## WHY THE LIGHTNING

## ON THE EYES OF A NEWCOMER

## Allan Terhune

In the fall of 2001, I started working in Connecticut and my fiancé (now wife) and I were looking to get a new boat that would be practical for both sailing in Connecticut and New Jersey. We had spent a long time sailing in the Flying Scot class and we decided that we wanted to travel to more regattas and meet some new people and challenges. After talking with Greg Fisher and Brian Hayes (along with their arm twisting), we decided that the lightning would be a great fit for us, and with the Pan Am Trials and Worlds coming up, there would be plenty of great competition. This was going to be the first time back in a Lightning since my Jr. days, and I was really looking forward to it.
My first bit of traveling was to Orlando, Florida to meet Fisk Hayden to pick up our first boat \#13970. He was very enthusiastic and helpful, and I had a sense right then that we were going to meet some great people and have a ton of fun with this boat. I had no idea when I went to Florida to pick it up what I was getting, but when I

got there I knew that I had just got a great boat and couldn't wait to get sailing on it.
Our first two regattas were at my all time favorite place, Monmouth Boat Club. My dad had told me that the Long John was the best regatta, and that he loved it when he sailed lightnings, a long time ago. We had the best time there, we met so many people and everyone was so willing to help. The sailing there is so great. I know some people hate the huge shifts, the huge holes, and how if someone opens their garage door on the shore side a puff comes onto the course, but it is great. Everyone made us fit in right from the beginning. MBC did a great job with hospitality and the regatta was run to perfection. It was the perfect mix of social and sailing, and it really kicked us off right for the Lighting.
After this we went to Surf City to participate in a Lightning Lab with Greg Fisher. This is one of the best things that the Lightning Class has going for it and people should really take advantage of these. I learned so much from having Greg and Jack both go over boat set up and on the water instruction for the things that really helped to jump start our speed in the boat. This was where it became apparent to me that the Lightning class wanted to get better as sailors and that everyone pushed and helped each other, and it was great.

We went to regatta at Cedar Point then had to take a few weeks off as Katie and I were getting married, and at the same time I came down with Mono, so I was sick for about a month and unable to sail. We sailed our districts at Cedar Point, which was great, and planned to go to North Cape for the North American's. At the districts it became apparent to me really fast about how

important straight-line speed was in open water. We learned a lot from Ched, Bill Healy, and Jim Crane about boat speed and it helped raise our game another notch before the NA's.
North Cape hosted a great regatta. It was the perfect venue. There was plenty of boat storage and getting the boats in and out was a breeze. Right from the beginning, we could tell that the regatta was super organized and it made it great for all of us. If there had been no bugs, it would have been the best place I'd ever sailed. We were so fortunate to have met so many people I have only heard about and really got to learn a lot about sailing our boat. I learned so much from this regatta by sailing with so many great people and by meeting so many of the Lightning superstars. We were fortunate enough to win the Thermis Trophy for the first time participant in the Blue Fleet and were really excited at the possibility of sailing in the Pan Am Trials and in the Worlds in Miami.
After the North Americans, we decided with the Pan Am Trials and Worlds up coming, that we wanted a newer boat for ourselves. With the help of Tom Allen, he hooked us up with a great used boat that we have now \#14924. We spent a lot of time on this boat before the Pan Am Trials and we really think it helped us a lot.
Before the Trials we sailed in Surf City of the Manahawkin Bay Cup. Jack Elfman and crew set up one of the best all around one day regattas I have ever been to. The sailing venue was awesome, there was great breeze and the hospitality was super. Surf City gave us great food and racing and it was a great time. There were so many people there enjoying one of the last regattas of the year and it was a blast.
The Pan Am Trials was one of the most educational regattas I have ever sailed. I have never sailed in a 13 -boat fleet that was so good before. Everyone was so fast and so good that if you made one
mistake, you were out of it. Metedeconk and Jim Carson's team put on a great show, and it was a regatta that the Lightning Class should be proud of.

