Djoerd Hoekstra	David W. White	Gotschalk, Hatfield & Norstrom
1981	George V. Fisher	Paul A. Huntsman	Djoerd Hoekstra	David W. White	Hatfield, Hoekstra & Norstrom
1982	George V. Fisher	Paul A. Huntsman	Richard C. Guinan, Jr.	Thomas R. Bierman	Sprague & Wardwell
1983	Paul A. Huntsman	George R. Hatfield	Richard C. Guinan, Jr.	Djoerd Hoekstra	Sprague & Wardwell
1984	Djoerd Hoekstra	George R. Hatfield	Anne Allen	Richard C. Guinan, Jr.	Clipp & Wardwell
1985	George R. Hatfield	David Sprague	Anne Allen	Richard C. Guinan, Jr.	Clipp & Clausen
1986	Richard Guinan, Jr.	David Sprague	Anne Allen	Jack Tibbs, Jr.	Clipp, Clausen & Huffman
1987	David Sprague	Robert Wardwell	Anne Allen	Jack Tibbs, Jr.	Clausen & Huffman
1988	Anne Allen	Robert Wardwell	Fisk Hayden	Jack Tibbs, Jr.	Clausen & Hamblet
1989	Robert Wardwell	Carl Clipp	Jack Tibbs	Fisk Hayden	Schmiedege & McBride
1990	Jack Tibbs	Carl Clipp	Michael Huffman	Robert Harkrider, Jr.	Gelenitis & Schmiedege
1991	Fisk Hayden	Christopher "Kip" Hamblet	Michael Huffman	Robert Harkrider, Jr.	Atkinson, Schmiedege & Schmitt
1992	Michael Huffman	Christopher "Kip" Hamblet	R. A. "Tony" McBride	Robert Harkrider, Jr.	Atkinson, Ruhlman & Schmitt
1993	Michael Huffman	Christopher "Kip" Hamblet	R. A. "Tony" McBride	Robert Harkrider, Jr.	Atkinson, Ruhlman & Schmitt
1994	R. A. "Tony" McBride	Paul Gelenitis	Robert G. Ruhlman	Robert Harkrider, Jr.	Alman, Burke, Schmitt, Utzig
1995	Robert Harkrider, Jr.	Paul Gelenitis	William Faude	Frank Mergenthaler	Alman, Burke, Schmitt, Utzig
1996	Paul Gelenitis	Calvin H. Schmiedege	William Faude	Frank Mergenthaler	Alman, Burke, Hayden, Schmitt, Utzig
1997	William Faude	Calvin H. Schmiedege	Matt Burridge	Frank Mergenthaler	Buczowski, Burke, Clausen, Hayden, Schmitt
1998	William Faude	Calvin H. Schmiedege	Matt Burridge	Frank Mergenthaler	Buczowski, Burke, Calderón, Clausen, Huntsman
1999	Calvin H. Schmiedege	Colin Park	Francisco Solá Tanca	Mary Huntsman	Buczowski, Burke, Calderón, Clausen, Huntsman
2000	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	
2001	Mary Huntsman	Colin Park	Francisco Solá Tanca	Bill Fastiggi	
2002	Colin Park	Carter Utzig	Francisco Solá Tanca	Bob Harkrider	
2003	Francisco Solá Tanca	Carter Utzig	Jim Carson	Steve Davis	
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2004 Youth World Championship from the VPs Prospective

By: John Atkins, VP Youth World Championships
(Photos by Sally Atkins)

The 2004 Lightning Youth World Championship was held in Sao Paulo, Brazil on Guarapiranga Lake from February 28 through March 6. 14 Teams from Brazil, Chile, Ecuador, Greece and the USA attended the championship.

The beginnings of this Championship started the day after the 2002 Youth World Championships finished in Rochester NY USA. I was in the process of inspecting the boats at Newport Yacht Club when Torsten Bojlesen arrived at the club and introduced himself. He was hoping to watch some of the racing only to find out that the Championship had ended. As it turned out the host families for both Brazilian teams were having a good-bye breakfast at the Club so at least he could talk to the teams, but what brought a smile to his face was that the new Youth World Champion was Thomas Sumner and crew. Before leaving, Torsten came over to me and asked who he should talk to about hosting the next Youth World Championship. This was perfect timing as I had just accepted the position of Vice President for Youth World Championships. I replied that I was and the rest is now history.

