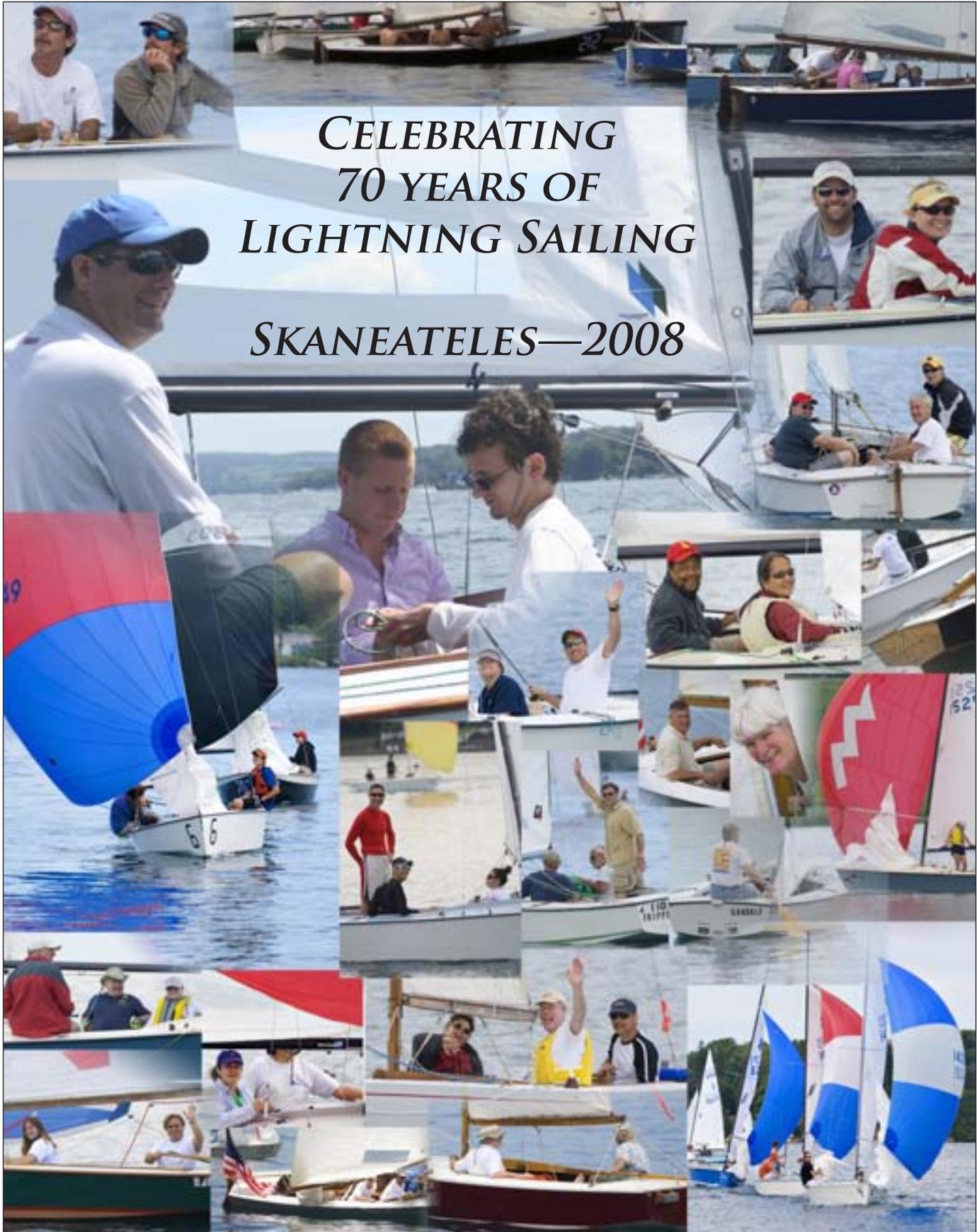


70TH ANNIVERSARY



*CELEBRATING
70 YEARS OF
LIGHTNING SAILING
SKANEATELES—2008*





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FLASH FORWARD THE 70TH ANNIVERSARY OF THE LIGHTNING CLASS

Peter Huston



Photo by laure lillie photographie—www.laurelillie.com

The Olin Stephens designed International Lightning Class held their 70th Anniversary Regatta during the 4th of July weekend at the home of Fleet #1, Skaneateles Country Club, in the beautiful Finger Lakes region of central New York State over a nearly perfect mid-summer weekend. One hundred twenty-five boats competed, from boat #2, up through the new 15300 generation boats. The boat pictured at left, #39, was built in 1939. It was a major restoration project by Schyler Barnes that was literally finished the day before the regatta began.