Looking back on this past year, we really enjoyed the lightning and the benefit of being able to get off "the home lake." It was so great to meet all the new people and to go to all the new venues that I have never been to before. I learned more this year sailing than I have in a long time. The Lightning class has something really special going on at every regatta and I would encourage everyone to make it a point to get to as many regattas as possible, and keep up the tradition of making new people feel as welcome as I felt when we started off. I was amazed by how all of the talented people are so willing to share what they know and to help make the class better. This is what really makes the class keep going on strong and will keep it that way for many generations.


## INTERNATIONAL

## 2002 SOUTH AMERICAN CHAMPIONSHIP TOMINE, BOGOTA- COLOMBIA

By Camilo Salcedo

The racing part of this years South American Championship was as great as the parties we held at Jacob's house or at the club with our Ecuadorian and Chilean friends and that thing they called "pisco" which was their secret weapon, specially after midnight.

We didn't do too well throughout the classifying series. We ended third in the nationals and third in the Livesa Cup. J.C Uzcategui had won both, so we realized we had to make a bigger effort and concentrate a lot more if we hoped to win a South American Championship for the third time, and not let this opportunity fade away.

We counted with the participation of top sailors from the different fleets. It was very exciting sailing against them and we were very proud of having them as our rivals.

The Race Committee did a great job running all the six



The Champions show their stuff)
scheduled races. With the shifty and usually changing winds, getting off the start was a difficult task. Thanks a lot to them!

A team in a Lightning, as any competitive sailor out there knows, is essential if you want to win a Championship. If you don't have a compatible team who gathers and shares information inside the boat, you won't be able to get 100\% out of you. Nicolas Deeb sailed the jib and Sebastian Higuera was the skipper, these guys did a wonderful job.

Last but not least we would like to thank a number of people that are the reason why we are were we are, who have supported us since we first wanted to go to the 1997 North Americans where we were only 16 years old, until now. These are obviously our parents,

## INTERNATIONAL

and a group of people that have managed all sailing activities in Colombia such as Jorge Recaman, Eduardo Herkrath and Francisco Castillo who have believed in and have worked very hard for us. Thanks a lot!!!!!


## TRAINING AND FLEET DEVELOPMENT IN 2002



The year 2002 was an exciting one for the training and fleet development programs. Lightning Labs went to new areas and the Advanced Training Video was released in time for the holidays. One more tool is to be released prior to the Southern Circuit and that is a set of Crib Notes, tailored to the Lightning, to the North U books.

Just a bit of history on these projects to give credit to the

people who volunteered their time and effort to produce these programs in 2002. Lightning Labs: Skip Diebold to Indianapolis to train folks in the Indiana District; Bill Faude to Fleet 488 at Cherry Creek Reservoir in Denver Colorado; Bill Fastiggi to Fleet 332 on Squam Lake Holderness NH; Greg Fisher to Fleet 196 in Surf City NJ; Brian Hayes to Fleet 253 in Susquehanna PA, Fleet 75 in Nyack NY and Fleet 262 in Nashville TN. We are indebted to these people for their assistance. Advanced Training Video: Rick Bernstein provided the video technical expertise by putting together video from the 2000 North Americans at SSA and performing on the water video on the Monday before the Miami MidWinter Regatta in 2001. This was more than a simple task as the boats participating in the video had raced in Savannah the previous day and had driven through the night to Miami so that there would be a full day of filming on Monday. The actors in this production were

Bill Fastiggi, Andy Horton and Suzy Coburn, Greg Fisher, Jeff Eiber and Carol Cronin. The photo boat driver was Jack Jones Crib Notes: Last year at St Pete, during a lull in the racing, Ed Michaels of Fleet 481 in Raleigh NC persuaded Greg Fisher to put together a set of notes, based on the North U Performance Sail Trim book, that is Lightning specific. Everything is in place and Ed promises to have this information available before the 2003 Southern Circuit.

All of these new tools are available now, along with the original Crew Training Video from Bob Glassman. It is our hope that by using these tools, local fleets will be able to help everyone become more proficient in sailing their boats and minimize the frustrations of not understanding how to. One of the issues that we have noticed in the Lightning Labs is the large spread of knowledge in the participants, making it difficult to tailor a program that fits all needs and yet condense it into a two-day program. In order to make the Lightning Labs more productive, we are encouraging fleets to use the Advanced Training Video and the Crib Notes prior to coming to a Lightning Labs, which we see as a District event.