The Regatta chairs, Torsten and John Bennett worked for over a year and a half to organize this championship (to the tune of almost 1000 e-mails). The Championship was centered at the Clube de Campo Sao Paulo, but 3 other yacht clubs, Sao Paulo Yacht Club, Yacht Clube Paulista and Yacht Clube Santo Amaro, equally supported the Championships with boats, personnel and dinners. The sailing area is a lake formed by a dam that was built in the 1930s and is used as drinking water for Sao Paulo.

Housing and most meals for the Competitors as well as for both Sally and I and the Judges were provided by the Clube de Campo Sao Paulo. The Club is situated within a Nature Reserve with the housing area about 2 _ kilometers from the Sailing Center. Transportation between the housing area and the Sailing Center was by tractor and buggy but on many mornings we opted to walk through the reserve, past the golf course, equestrian area and tennis courts. The front deck of Sailing Center provided a great place to have breakfast and watch the abundant wildlife, even if we mistook the Spoonbilled Roseates for Pink Flamingos.



We arrived late (midnight) the day before the start of the

Championship due to plane problems but there in the airport terminal was our driver who had been there since 3 PM that afternoon waiting for us. Arriving at the club around 1:30 AM, we were greeted by Torsten and shown to our beautiful Vila. There we were greeted by Xavier Roca and the other Judges. Xavier was a judge for the 2002 Youth Worlds so it was nice to rekindle our friendship.

After a few hours of sleep and a wonderful Brazilian breakfast, I met with Nelson Schmidt who was responsible for boats as well as sail measurement. It didn't take long to realize that this part of the Championship was in the best of hands and the lack of any real breakdowns over the course of the Championship was a testament to Nelson and his crew's commitment to provide and maintain the best available equipment. The boats were provided by the various Lightning fleets on the lake and varied from 11700 series to new 15000 series which included Allen, Nickels and Lipincott hulls.

The PRO was Claudio Buckup who provided excellent race committee work and the Jury consisted of 3 IJs, Nelson Illha from Brazil, John Mac Call from Argentina and Xavier Roca from Ecuador along with 2 National Judges, Jamie Chavez Teuber from Chile and 1 from Brazil. Three areas of the lake were used during the championship with racing starting in the afternoon to take advantage of the thermally generated south/southeast winds which were steadier than the early day winds. There were a few protests and all breakdowns were minor and were resolved quickly on the water by the repair crew before racing started.

All six scheduled races were run which provided a throwout. Two races were run on Monday, the first in light backing winds requiring course changes throughout the race. Marcelo Bellotti won, with defending youth champion Thomas Sumner in second and Vassilas Angelos of Greece in third. The second was in moderate air from the thermally generated southeast. Thomas Sumner won with Marcelo in second and Robert Ramirez of the USA in third. Only one race was sailed on Tuesday and that being in an unsteady westerly. Thomas won with Marcelo in second and Christos Mavridis of Greece in third. Wednesday was a scheduled layday providing a time for the competitors to relax and get together. Two races were run on Thursday, both in a steady South wind with a little rain thrown in throughout both races. Race 4 was won by Thomas, with Christos finishing second and Sebastian Herera of Ecuador in Third. Race 5 was won by Maegan Ruhlman of the USA, Marcelo in second and Thomas in third. The sixth race was held on Friday in moderated air. Marcelo won with Thomas in second and Joao Hackerott of Brazil in third.

Brazil took 1, 2 and 3 with Thomas Sumner retaining his Youth World Championship title. Second place and one



point out of first was Marcelo Belotti, who sailed in 2002 as well. The third place was Joao Hackerott.

Overall this was a great championship for the competitors not only for the sailing but probably even more so for the friendships made. This championship has both helped the local fleets grow with lots of publicity and brought the fleets together. There is a great deal of interest for the younger Brazilian sailors to race the Lightning as a result of hosting the Youth Worlds and many are already looking forward to 2006 in Europe.