The Regatta – Woodstock on the Water

The essence of this story is not about the regatta—the regatta was just an excuse for one hundred twenty-five boats to come together to celebrate the reasons the Class remains strong and viable. There wasn't much tie-dye in evidence, but there was a lot of peace and love—and a ton of fun. The Village of Skaneateles is celebrating its 150th Anniversary and is about as nice a little town as you can find anywhere, with waterfront homes that range from nice weekend farm cottages to Newportesque “Cottages.”



Skaneateles Country Club





The Skaneateles Country Club is truly a first class facility. It is every bit a country club, with what looks like a great golf course. The waterfront facility is excellent. But this club has something I've never seen at any other club, of any type—their own landing strip. It didn't look long enough to land a Citation X, but I'd be surprised if a nice twin engine turbo prop couldn't land there. As it was, all the cars were parked on both sides of the landing strip, which also held a campground. There was a fleet of golf carts and vans manned by volunteers for almost eighteen hours a day to shuttle us back and forth from the regatta area to the cars. The members of this club did a superb job in all aspects of the logistics.

The one thing that was missing was wind. Two very light races were sailed on Saturday. The Race Committee did a terrific job getting in two races, in very challenging conditions. The trick of the regatta was linking puffs, and sailing through transitions zones of a south and north breeze that fought it out in the middle of the course. Former World Champion Larry MacDonald, who won the Canadian Open just a few days ago, won this regatta sailing with his young son Adam and Mike Healy. All the results for the Blue fleet, the White fleet and Red fleet can be found on the ILCA website.

Why the Lightning

When the founding members of Fleet #1 commissioned Olin to draw them a simple small lake day racer, they could not possibly have envisioned the success the Class would continue to enjoy seventy years on. Much has been said by many people over the years about the boat, and it is perhaps best summed up by 1992 America's Cup winner starting helmsman and former Lightning World Champion Dave Dellenbaugh this way:

The Top 10 Things I Like About The Lightning:

1. There's Lightning racing almost everywhere.
2. Some of the best sailors in the world sail the Lightning.
3. Lightning's are available from more than one high-quality builder.

4. Lightnings even 20 years old are still competitive.
5. The boat is one of the best crew trainers on the water today.
6. The Class is not so strict as to discourage experimentation which makes the boat faster and easier to sail.
7. The Lightning has interested the finest sailmakers in the world, so the sails and the tuning guides look great and are easy to use.
8. The Lightning is a very roomy boat for daysailing.
9. Lightning sailors sail hard, but they're not too cut-throat—someone's always ready to answer questions.
10. The Class management is as good as you'll find in one-design sailing.

Historical Leadership

No class can survive, let alone prosper, for seventy years without a wide variety of leaders throughout the years. Unlike builder owned and directed classes, the Lightning Class, like the Star and Snipe and other enduring classes, is truly an association of people who are interested in the fundamental principles of fun and fair play. The Class not only survived, but thrived through technology changes of wood to fiberglass hulls and wood to aluminum rigs.



Lightning Legend Carl Eichenlaub and Lake Erie District Commodore Bill Neal



I was asked a few weeks ago to try and find out how the Class was able to transition from wood to glass hulls. As fate would have it, I spent the entire weekend of the 70th with former International Champion (what the North American's were called prior to the advent of the World Championships) Carl Eichenlaub, riding around on the little aluminum tug that he built a few years ago, which is now owned by Lake Erie District Commodore Bill Neal.

Carl's version of what led to the change from wood to glass hulls goes like this: there was a guy, Carl could not remember his name, or more likely, was being too kind to reveal it, who just went and built a glass hulled boat, without permission from the class. This owner just sailed the boat, the class be damned. Carl recalled that there was a meeting which involved the builders that included him and Bob Seidelmann (and no doubt, others), and it was Seidelmann who told the builder of this glass boat "you are going to force us into this business." Cool heads prevailed, and rather than stick to old technology, the Class leadership ended up embracing glass construction as one of the first classes to do so, and the rest is history. The best part was the transition did not immediately obsolete wooden hulls, the evidence for which was the fact that Stu Anderson sailed #8503 well into the glass boat generation, winning frequently. Of course, the legend was that if the termites had ever stopped holding hands, "Glockenspiel" would have fallen apart on the spot.

Rock Stars

Once a Lightning sailor, always a Lightning sailor. While the foundation of the Class are the multitude of local fleets, the class remains a force internationally because of the people who are attracted to it, and because of its status as a Pan American Games class. A short list of some of the household names in the sport who sailed in the Class with varying success include: Lowell North, Ted Turner, Dennis Conner, Ken Read, Dave Dellenbaugh, Dave Curtis, Neal Fowler, Steve Benjamin, Andy Horton, Colin Beashell, Glenn Darden.