One other program that we see as a potential need is boat repair and rigging upgrades. The Lightning is a boat that has structural specifications that permit older boats to remain competitive over a long period. If there is one lack, it is that that the older boats have not kept current with the new controls, hardware and lines that make it easier to adjust sail shape, trim sails, etc. Lines that are so old that they are no longer flexible and cleats that don't hold are a great source of frustration. A winter session could be held by each Fleet to assist in the upgrade of these items.

## "FIRST LADY" OF THE LIGHTNING CLASS

## By Hume and Peggy Laidman

Reprint from our 25th anniversary yearbook

October of 1938 brought Rod Stephens to Skaneateles Loke in central New York to try out a new sloop called a Lightning. With a 25 to 30 mile an hour wind, he gave lightning \#1, built by Skaneateles Boat Inc., a run for her money. She was sailed every woy possible, according to a report in the MANUAL FOR LIGHTNING SKIPPERS $=-=$ with and without a spinnaker, with and without a jib, with the main reefed, the centerboard in all stages of adjustment etc., and finally without a filler. Mr. Stephens's pronouncement, "It is beyond all my expectations. To my mind she is the finest small centerboard boat ever built," paved the way for the development of the Lightning Class. Shortly thereatter, the Lightning Class Association was formed with E . Gordon Cronk, the original owner of Lightning \#1, as Secretary-Treasurer.
Mr. Cronk held titte to the boat until August 21, 1944, at which fime lewis S. Ayers, my father in law, purchased her. He retained ownership from that time until his death in June of 1963. Lew, an avid sportsman, who loved to share his enthusiasm in any now venture, used \#1 to introduce many people to the joys of sailing. Lightning \#1 was christened WEERLIGHT, (not pronounced we're lickedl) remains in the family, but has left her home waters. We are sailing her on Casanovia take, just 30 miles from Skaneateles, out of Willow Bank Yacht Club, Fleet 164, having about 24 boats.
She is an "antique" - but hardly treated as one. She is in excellent condition and remains the original colors of dark blue hull, a white water line and a red bottom, which has been fiber glassed.
The boat has been sailed in races, although not with great regularity. The 1954 season was probably the most successful one for her. But she competes admirably and will continue to do so, we hope. This past summer, she beat the newest boot present (8555) in 2 out of 3 races in the Central New York Districts, sailed on Casanovia Lake, placing a fairly respectable 21 st overall.
Visitors to New York will probably see the matriarch of the Lightnings, stately as ever with spanking new sails, out on Casanovia Lake, and all are invited to stop in for an inspection tour.

Historian's note: Jack Ryan bought \#1 from these owners. Sandy and I purchased the boat from Jack and guaranteed the purchase and agreed to keep it stored at Mystic until we would donate it as a Class to the Seaport, where it will be showcased in 2003 during the WJM in August.


# SO WHAT IS NEW IN THE WAY OF LIGHTNING RULES? 

By Jim Carson-Secretary

Before enumerating recent changes in the regulations that guide our class it is important to have some understanding of the structure of the Class and the rules for making changes. There are a group of documents that delineate the policies and rules under which we operate starting with the By-Laws and Constitution that may be amended when necessary by the membership. Then there are Rules Governing our Sanctioned Regattas (Districts, Areas, and Worlds) and
Specifications that may be amended by the Governing Board. Specification changes also require prior approval of the Measurement Committee. The Governing Board can interpret the By-Laws and Constitution. The Executive Committee is empowered to act in the name of the Governing Board when prompt action is required. The Executive and Measurement Committees are also given the authority to make Rulings and Interpretations so long as they adhere to intended meaning and established policy. The Governing Board ratifies Executive and Measurement Committee Rulings.

As we move into the twenty-first century, we find that our documents, most originating in the nineteen forties and fiffies need revision to bring them in line with twenty-first century practice and technology. Hence, a great deal of effort continues to go into review and up-date. Here are some of the many recent items addressed and decisions made during the past year:

## Amendments to the Constitution and By-Laws:

Return membership to an annual calendar year basis. Membership now runs January to January except for new members joining after June 1st whose first renewal will be January of the second calendar year after joining.