Congratulations to Thomas, Felipe Brito and Mark Pineda on repeating as Lightning Youth World Champions, and also to all the competitors who displayed true Corinthian Spirit both on and off the water. Thanks to both the Organizers and the Competitors for a great regatta, they along with their committees made this regatta what it was.

Sally and I wish to extend our thanks to everyone who was involved with this championship for not only doing their respective duties but also for making this a most memorable event.



About a month after the Championship, I received an e-mail for John Bennett informing me (in his words): All the sailboats from the Yacht Club Santo Amaro were destroyed in a quick tornado that hit the Guarapiranga Lake last Monday. Yes John, the Yellow Nickels was cut in half, Bieckarks boat, world champion I think, is in pieces and several woodies that the owners wouldn't sell for any amount of money look like match sticks. This will be a huge blow to our sailing in São Paulo. YCSA is the home of many world champions and many of the best boats in the country were in this hangar.





2 Boats, one Coach - 2004 Junior North American Championship

By: Ian Schillebeeckx - Belgacom USA 14901

We finally took off on Friday morning 7/30/2004 5:00 AM for our trip, to Crystal Beach, Ontario, Canada and the Lightning Junior North Americans. I could finally participate as a skipper: Beth Ward and Lucas Hofmeister completed team Belgacom. Another team from Carlyle Sailing Association (CSA) traveling with us was team N.K.D.A (No Known Drug Allergies) skipper Nicolas Beckman (Nick " The Great") with middle crew Eddie (crazy Eddie) Burke and bow crew Ian (Schmearcat) Moriarty. And of course, the coach, my dad was there.

After 11 hours driving, (7 in rain), we finally stopped at the Buffalo airport to pick-up my crew, Beth and Lucas. The boarder guard had quite some questions the next day: we wondered had they ever seen such a sight: double decked Lightning trailer, crew (6 kids and "the coach") and gear that filled the car to the ceiling. Customs had difficulty getting a head count.

We arrived in Crystal beach Saturday around 11:00 AM it was blowing the leaves off the trees and we had to unload our double decked Lightings in the pouring rain. The coach did well ... and we were sailing three (3) hours later in 8 foot seas and 15 knots of Northerly wind.... what an experience!

The next day we participated at the local club race, both teams N.K.D.A and Belgacom did reasonably well given the trying wind conditions: "consistent" 10 to 15 degrees shifts. We of course were a bit challenged, starting out by letting the spinnaker pole fall in the water and losing bow crew Lucas of course the fault of our coach. After complaining, we re-rigged the front crew hiking straps (although they failed again later) and arranged for a better spinnaker pole attachment system.

Day 1 - we started and were in the lead ... now my turn to miss my hiking strap and fall off the boat; luckily my crew, Lucas, had practice, and grabbed me by my feet and pulled me in while I had the main sheet and tiller extension still in my hands. After this incident and some shifts, we rounded the mark in second place. The race was on and we were not going to give this position away... at least that is what we had in mind! The last leg was a drifter, team Nicolas got a nice 30 degrees lift and steamed to the finish line, he finished 4th ... we finished 6th as we consequently over stood the finish line.

Day 2 - We raced four (4) races in shifty Northerly wind conditions (10 to 15 knots, raining, and wavy),

but we knew we could be fast if we stayed calm. We did quite well and finished 3rd, 4th, 2nd and a disappointing 10th place (720 penalty at the start). Team N.K.D.A did very well too and finished 10th, 14th, 13th and 7th.

Days 3 -We were 3rd overall after day 2 ... we had to sail even faster under these conditions to win! The day started off very disappointing as we sailed a 6th, 4th and a 10th place, N.K.D.A finished 7th, 11th, and 3rd. The last race was critical for us as we wanted to stay in the top 5 overall... we were going to win the last one! Starting in the middle of the fleet, we notice a shift on the right the rest didn't. By the time they noticed it, it was too late and I crossed the entire fleet and rounded the wind ward mark in first position.