Class stalwarts that can and have won in other major classes include:

- Bruce Goldsmith
- Tom Allen
- Ched Proctor

- Bill Shore
- Jim Crane
- Jay Hansen
- George – Greg – Matt Fisher
- Tito Gonzales – Worlds, and Pan Am winner, Etchells World Champ
- Larry MacDonald, Jr.
- David Starck
- George Andreadis
- 2008 USA 470 Olympic Team Sarah Mergenthaler and Amanda Clark
- Jody Swanson-Starck – 2 US Yachtswomen of the Year Awards
- Jeff Linton – US Yachtsman of the Year
- Jay Lutz – winner of every major continental class championship, and J80 Worlds

The Strongest Point of the Class – Apprentice/Mentors = Fast Friends

Anyone who has followed some of what I have written about the state of the sport over the years knows I am not a huge fan of the Opti Class. Yes, it does have its strong points for some kids, but it isn't the only solution for most sailors. The key difference between a junior sailing an Opti and one sailing in a Lightning is that in an Opti that sailor might have a coach talking to them after a race about what they could have done differently, whereas in a Lightning, you can have a mentor right there helping that sailor learn immediately.

This sort of Apprentice/Mentor system is also evident through the "Lightning Labs." It's a simple concept, well executed. A group of talented sailors get together and run a clinic for those who want to learn more about the boat. This sort of thing has always been done on an ad hoc basis in the Class, but it has been formalized with great success. On the 4th of July this year, A "Super Lightning Lab" was run before the 70th, with the likes of Larry MacDonald (with his kids Adam and Joy), Greg Fisher, Randy Shore, Brian Hayes, John Faus, Bill Fastiggi, Class President Steve Davis, Steve Ray, Craig Thayer, Tom Allen on a wide variety of topics.

The Lightning Class has historically been a multi generational class. This was clearly evident during the 70th with parents sailing with their kids, and some boats having three generations aboard. In fact, Fisk



Hayden, sailed hull #2 with his son Steve (a North American Champion) and grandson Jeffrey, which is the FIFTH generation of Lightning sailors in the Hayden family.

Learn Local, Grow Global

The Lightning Lab concept works everywhere, even in Africa. Here's what Skip Dieball has to say about his experience in Nigeria.

"In the spring of 2007, ILCA President Steve Davis and I embarked on a trip to Nigeria to work with the Lightning Fleet there. We truly didn't know what to expect and the trip couldn't have been any better. The local fleet took great care of us and we learned a lot about a truly different part of the world!

From a pure sailing perspective, they sail in a very challenging venue, Lagos Harbor. The shipping channel goes right through the middle of their racing area which provides plenty of excitement, but add to that decent thermal breezes and a significant current and there's never a dull moment.

We spent a great deal of our time running a "Lightning Lab." The term is used mainly here in the USA as a traveling series of clinics that are fleet sponsored and bring in notable sailors to share their wisdom. Steve and I worked with the fleet for three afternoons in an effort to get them geared up for their Nationals Championship. Attendance at the lab increased everyday! We covered a lot in a short period of time and had a good time with it.

For the Nigerian National Championship, which both Steve and I sailed, we raced one day inside the Lagos Harbor and one day outside in the Atlantic Ocean. The event was a true test as the challenging "inland" sailing was in contrast to the speed sailing in the ocean.

The Lagos Yacht Club is a nice paradise in an otherwise strong urban setting. The chaos of everyday life is magnified in Lagos by the extreme number of people that don't have the "everyday" conveniences we have in the USA. Public transportation...far too many small taxis. Public services...good luck. It is clear that the spirit of the native Nigerian people is strong. They have many obstacles, unfortunately largely out of their control.

Steve and I had a great visit. We often talk about going back and visiting the many friends we made...someday!"

Boat Grant

To augment the Lightning Lab program, in order to attract new blood from the ranks of the post college crowd the class has started a very successful boat grant program. While a modest start, it has grown significant very quickly. It's a pretty simple concept—grants are given to sailors who demonstrate a commitment to race the boat. By all measures, this program is the basis for long-term future growth.



*USA 2007 Pan Am Games Team Silver Medal
David Starck, Jody Swanson Starck, Bill Faude*

History Repeats Itself

The apprentice/mentor aspect of the sport has been evident within the Class for decades, almost everywhere the boat exists. My admitted bias is based on my experience as a young sailor at the Buffalo Canoe Club, which has endured as one of the foundations of the Class for decades, having hosted many major Lightning regattas, and personalities that have contributed directly to the class, and often times, decades later, through lessons they have imparted to others.

It is impossible to name every club and person in the Class who has played a large role in the Class, if not sport, and while it is not intended to slight those not named here, there are some people who simply need to be acknowledged for what they did decades ago that pay dividends today.

Probably the best place to start is Karl Smither. He was a great sailor (won one Internationals, and was second many times), but an even better gentleman. Karl was a leader of leaders. He always ran an eminently fair protest hearing, and people around the Great Lakes (if not the entire country) learned much about sportsmanship from him. I've often been told by a key international juror and umpire that Karl provided him with a good deal of the basis for his ability to properly chair a Jury. So, forty years on, lessons Karl Smither taught to a young sailor from Michigan are paying dividends in the form of fair jury decision on a global basis.