Adds International Masters and the North American Masters, Juniors, Women's
Championships to the list of regattas automatically sanctioned.

## Amendments to the Specifications:

Leaves District Measurement (except safely equipment) to the discretion of the District governing body.

Allows greater use of modern fittings.
Requires record of all currently valid Measurement

Committee rulings be kept in the Class Office and on the Website.

## Rulings and Interpretations:

Up-date of rules for electronic equipment on board. Allows having communication equipment on board, basically for emergency use. To be proposed as an amendment to the Specifications.

Sailcloth Specification up-dated to recognize materials currently available with provision for consideration of new materials and method of control. To be proposed as an amendment to the Specifications.

Ruling sets minimum age requirement for North American \& International Masters at 55 for the skipper and total age of skipper and crew at 130 . Subsequent clarification specifies age is that attained during the calendar of the Championship. To be proposed as an amendment to the Rules Governing.

Ruling that for purposes of qualifying for World Championships, the country of residence prevails rather than country of citizenship.

Ruling which makes most existing spinnaker poles legal. To be proposed as an amendment to the Specifications.

## Other Significant Activity:

Recalculated metric conversions in the Plans \& Specifications and corrected where necessary. (English units take precedence.)

Measurement procedure to provide a consistent method of checking shroud tension developed by the Measurement Committee.

Review of old Measurement Committee Rulings and Interpretations. Those currently valid will be retained in the Office and on the Website.

New ISAF rules that will require revision of Class Rules regarding advertising are currently being evaluated.

So that's a quick overview of where we are as we enter 2003. It is obvious that as our sailing world becomes more technical, our old rules will require constant reassessment. We'll try to keep you posted.

# COPA DEL PACIFICO 2002 UNO MAS POR FAVOR 

John Atkins




At least that is the feeling of all those that attended the first Pacific Cup sailed in Lightnings. Although lightly attended this International youth regatta required no qualifications to sail other being under 20 years of age and getting your team to Guayoquil, Ecuador on December 5th. The Salinas Yacht Club provided the transportation from Guayaquil to Salinas and back, as well as the boats, lodging and meals for all the competitors. Other than the six teams from Ecuador only one team from the USA attended. Salinas Yacht Club could have easily handled 20 teams. Sailing conditions were ideal for the younger teams, yet provided a challenge for the more experienced. Salinas is very much interested in hosting this regatta again next year and with the 2004 Youth Worlds almost 2 years away this could serve as a warm-up for that event. But more so this regatta can give the younger teams that
 don't qualify for the Youth Worlds an opportunity to experience international sailing at a very modest cost. The making of life long international friends is a very important part of this regatta as well as increasing the interest in the younger sailors to sail our beloved boat. You will be hearing more about this and future Pacific Cups.

On another note, the USA qualifiers for the 2004 Lightning Youth World Championships will be this summer at the Junior NAs in Niantic, August 12th thru 15th. Only two USA teams will qualify for the 2004 Youth Worlds. Now is the time to start getting your teams together for this regatta. I would like to challenge each District in the US sent at least one team. And I would definitely like to see a few teams from South America and Europe as well. One problem with getting International teams to come to the Junior NAs is boats, so if your willing to loan your boat to a team let me know. This is definitely one way to build interest in our sport. Also starting looking around your district for younger sailors and help put a team together. This doesn't happen over night and to be competitive they need coaching and practice, along with sailing a few district regattas. If you need an example, just look at

Metedeconk River and what Jim Carson has done over the years or Central New York District or Mallet's Bay. This didn't happen with the help from those club and district members. And remember if they don't qualify for the Youth Worlds, there is the 2003 Pacific Cup to look forward to. I know I am and I was only a spectator (except for the practice race, thanks Juan).