With excellent downwind spinnaker speed, we rounded the mark in first place a loud horn announced shortening of the race course and we were heading towards the finish covering the second and third place boats. Dan Moriarty and Matt Burridge tricks came to my mind. Constant information came in from my team on the second and third placed boats. The left side seemed the way to go: more pressure. The other boats followed through the middle of the race course. But then, Lucas mentioned that we were sailing too far left on a 10 degree lift ... what now ... we needed a header to tack and get to the finish line ... we hung in there, but it lifted even more ... the other teams meanwhile were more in the middle, and could tack and be lifted to the finish... I ended a close third.

The final result was, team Belgacom 5th place overall and team N.K.D.A in an honorable 10th place overall; our Lightning CSA NA campaign was a success - and we are looking forward to the Sheboygan/Milwaukee 2005 NA's .

The regatta was great. In addition to the sailing, CSA was truly a success in beach volleyball. We played volleyball every day till 11:00 PM, while the coach made our lunches for the next day and searched for Nutella in the local food stores for our breakfast which we ate just in the nick of the time to get to the race course.

Thank you to the lightning class for organizing such a great event and to all the lightning sailors from Carlyle Lake who have supported Junior Lightning sailing and encouraged both CSA teams with their 2004 Lightning NA campaign!



Fleet 266 Junior Lightning Sailing Program: A Focused Approach

By: Marc Schillebeeckx 14901

Today out of the blue sky I got a call to write 12 words about Fleet 266 Junior Lightning Sailing program. So, when I was asked the question "Why are we successful with our junior lightning program" I had to ask myself the question: "Are we successful"?

I do think now this is not a rhetorical question anymore ... so let me answer this!

First of all being successful with a junior lightning program takes quite some effort from the local fleet itself (fleet, parents and club). Our success is basically generated by the many skipper/parents that wanted to have juniors on board as crew members and dedicated their valuable time to these juniors. And yes one may say that as a result of having these juniors on board we (skippers/parents) once in-a-while were not so fast anymore.

Usually we discussed junior participation at our yearly February fleet meeting over a few beers. We determined how many junior skippers we could send to the Junior North American and started running with the idea. Once the number of boats/skippers was established we looked around for crew within the fleet "and" within the districts. This approach allowed us to have two junior boats for the 2004 junior sailing season. I shall not forget to mention that lightning members from Harbor Island Yacht Club (HIYC) played also a significant role in our success. Like somebody at HIYC would say to me: "Do not forget to promote inter-fleet relationships and ... our kids had a great time with junior lightning sailing!"

We must say that all parents involved with junior sailing made sure that they (these junior) were able to sail lightning year around. We made sure we encouraged them as much as we could and arranged for participation at official lightning regattas as much as we could. We even went one step further and crewed for our juniors at club fleet regattas and some official lightning events.

The Junior North Americans was always "THE EVENT" to go to. Juniors talked and chatted over the internet for hours ... we arranged for double decking and housing to keep the cost of the event down as much as we could ... and we may not forget to mention that all fleet members of fleet 266 and ... the junior side of our club (Carlyle Junior Sailing Association) pitched in with donation to make the trip to the NA's possible. We told our juniors at the beginning of the year ... "do not worry we will get you to the NA's" ... and it happened!

Looking forward to participate again with two junior boats at the 2005 Junior North Americans in Milwaukee.





GETTING JUNIORS INTO LIGHTNINGS (HOW WE DO IT)

It all started back in the mid seventies when Jim Carson and Dave Ruiter recognized a void in the Metedeconk River Yacht Club's Junior Program. Older juniors had absorbed all they could from existing Club programs and, in addition, were working days so they were unable to participate in conventional daytime lessons.

Thus the Metedeconk River Yacht Club Advanced Junior Program was born and has persisted for nearly thirty years, training from seven to fifteen juniors per year in the fine points of Lightning sailing. The program has developed its share of outstanding sailors over the years, but leaders in the Class, the boating industry and indeed the world sailing community. Paul Gelenitis, Betsy (Gelenitis) Alison, Jay and Jody Lutz, Ryan Dunn, Joe Buczkowski, Bill Bogardus, Brian and Keith Taboada, and Mitch Hnatt to name a few all got their Lightning training in Metedeconk's program. On the horizon are newcomers Andrew Brennan, Wade Schon, Jimmy Roe, and Courtney O'Connor, all recent graduates we expect will make a mark beyond junior sailing.