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Of course, Karl and his wife Idy had a daughter named Anne, who married a guy named Tom—Allen. Son Bob Smither was a Class stalwart for decades, and active in USYRU/US Sailing too. Who can forget his “Hot Yachts in Cold Water” article in the mid-70s? For those reading this who are not familiar with the Allens, Tom Allen has probably won more major Lightning regattas than anyone else in the Class, ever. Tom and Anne won Pan Am medals, with Dr. Larry Bone. Tom had several near misses in various Olympic boats like the FD, Tempest, and Finn. It is impossible to think of Lightnings and not mention the success of the Allens. Tom is also a Past Commodore of the BCC, and Anne is a Past President of the Class and is the current Commodore of the BCC. Karl Smither was a Past Commodore at the BCC too. And no doubt Karl and Idy smile down from above on those accomplishments, but they are probably most proud of the fact that Tom and Anne’s son, Tom Jr., won the first George Fisher Sportsmanship Award.



Tom and Karl

The Next Champions

In the early 1970s, New Jersey sailor Jim Carson provided the leadership for the creation of the Lightning Junior North Americans. A few years later, Royal Hamilton YC sailor, Larry MacDonald, Sr. led the way to the creation of the Junior Lightning Worlds. The list of winners of these regattas have been duplicated through all the major continental class championships as time passes.

Jim Carson has had too many great crews to count, many of whom went on to be great skippers in their own right. Perhaps one of the families he influenced the most are the Lutz brothers, Jay and Jody. Jay first burst on the scene in about 1974 at the Cleveland YC, where he started a streak through the class that has never really ended. Both Jay and Jody sailed with their kids in the 70th.

In a few weeks, the Junior Lightning Worlds will be held in Montreal. Another generation of MacDonalds will be sailing in this event—Larry, Jr.’s daughter Joy.



1st Race winner, skipper Tyler, crew Jay and Gillian Lutz



2008 Junior Lightning Worlds Team Crew Maddie Waldron, Kathryn Moloney, Skipper Joy MacDonald

We Are The Champions

After the 1984 Olympics, when the USA Soling team had won the Gold medal, Rod Davis was shortly thereafter named to helm the Newport Harbor YC entry in the 1987 America’s Cup. A local southern California sailing publication, “Waterfront”, had an interview with Rod about his success in the Olympics, and what that meant for the future. While the exact quote is not available, it went something like this: “the reason you do an Olympic campaign is simply to become a better sailor. The medal is just a by-product of a lot of hard work and a bit of luck”.

Not everyone can win an Olympic medal, a Lightning World Championship, or even a club race. Lightning sailors are lucky to have found each other, and work hard to make the class thrive. Anyone who calls the Lightning class home are champions in their own right, because seventy years of friendship and fun on the water is the best trophy anyone can win.

Rock on for another seventy years, International Lightning Class

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Jim Dillard arrived Thursday afternoon and reserved prime camping along the west side of the peninsula for those of us who signed up for lakeside camping.

We had six tents on "Fleet 50 Row," and it was great for a bit of socializing with other fleet members who had made the trip north.

We may not have had great sailing weather with the lack of wind, but we did have perfect camping weather.

John and Diane Butler

Notes from participants at the

70th Anniversary

Of all the things I will remember, it was the smiles on the faces of the volunteers that was most memorable... everybody, everywhere.

Dave Penfield and Joan Thompson were still standing, drinking and smiling at 6:30 Sunday.

For a fleet of 125 boats to host this size event is amazing. We all know that for it to be a success, the entire club needs to be involved and committed. This is really tough in a mixed use club and even tougher if one mixes golf and boating.

Jan Davis is collecting all our comments and forwarding them to the SCC, so voice your thanks.
Steve Little



Skaneateles was a blast and it was a special honor having 584 recognized as the People's Choice.

Doug Dixon

Memories of the Trip

All total I think it was 129 boats. 63 in the "Blue Fleet," which was for hot shot racers, 45 in the "White Fleet" for club racers, and 21 in the "Red Fleet" for Classic boats.

Not listed on the score sheet was Doug Dixon (# 584) winning the People's choice award, which was voted on by all event participants.

Not a specific criteria, but basically for best / most original restoration. Doug also flew his original 1940 Skaneateles sails in the parking lot.

Number 167 also was there, from the Finger Lakes Boating Museum, but they arrived late, as the paint was still wet on the deck!, so probably missed a few potential votes—as they too had a fine restoration.

I forget the actual hull number, but an older gentleman (in his 90s and I'm still working on names and lists) displayed but did not sail his boat. Over 60 years old, his is the oldest Lightning still owned by the original owner, and he had built it himself!

The racing wasn't so great as the winds did not cooperate. We got two very light wind races in on Saturday and none on Sunday. My boat won both, but they were close. Craig Thayer finished close behind and we jockeyed back and forth for the lead in the first race. In the second race we were closely followed by Fisk Hayden and family in Lightning #2.