## SO WHAT IS NEW IN THE WORLD OF LIGHTNING DESIGN?

Carter Utzig-Chief Measurer

Not much really, this is a one design class. Maybe a better question would be: What are we rediscovering? Doing well does not come from the latest gadgets. I know, don't say it - the guys at the top of the class all have the latest and greatest stuff. Heard it before, sailed with them and I own the latest stuff. It might matter a little bit if all the teams out there were equal in caliber, but we are strong class with a wide range of boat ages. For $99.9 \%$ of us out there, it is not the latest and greatest that makes you faster on the course. I won't debate that boats, masts and sails get older even sailors do (I would like to think I am getting smarter though). And I agree that older things do not necessarily perform like new ones. But look at it this way, there are a number of $70+$ olds that can out perform me in a 10k, because they take better care of themselves than I do. So what is new?

There is a renewed focus to get the fundamentals right. What sailors are relearning is to work at the following things first:

- Bottom: No other surface has a greater impact on speed (well, maybe the sails). This year we debated the issue of fairing the bottoms of boats. We all agreed that this is a great way of taking an old boat and making is look and perform new again. You do not have to spend lots of money to make a difference. Some elbow grease and time to clean up the bottom can make a noticeable difference.

- Sails: No, this is not an ad for the sail makers. Old sails are slower. Over time, they lose their shape.
- Rig tuning: Each sail maker has a recommended tuning plan for the rig. This year a good friend of mine finally let me tune his rig (it was way off). With no other changes, I saw him place consistently a lot higher.
- Ease of crew work: I don't think any other thing you can do could have a bigger impact on the enjoyment of sailing and speed. This is a class that requires team work. Imagine if I had to play a soccer match against those 70 olds who win the 10 Ks and my team had to wear hiking boots. Having crewed on a number of boats, here are the changes that can really make a difference:
- Make sure the lines run smooth - decrease the line size, make sure that the lines are long enough so you don't run out, and back-bungee everything that gets adjusted a lot le.g. wire, clath, vang).
- Place the controls so that they are easy to get to and don't require the weight to go to the wrong places. The key controls to rethink are:
- Spinnaker halyard: It should cleat on its own when pulled up and allow multiple people to raise and lower it. - Jib halyard: It should be aligned so that when you pull it up it easily pops into the slide or when pulled it pops out from the slide to lower quickly.
- Jib cloth and wire controls: get them out on the rail and double side them.

- Ability to un-sheet the jib: Ever try to un-sheet that old style block and cleat thing that fits on the slide in a heavy breeze? You can't. Change those out for a fixed cleating position that is aligned for easy sheeting/unsheeting by the forward crew.
- Traveler and height: These controls make a big difference in main shape that translates into speed.
- Get a compass that you can read: Maybe you are really good and just know what wind is doing. Many of us do not. We need a compass to understand where we should be going on the course. Many boats have compasses that don't help you see the wind shifts. You don't need one of those new fangled digital compasses just one you can read.

Trailer: We forget about this one. But you do have to get to the regatta, don't you? So check the bearings
and axels. Make sure the bunks are not contributing to problems with the smoothness of your bottom (the boat's!!.

There are lots of ways to accomplish the things above. This is a class of people who help each other so ask someone for ideas - all of us have a personal preference on how to...

And don't forget - toctics and boat handling matter, too. But most of all, if you are having fun, you are winning.

## A BRIEF HISTORY <br> FROM THE 1940 YEARBOOK

The idea that a small yacht could be designed to serve both as a safe, and as responsive, lively racer with big boat performance was inspired by the suggestion of experienced small boat sailors over a wide area. It was thought that such a boat would have more universal oppeal and result in a strong, one-design class organization. Early in 1938 the idea took form on the designing boards of Sparkman \& Stephens, and the unusual features of this 19 -foot sloop became more readily apparent. The boat was given the name "lightning".

Between October 1938, when the first lightning was launched at Skaneateles, and January 1939, when she was unveiled officially to the public at the New York Boat Show, there were many lests and searching trials by the designers and other qualified experts. Preliminary announcements in yachting publications had aroused a natural curiosity, but the enthusiastic reception accorded the first public showing was little short of sensational. The design so long visualized by many small boat sailors had become a reality.