The existing program was adopted by the Yacht Club in 1975 and is made available to juniors that attain the top junior rating, that of "Racing Skipper". The program leads to the Club Junior Championship, sailed in Lightnings at the conclusion of the program. Although the Club owns one Lightning, boats are borrowed from members of Fleet 34 many of whom came through the program themselves. It's not hard to borrow Lightnings when the incentive is an instant source of young, enthusiastic crews.

Typically, candidates must have multi person boat experience and are recommended by the Club Junior Instructors. They are required to submit letters requesting acceptance to the class that contain a resume of sailing experience and reasons why they want to participate. Upon tentative acceptance, candidates are scheduled to "try out" by testing their sailing knowledge and by sailing a Lightning. Fortunately, most candidates are able to pass this test although stepping into a Lightning from a Blue Jay or '420' can be a formidable experience.

In the early years of the program 100% attendance was expected. Today we find sailing does not elicit the same kind of priority as in the past and it has been necessary to adopt a more liberal attitude toward excused absences. Early season lessons are often frustrating (will they ever learn?), but it's rewarding to see the results at the end of the year. Yes, they can actually jibe a chute!

If your juniors need a different program, if your Fleet needs crews, here's the program that's served us well for all these years.

A PROGRAM FOR ADVANCED JUNIORS

INTRODUCTION: Fleets or Clubs wishing to improve junior skipper and crew proficiency in the Lightning may use the following program, initiated by the Metedeconk River Lightning Fleet in 1975. The information provided is intended as a guide around which a program can be developed tailored to suit the individual needs of both instructors and trainees. Sessions should be chosen and developed to meet the most immediate needs of those enrolled in the course.

PROGRAM INSTRUCTORS: Two or more knowledgeable, experienced sailors. The number required is flexible and will depend on their availability. One person should act as "leader" to coordinate and direct the program. An instructor need not attend each session. However, at least two should be on hand for each session, one to lead the session and the other to assist and take notes for a critique.

EQUIPMENT: Minimal race committee equipment including at least three portable marks (hippity-hops are fine), stop watch, power boat for use as an instruction launch, boat horn, a bull horn and two or

more fully equipped Lightnings in sound condition. (The number of participants in the program will bear some relationship to the number of boats needed.)

TEXT: ISAF Rule Book.

PARTICIPANT QUALIFICATION: Participants should be limited to no more than twelve to fifteen in order to provide individual instruction. No more than 3 or 4 trainees should be chosen for each boat available. Learning to skipper and crew a Lightning requires careful division of duties aboard the boat. These duties should be divided amongst three people as in actual Lightning racing with extra persons assigned aboard the instruction launch to assist and observe.

Participants should be selected from applicants by a committee consisting of a Club or Fleet officer or Junior Instructor and the Program Instructors based on criteria announced in advance. Suggested criteria are:

- a) Mature minded individuals aged 15 - 18 years. Younger individuals showing unusual ability may be selected. The upper age limit may be adjusted to suit local junior age limitations.
- b) Satisfactory completion of all other locally available junior programs.
- c) Demonstrated ability to become competent Lightning skipper and/or crew.
- d) Willingness to attend all scheduled sessions.

SCHEDULE: Five to ten three hour sessions are recommended scheduled to suit availability of instructors and trainees. (Metedeconk's program is scheduled for Thursday evenings at 1800.) A typical schedule might be:

1800 Boats in the water, sails on, ready to go.	
1800 - 1830	The lesson
1830 - 2030	Instruction and racing on the water.
2030 - 2100	Critique

THE LESSON: Half-hour session with discussion focused on the topic for the day. Spend more time on the lesson at beginning of program and more actual racing later in the program.