The thrill in the first races was the "Classic fleet" sailing up and into the fleets that had started 10 and 20 minutes earlier. By the finish my boat and Craig's, 7603 & 736, had beaten all but five of the Club racers and 1/2 the hot shots. Luck? Yes. But you've got to enjoy those things when they happen by luck or not.

The oldest Lightning sailing was Hull #2. Fisk had just completed the restoration, and this was its first sail. And the old boat goes too! Of course, Fisk is a former runner-up in the North American Championships and former President of the Lightning Class Association. And his crew (son Steve) is a former North American Champion himself. They could make a barrel go fast—and did!

Bob Astrove



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I just wanted to take a moment to comment on the terrific weekend I just enjoyed in Skaneateles. While we all might have wished for a bit more breeze (when do we not?), this regatta was a huge success in terms of just plain fun. Organizationally, this was one of the very best regattas I have ever attended.

The good work started right at the front gate, continued at the registration table, and carried on through to every facet of the event. You made the daunting logistics of getting 125 boats in and out of the water in a timely manner look easy. I know, however, that it could not have been easy at all. It took the efforts of a lot of people planning and working together to make it all happen. Bravo.

In addition, the people of Skaneateles and especially all of the people at the Country Club were friendly, helpful, and genuinely seemed glad that we had descended on their beautiful town.

Please pass on my compliments to everyone who worked on this great event. All in all it was a stupendous birthday celebration for the boat we all love.

Thank you for a great weekend,

*Jeff Storck—Commodore, Potomac River Sailing Association
Ariel 15256*

PS: I don't think I will ever forget the sight of 125 Lightnings all trying to round the windward mark at the same time in zero to nothing wind. Incredible!

I have to agree with Jeff. Particularly being able to see the different generations of Lightnings and the different generations of Lightning sailors all together at "the mother ship" was an incredible experience. I thought it was an incredible testament to the boat itself when I asked Fisk Hayden how #2 felt out on the lake Friday and he responded "like a Lightning."

There was a short time Saturday morning when about 100 spinnakers were full(ish) and working their way down the lake, from woodies to brand new racing machines. That's a sight I won't soon forget.

Only one word for the experience of that big of a family reunion. Incredible!

Ash Scache—Fleet 16—#14278



There was beautiful summer weather in Skaneateles Friday, Saturday, and Sunday, although the winds were light on all three days, so light that only two shortened races were run on Saturday (the first one a three-hour drifter) and none on Sunday. Skies were sunny, and the high temperature each day reached the high 70s, with nighttime lows in the low 60s.

The host Skaneateles Country Club provided superb support and great meals on all three days. Boats were assigned bow numbers in advance; boat-on-trailer parking spots were lined out in advance in chalk, identified by bow number. After skippers and crew set up their boats, they moved their cars to an auxiliary lot, with constant shuttle service available between the lot and the boat trailer parking. A team of six ATV tractors with trailer hitches and a crew of 15 volunteers dispatching and driving worked with the nine crane operators to quickly move boats on trailers from parking place to the water, needing only about an hour to splash the approximately 130 boats that sailed. It was a very smoothly-run operation.

On the water on Saturday there was a promise of a light northerly breeze, and with a 10:30 first start for the blue (national-level competitors) fleet, there was the potential for three races on the windward-leeward course. However, the first successful Blue Fleet start didn't get off until 11:30, and the White Feet (club racers) finally got off at 11:45, with the Red Fleet (classic boats) around noon. By then the wind had turned light and variable, with a giant hole around the windward mark, and by 1:00 PM, boats from all three fleets were congregated around the line from the windward mark to the extended offset, with some Red Fleet boats ahead of some Blue Fleet boats. Finally, a light breeze sprang up, chutes were hoisted, and by 2:00 PM most boats had crossed the downwind finish line on a shortened course at the leeward mark.

Then it was time for the lunch break, during which a nice 6–8 mph breeze sprang up. But, by the time the second race had started at 3:00 PM for the White Fleet, the breeze had died again. It took until 4:30 to round the windward mark and reach the extended offset, immediately beyond which was the upwind finish mark. That was it for racing for the day; boats headed in and were all secured back on their trailers by 6:30 PM, in time for a very well attended dinner and ceremony. A very full day, even in (or because of) the absence of significant wind.

On Sunday the 10:30 scheduled start was postponed, and by 11:00 the racing was abandoned, leaving us the rest of the morning to get back to the docks and get our boats back on trailers to pack for the trip home. The closing and awards ceremony started at 12:30, and those who were traveling home that day were on their way by 2:30 PM.

The water in Skaneateles Lake is so clear, and so cold, that a tempting swim turned into a most refreshing pick-up for those who ventured in. Team Blue Two jumped in after packing their boat, and felt really refreshed for their 2:30 PM departure. Heavy traffic on I-81 South coupled with single-lane choke points at mile markers 206 and 190 turned the planned seven-hour trip home into a ten-hour marathon, but we were still very happy that we had been there.