Before the New York show closed a meeting of those who had ordered Lightnings was held in the Grand Central Polace. A temporary chairman was elected and a committee was named to draw the constitution, bylaws and racing rules for the new class organization. On April 15th the second general meeting was held, and out of the 117 poid registration in the class at the time, lightning owners came from such widely separated points as Barnegat Bay, Long Island Sound, Lake Hopatcong, ond Buffalo. Proxies were voted by the other owners in Maine, Texas and Oklahoma. Many were interested in the formation of fleets. Officers were elected, the constitution was ratified, and the Lightning Class Association was officially organized.
One of the first official acts of the Associations was to acquire the rights and title to the Lightning plans, to establish the means and machinery for regulating the use of these plans and to publish such information as would be of value to the many who were buying or building Lightnings. The Constitution, By-laws and Rules for National Championships were published in booklet form, membership cards were made and distributed, and a new charter was designed. Complete specifications and blue prints were made up, measurement certificates were made up and printed, and plans were made for the first National Championships.
Due to the newness of the Class and the brief time for fleet organization before the summer season was under way local
activity was limited to individual participation in a few regattas. A number of lightning owners in Central New York participated in the Central New York Y. R. A. regions of Canandaigua; others were entered at Larchmont Race Week. But the high point of activity for the class was the first National Championship at Barnegat Bay over the course of the Bay Head Yacht Club.
As the sailing season closed in Northern areas the focus of attention on Lightning activity shifted to southern waters whose group of Lightning owners were found in Florida, Georgia, Lovisiana and Texas. Interest in the Class appeared to continue unabated, and by January 1940 - the first anniversary of Lightning's public debut - close to 400 numbers had been assigned by the secretary of the class.
The second annual meeting, held on January 11th in New York was marked by a representative attendance and lively discussion on the question of policy. In terms of the future of the class, the enthusiasm for an active second year was equaled in importance by the determined opposition of the membership to resist changes in design and uphold that significant feature of the Lightning Class constitution - "To rigidly maintain a strictly one-design class, in order to positively insure that all Lightning Class races held under the ouspices of the Association be to determine the skill of the skipper, and to eliminate all variations in the construction of the yachs".

## So, where are we today?

The original writers of our Constitution certainly did a great job....changes have been made to present our documents in today's language but the basics are the same and have been adhered to.


## Which are sailmakers?

Joys, South, Wilson, Sanderson, none

## Who was not a Lightning Builder?

Dumphy, Johnson, Saybrook, Seaman, Alden

What Club was John Orelup from?


## What Trophy did Steve Craig win and Where.

## What is a belaying Pin and How was it used?

Who owned "True Blue" and what fleet was he/she from?


## What year was Skeneateles Boats Inc. incorporated

In what town did lightning One win a trophy for "Classic Boat of the year".

## Where was this photo taken?

## HOW DID THEY DO IT <br> OUR CHAMPIONS REVEAL THEIR SECRETS

1. What did you do from a sailing/training perspective prior to the regatta that you think made the biggest difference in your winning the regatta?
2. Putting the right team together is critical to winning a major championship. Why did you select the team that you did?
3. What changes did you make to the boat (rigging, sails, set up etc.) did you make to the boat prior to the regatta that made a big difference to your finish?
4. When did you know you had won the regatta? How did that feel?
5. This is pretty obscure, but think back...what was in your starboard cubby as you crossed the finish line of the last race?