INSTRUCTION AND RACING ON THE WATER: Practice of points discussed in the lesson for the day. Then as many short races as possible. Change skippers each race or practice run and give everyone a chance to sail in each crew position. When racing use three-minute dinghy starts to save time. Instructors should point out mistakes as they occur and coach from the instruction launch. Any alleged rule violations should be protested and protests heard during the critique. Instructors should record important good points and mistakes for discussion at the critique.

CRITIQUE: General discussion of important points observed during the session.

HOMEWORK: Assign study of rules appropriate to next session.

SESSIONS: The following topics are suggested:
 Session 1) Icebreaker quiz, care and use of the boats including launching and
 hauling, familiarization with the boats.
 2) The Spinnaker
 3) The Start
 4) Sail Shape and Adjustment
 5) The Compass
 6) Protests (good bad weather topic)
 7) Weather and wind (another bad weather topic)
 8) Specific Rules (i.e., those that apply to mark roundings)



Getting Juniors Energized!!!

I was asked to write about the successes that our fleet has had in attracting junior sailors to the Lightning. My initial thought was - it's so easy! Why wouldn't juniors want to sail Lightnings!!!

First, the strength of our fleet is such that it is the most competitive racing in our area. We have a lot of boats and they are all modern, competitive racing Lightnings. When the young sailors at our club look at the boats they are the coolest boats in the club. Our fleet racing is competitive, but we try to make racing fun. Lots of short races. Lots of socializing, and good camaraderie, occasional cookouts after sailing, fleet parties. We host lots of regattas that are very visible at our club.

Second, we keep close tabs on the junior sailors at our club and the neighboring clubs. We've got a local community sailing center and two clubs that have junior sailing programs where they teach kids how to sail in dinghies. When people are looking for crew we try to get the juniors as crew. Once we get them in the boat we make a point to let them steer a race, or if they are less experienced, on the way in after sailing. Explain what the controls do. Talk about sail trim. Encourage them to ask questions. Have them fly the chute.

We also put on clinics for the junior sailors a few evenings a month during the summer where we let them sail our boats - sometimes with three juniors, or sometimes with two juniors and a fleet member as a coach, depending on their skill level.

Success breeds success. In the past 12 years we've had a great slew of junior sailors. Among them they've won three Junior NAs, A Youth Worlds and a Sears Cup. But just as important is that we've had at least three teams from our fleet participating in the last four junior NAs and at least one Junior team at every Junior NAs in the last 15 years.

Fleet building 101 (or building fleet 301)

We've tried to take a pragmatic approach to building our fleet. First we tried to identify our "target market." Who might be interested in buying and racing Lightnings? Who do we want to attract? How do we go about it?

First we looked at the make-up of our own fleet. Most of our members fall into one of three distinct categories. We figured that the people that we would attract to our fleet would have similar motivations. We came up with three distinct types of potential lightning owners.

1- Someone who owns a PHRF type of boat and wants to improve their racing skills by racing one-design.

Typically this group will be in their late 40's or early 50's. They are attracted to the Lightning because it is lower cost to race and maintain, no special tow vehicle is required and fewer crew are required.

2 - Couples in their 30's with 2 jobs and no kids who like to race.

3 - Someone who has kids who are young teenagers and are looking to race as a family, or for a boat for their kids to race.

The next step is that we sell the boat and sell our fleet. We try to figure out what their needs are and then show them how the Lightning meets their needs. If they have older juniors in our club sailing program, we convince them that they need to get a boat for their kids to sail. If they are PHRF sailors who express interest in racing one-design, we get them out on a boat. We try to enlist them as crew. If a skipper can't sail, he or she loans his boat for someone else to sail in our fleet race.

We try to find them a boat. Our fleet has even taken the unique step of buying a competitive Lightning in the fall when the used boat market is plentiful and then actively look for a buyer for that boat in the spring when the used boat market is tight and the demand is high. Once you convince someone that they need to buy a Lightning, it helps if you have a boat for them to buy!

We are trying other things to help continue our growth and support our fleet. We have a fleet website with a fleet emailer. Anyone who wants to sail with us or wants to be on our email list can sign up on through our website. We try to send out emails to this entire list a few days before any fleet races to talk about the upcoming races, who needs crew, who is available to crew. After sailing we also email our results.

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