David and Barbara Thompson



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What's it all about? — by Karen O'Brien

Lightnings Invade Skaneateles

On Thursday, July 3, through Sunday, 137 boats participated in the 70th annual Lightning Reunion Regatta.

Planning an event of this size is an enormous undertaking, especially for the few fleet members of Fleet 1. The regatta has been in the making since the week after the 60th, with many of the same committee members carrying over. These included Dave Penfield, Joan and Bent Thompson, Mickey Barnes plus a few others from around Central New York. Following the flood that characterized the 60th, the Skaneateles Country Club (SCC) studied their weak spots and set out to correct them. With 500 vehicles, 700–1000 people and ~ 150 boats involved, the logistics of where to park, how to house and feed people, and boat logistics are daunting. With two cranes, a sheltered harbor, a double wide launch ramp, plenty of flat ground lakeside, and their own airport for camping, the SCC is one of the few clubs who can accommodate such an event and keep it informal and affordable. They did an amazing job. We offer them a huge thank you.

People traveled from far and wide. Kimmo Aromaa from Finland traveled the farthest. Beth Richards, from Plano, Texas, drove the farthest, followed closely by Fisk Hayden with hull #2 from Florida.

A special and unique feature of the event was that the annual woody roundup was held at the same time. This put a beautiful and unique set of boats on display for the wider Lightning community to enjoy. Fisk Hayden's racing restoration of #2 was notable, he was awarded the highest placing, first time attendee, and was the oldest boat on display. Doug Dixon's #584 won the "People's Choice" Award. The food was good, the friends were great, and the music and fireworks happening every night were fabulous, sunshine and perfect temperatures...now



if only the wind would blow. There were only two races Saturday and none on Sunday.

Saturday, the Blue Fleet got off a bit late. No sooner did they start than things got quiet, real quiet. The White Fleet, after carefully watching the Blues on the left, promptly took to the right side. By the weather mark, the lead Whites had caught up to the Blues, making for one of the biggest clusters of boats at a mark I have ever seen. Personally, I remember approaching the mark on the right side, on port tack. There were boats, perhaps 50 in a knot, sometimes 5–10 boats across, all rounding the mark on different tacks...and it was still quiet. One would expect to hear words like "room," and "you can't do that," but there were few sounds, other than those made by the creaking backs folded up on the leeward rails. Downwind was a remarkable scene, with two boats passing each other, one headed up course, one headed down, and both with their chutes up. OK, the wind might have been 90 degrees to the course, but rumor has it that both were on starboard gybe as the wind swirled into the great gyres that are common to the Finger Lakes in the summer. It is not unheard of on our lakes to sail full circles and never tack.

And who says the woodies are always slow. Bob Astrove spotted the Blue Fleet in ten minutes and rounded ahead of many of them!

The second race had a general recall for the White. The wind swung 180 degrees and back. It was a challenge for those who got their chutes up to get back. The course was shortened. It was the first time I ever finished at the offset.

And it was still quiet. If there were protests, I did not hear about them. The quiet deliver the message. It was clear we were here to have fun.

Needless to say, Sunday was another beautiful day for a suntan on the water. Jeff Linton turned to more productive activities—fishing. After the obligatory water fights, the race was to the hoist, then food and festivities.





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The awards ceremony — off the Fleet 50 site

Awards were numerous. Door prizes were even more numerous. People had time to chat, to reconnect. People new to the boat commented about the family atmosphere and how so many, from so far away, could know each other so well. I suspect this is in part what John Barnes and Olin Stephens had in mind when they gave the rights to the boat to the Class. This camaraderie is what the Class is all about, what makes us great and sets us apart. May we remember it in the months between major championships and in the years to the 80th!

Of all the things I will remember, it was the smiles that was most memorable, everybody, and everywhere.

We did not have much of a race, but we had a great party. On behalf of all of us in Central New York, thank you for coming.

Steve Little

Speaking From the Front of the White Fleet in Skaneateles...

This weekend has been about so much more than racing that I'm embarrassed to be up here, especially since I had planned to finish last in the first race as a mark of respect for those who have gone before me. So I must thank my crew for sabotaging that plan.

Karen Johnson, our Class historian, enriched our weekend with stories about every boat and sailor here and who, to my pleasant surprise, loves to sail in light air as much as I do.

And my Dad, Nolan Richards, forty years ago took leave of his senses, his work as Research Director for Reynolds Metals and his co-authorship of the Portsmouth Handicap Yardstick to build me a twelve-foot hard chine red sloop with a white rub rail and gray deck in my mother's living room and let me go...on an often windless lake churned up by motorboat wake...so I felt very much at home here.

This has been a magical weekend, and I thank all of you for making it so.