# Jeff Linton, Mark Taylor, Amy Smith Linton WORLD CHAMPIONS 

1. That's a hard question. We knew we had the best equipment we could find. We had been working out regularly for the year and a half before the regatta. We did a lot of boat-handling practice and we tried to anticipate the conditions. We came into the event after a week's vacation for Jeff and Amy, and Mark had spent a whirlwind two days in Rome, so we had plenty to think about aside from the racing. It's as much good fortune as anything, but we gave ourselves the best chance of being ready to do well.
2. Our team started with the nucleus of Mark and Jeff. They had sailed against one another in Sunfish, and also sailed successfully together for many years on J 24's and other big boats. Mark had sailed Lightnings on the Hudson river as a kid. They got into a Lightning together in around 1994, and their tactics gelled.
When Amy married into the family in 1995, she was just convenient back-up crew in need of boathandling skills. It wasn't until after we placed second at the Ecuador Worlds that she dropped the "provisional" status.
As a team, we have a great time together: we laugh a lot on the race course, and, as Mark points out, "We aren't in this for the money. It's all about having a great time."
Family life takes precedence, but we anticipate sailing together as long as we are able.
3. Thanks to an unfortunate boat collision the autumn before the regatta, we had a brand-spanking-new Allen. A more-or-less bare hull was delivered during Southern Circuit, and we shipped the boat in early June. During those short weeks, we crammed in a lot of boat work. We tend to spend a lot of time on preparation, regardless the boat. Not so much because the boat needs it - other teams win without fouching their boats but because it gives us a sense of being ready to do battle.
Our boat had a new set of Ullman Sails, including a spinnaker that we feel is really fast, a Gable-ized bottom job (Gable Enterprises of St. Petersburg), and a unique boat setup. It was the work of a couple of weekends putting on hardware and rigging lateral hiking straps (like a Sunfish or Laser, rather than transverse ones, which our ankles cannot take). We don't have many duplicate controls. All the ends of lines were taped, the halyards were fresh, pole ends were lubricated. The
usual routine - just double-checked a few more fimes!
4. We didn't know for sure - really for sure - and reeeeeeealy believe it until they posted results. It felt like we had really won when we were standing on the podium with the national anthem playing, and all the hardware massed before us. Then again, it's occurred to all three of us over and over in the ensuing months ("Wow! We really won it. The Worlds!"), like when our host club threw a party for us, when the trophies arrived safe with the boat, when someone calls for an interview. It's been pretty darned amazing.
5. Not such a hard question, our starboard cubby has offen been the source of some envy: we had a spare glove for Amy, a pair of gloves for Mark, sunblock, the remains of a mozzarella-and-tomato sandwich, and here's what some crew envied us - a tall bottle of Moretta, the local beer.


# Bill Healy, Tim Healy, Jo Ann Jones NORTH AMERICAN CHAMPIONS 

1. One thing I really worked on was my intensity at regattas prior to the North Americans. Typically I have not been very aggressive or try to force issues at local or District regattas, but I knew that I needed to do that to be ready for the intensity of the NA's.
2. Our team was awesome. I have been soiling with Jo Ann for a few years now and she knows what to expect from me and I know what to expect from her. She is very focused and can handle the front of a Lightning with a blindfold on.
My reasons for picking my brother Tim are obvious. He's a pretty damn good sailor! But I also wanted to sail with him because we know what each other is thinking without saying anything. Sounds weird but it's true. Right after the start if he calls for a tack, there is no hesitation on my part. Over goes the helm. We trust each other's calls out on the water. That was key.
3. I bought a seven year old boat before the NA's due to budget constraints so I did a few things to update the boat. The first two things I did was have an eight inch iib halyard installed, and then I removed the booby trap jib sheeting system the previous owner had on the boat and replaced it with Allen inboard glass mounts with Harken micro tracks. Then during the summer I replaced old lines and shock cord as needed and mode sure every system worked perfectly.
I did not do the Atlantic Coost Championships because I would have been without a family so I negotiated and was able to flip the boat then wet sand and polish the bottom. Luckily I had a new daughter and I was able to compare her smooth baby bottom to the work I was doing on the boat. I didn't stop until I couldn't tell the difference. I also paid close attention to the bailer area and the chine's. An older boat tends to have worn chines so I did the best I could and tried to sharpen them up. I
also sanded and polished the centerboard and rudder.
4. The regatta came down to the last race. We were deep after restarting and we were counting back from the top to see where Matt Fisher's team was. We needed him to finish 12 th or warse and we would win. After an awesome comeback I think we counted Matt as finishing 13th. But that did not mean we could celebrate. There were a few boats that were OCS and if some of them finished in front of Matt, he would win. So after pulling up the rear in the last race we finally hit the dock and found out Matt had been OCS. l've always dreamed of finishing the last
 race ahead of your closest competitor and being able to celebrate right there and have a great sail in with spectators throwing us beers. But we had to sail the last beat by ourselves and all the way in until we were sure we had won. It was quite a Mylanta moment.
5. Well, I wish we had Mylanta or Tums or something but I think we had in no particular order: hiking pants, lunch, mast blocks, anchor, our bucket with tools and bow line and our lone shroud adjuster. I think that was it.


# Erik Johnson, Kail Johnson, Kate Brush <br> NORTH AMERICAN JUNIOR CHAMPIONS 

1. For the past two years we sailed as a feam in all of the fleet and districts regattas we could as well as last years Junior and open NA's, then Erik and Karl salled in and won the Seas Cup with another member of our fleet. We have also spent the past two years working tirelessly on tuning and tactic techniques with Bill Fastiggi and Don Brush as well as breaking up and sailing with the two of them this year in the ACCs. All of this have taught us an unbelievable amount and considerably enhanced our boat handling skills.
2. I don't really know how it all started but the three of us had sailed together for several years before we got to this point. We have the advantoge that a lot of teams don't have because we are consistent. We have done almost nothing but sail together for about two years now, so we have gotten really comfortable as team in the boat. We anticipate each other's moves and are able to work logether better because of that knowledge of each other. Now, Erik and Karl were born with this connection, so when we first started I was defiantly the outsider and it took me a lot longer to get the hang of the team then it did for them. But now we know each other pretly well and while I think it is still a litte more difficult for me, it is defiantly this connection that brought us so much good fortune this year.
3. I think the thing that made the biggest difference between our competition and us was the amount of training that we did. But we did also have good fortune of sailing with new sails that were loaned to us from Shore Sails Burlington. The other thing that we did right before we left for Michigan was to thoroughly wash and wax the boat, which made a big difference because whenever we tried to move the boat it would slide around on the trailer if we weren't careful.
4. It was close, very close and there were definitely no guarantees going into the last race, in fact I think that the leader of the regatta changed several times throughout the last race. We knew we had won when crossed the finish line and there was this sense of calm as well as unbearable excitement, but af that point what we really wanted to know was how the rest of the standings would end up.
 The top four tearns had all become very good friends, and our closest friends from our own fleet whom we had grown up with trained with had a great last race and we knew that it would move them up a lot, so that was also very exciting as well.
5. Well out boat has those damn shallow cubbies, so not much, but I think probably tools, duck tape, and electrical tape.


## W. VAN ALAN CLARK, JR. AWARD FOR SPORTSMANSHIP

By Mary Hunstman- Historian



I can't express what a heart-warming experience this was for me.... A little back ground: We, the Interlake Class Association, the Hoover Yacht Club and the International Lightning Class Association had nominated George Fisher for this award. We, Clark Chapin, Jeff Clark and I had gotten together last fall at the Annual Meeting at St Pete to put together the nomination. Clark does a wonderful job of writing and for this nomination we had more information because George has accomplished so much in his many years of Sailing both on and off the water. The nomination submission takes up two pages of the details. We did know that if as it seems it always is the Spring Meeting is always the same weekend as our midwinters, that of course George would be at St Pete. Dean Cady told us of George's winning the award and asked if I could possibly go to St Pete and present it to George on behalf of USSA and the ODCC. For the Lightning Class and me this
was to be a special honor. Of course I arrived in Florida with laryngitis, As the Dinner came closer, Greg and Matt both would help me if I needed it but they felt being George's night there should be with no family help. I had a scotch at the cocktail party and when it was time - got to the mike and my voice was there long enough to get the basics out, which is all we needed... A standing ovation...George gave a short acceptance, which brought more tears to my eyes - and his... then a second standing ovation, It was beautiful, Everyone in the room of four hundred gave him a hug. His talk? He thanked his sons for keeping him still sailing and then Marty for all her support.... I can't tell you how much this meant to the St Pete YC as George first crewed in a Lightning there in 1948 and started skippering in 1952, fifty years ago here in St Pete. Most of you know Greg we Lightning people know Matt too. George felt that there are others who are more deserving. Knowing the Boys - I wonder where their spirit comes from. I hope George's breed doesn't disappear.

Thank you George.