My hat's off to everyone in the Red Fleet for bringing their love and the objects of their love to this event...to everyone in the White Fleet for making it fun and for keeping the fun in Lightning racing...and to everyone in the Blue Fleet for being the greatest sailors and the greatest teachers I know.

Bruce Richards—Pandamonium—#15078



So "Not" the Doldrums

The site of full sails and even a spinnaker or two flying while looking out over the lake as we were being towed to the launch area raised our spirits with the expectation that the second day of the 70th Anniversary Lightning Event. We would experience a decent wind following the light air of the first day of racing. Once launched, we quickly made ready and paddled out to the dock where we raised sails and sailed off into a lake filled with



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100 plus Lightnings, from our old Woody to the latest high tech racing machines, only to find that it appeared that the amount of boats out on the water must be sucking up whatever wind we had believed existed.

As we drifted off into the middle of the lake, boats were stretched into the distance, a clear sign that the more aggressive racers had already started to head to what they expected would be the start line.

As skipper I allowed our boat to have its way, letting whatever wind the other boats weren't sucking up fill our ancient sails as much as possible, as we peacefully drifted along. Occasionally we would come within hailing distance of another Lightning and a conversation would begin, usually preempted by a comical remark on the apparent lack of any wind conditions.

My wife, acting in her capacity as middle crew, pulled out a book and settling in the shade of the main sail, began to read. As Brian, my forward crew, and I ran out of conversation, I would move the tiller and rudder back and forth enough to actually propel the boat, allowing us to come within distance of another boat to repeat the discussion of the poor wind with a different crew.

After a while my wife looked up and noticed someone had just jumped out of their boat. Before long there were a few more people doing the same. As more and more crew abandoned ship it became they started to swim from boat to boat to talk similarly to what we had been doing.

Then small groups started to meet in the water, giving the impression of crews who didn't actually have a boat.

As we started our long paddle back to the dock, we noticed a few of those who had jumped out of their boats had decided not to return and were actually swimming to shore while towing their boats. One particular boat had all three crewmen, each holding a line attached to the bow, swimming out in front of her.

As we moved up in position on the haul-out line, I could still see that the lake was filled with Lightnings. The sailing portion of the event was coming to its close. Soon after we would all gather under the big tent that had been where we had eaten our meals for the past few days. There would be speeches, trophies awarded, citations and models handed out. One or two of the speeches touched on the amount of close family within the makeup of Lightning crews, making me think of my own family's involvement in our Woody: my wife acting as my middle crew; how my boat was named after my father with whom I had my first sailing experiences; my intention, now that I've completed the restoration of our old Woody, to teach our now grown son how to sail; and how I had started the whole thing with the thought that in restoring our Woody I was creating something that I would eventually pass on to the next generation of sailors in my family.

Lou Mauriello



The traditional lighting of torches around Skaneateles Lake in celebration of the 4th of July



Sidebar—Regatta Planning

Looking at the changes since 1998, we should note the logistical changes made by Fleet 1 and the SCC. Many of these ideas can be carried over to our other regattas.

1. The SCC team located the tent to higher ground and used a pole-less tent frame.
2. They put hard tags on all trailers and assigned parking spots for the boats using tags on lines that would not wash away.
3. They arranged for a pack of 4x4 four-wheelers and farm tractors to move the boats and made full use of the launch ramps. The tag numbers allowed the right trailer to show up at the right hoist at the right time. This got 137 boats into and out of the water in about an hour. It was remarkable!
4. They made lakeside camping much more usable.
5. They realized this was a big party and kept things on schedule.
6. They made the parking shuttles to the airport and camping easy at all hours.

I think we all recognized the tough decisions the RC had to make. Suggestions for the RC at any large event could include using guns, large and high flags, shapes for light air and radios. Radios do more to keep the big fleet racing on schedule than anything I can think of. I have had one for years, but seldom use it.



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Blue Fleet Results

Pos	Bow#	Skipper's Name	Club	R1	R2	Ttl
1	51	Larry MacDonald	Buffalo Canoe Club	4	1	5
2	5	Richard Hallagan	Newport	3	2	5
3	61	Kirk Reynolds	Skaneateles	6	3	9
4	8	Taylor Lutz	Metedeconk River	1	13	14
5	27	Jeff Linton	Davis Island	5	9	14
6	34	Steve Davis	Denver Sailing Assoc	8	7	15
7	46	Geoff Becker	Severn Sailing Assoc	2	17	19
8	58	Ryan Sprole	Nyack Boat Club	10	11	21
9	26	Bob Wardwell	Crescent Sail	12	10	22
10	14	Malcolm B Hendry	Southampton	16	8	24
11	38	Thomas Allen, Jr	Buffalo Canoe Club	22	6	28
12	48	Jody Lutz	Metedeconk River	7	22	29
13	17	Bill Fastiggi	Malletts Bay	15	14	29
14	59	Allan Terhune	Severn Sailing Assoc	19	12	31
15	16	James Taylor	Cowan Lake Sailing	29	4	33
16	37	William Brown	Barneгат Light	14	25	39
17	19	Allan McReynolds	Newport	21	20	41
18	18	Justin Coplan	Nyack Boat Club	37	5	42
19	12	Robert Bush	Spofford	27	15	42
20	1	Bill Neal	Buffalo Canoe Club	11	38	49
21	29	George Sipel	North Cape	33	19	52
22	4	Jack Jones	Henderson Harbor	13	40	53
23	56	Clinton Hayes	Malletts Bay	38	16	54
24	47	David Ruitier	Metedeconk River	36	21	57
25	30	Ian Jones	Buffalo Canoe Club	25	34	59
26	9	John Atkins	Newport	17	43	60
27	15	Jesse Miller	Ithaca	30	31	61
28	20	Jim Allen	Pontiac	18	47	65
29	11	Philip Lage	Newport	28	39	67
30	41	Chandler Owen	Potomac River Sailing	23	45	68
31	65	Peter Godfrey	Buffalo Canoe Club	45	24	69
32	10	Jason Werner	Severn Sailing Assoc	44	26	60
33	23	Neil Hayes	Housatonic Boat Club	40	30	70
34	45	Jonathan Lange	Severn Sailing Assoc	35	35	70
35	54	Ryan Flack		9	DNS	73
36	21	Nabeel Alsalam	Potomac River Sailing	50	23	73
37	31	Anthony Iacona	Havre de Grace	46	28	74
38	6	Clay & AJ Murphy	Willow Bank	41	36	77
39	2	Kimmo Aromaa	Merenkavijat ry Finland	32	46	78
40	55	Billy Buckles	Edgewater	47	32	79
41	33	David Sprague	Boulevard Club	53	27	80
42	28	Dick Moyer		51	29	80
43	3	Carol Park	Susquehanna	39	42	81
44	63	Nick Aswad	Malletts Bay	DNS	18	82
45	13	B King/J Boxberger	Algonquin	20	RAF	84
46	22	Mark Grinder	Buffalo Canoe Club	48	37	85
47	42	Mike Huffman	Malletts Bay	34	52	86
48	62	Gary Hurban	Nyack Boat Club	43	44	87
49	44	URT Andrews	Leatherlips	24	DNS	88
50	39	Tom Allen, Sr	Buffalo Canoe Club	56	33	89
51	25	Jed Dodge	Great Sodus Bay	26	DNS	90
52	7	John Faus	Barneгат Light	31	DNS	95
53	36	Starling Mikell III	Susquehanna	57	41	98
54	50	Tom Varley	Mansfield Sailing	49	49	98
55	52	Joy MacDonld	Buffalo Canoe Club	55	50	105
56	57	Daniel Perkins	Niantic Bay	54	51	105
57	32	Jon Schwartz	No Shrewsbury River	42	DNS	106
58	53	Sandy Huntsman	Monmouth Boat Club	52	DNS	116
59	24	Landy Atkinson	Newport	DNS	DNS	128
59	40	Brad Wagnon	Wawasee	DNS	DNS	128
59	43	Jack Huntman	Monmouth Boat Club	DNS	DNS	128
59	49	Bill J Allen	Wawasee	DNS	DNS	128
59	60	Peter Jazelett		DNS	DNS	128



Larry MacDonald
with son Adam and Mike Healy



5 generations of Hayden's have sailed Lightnings
3 sailed together this weekend



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White Fleet Results

Pos	Bow#	SkipperName	Yacht Club	R1	R2	Ttl
1	101	Bruce Richards	Harbor Island	1	2	3
2	134	Dick Tuttle	Willow Bank	2	7	9
3	143	Pete Swartz	Skaneateles	8	3	11
4	137	Chris Kuhns	Skaneateles	10	4	14
5	121	John Butler	Potomac River Sailing	3	13	16
6	117	Bob Ohlsen	Decatur	5	11	16
7	127	David Nasca	Silver Lake	4	15	19
8	145	Ed Seyerlein	Ithaca	14	6	20
9	118	Katie Yurkon		19	5	24
10	110	Steve Little	Ithaca	7	21	28
11	130	Collin Kirby	Potomac River Sailing	21	9	30
12	111	Duane & Leigh Cramer	Willow Bank	18	12	30
13	141	Christopher Clarke		23	8	31
14	116	Bob Mathers	Pontiac	16	16	32
15	138	John Schneider	Skaneateles	34	1	35
16	106	Edward W Eagan	Willow Bank	17	20	37
17	124	Jeff Storck	Potomac River Sailing	20	18	38
18	115	Anrew Snutg	Willow Bank	9	31	40
19	105	Jim Dillard	Potomac River Sailing	12	29	41
20	144	Leon Frontier		25	17	42
21	133	Alex King	Willow Bank	6	38	44
22	119	Mark H Dadd	Silver Lake	11	33	44
23	107	Bent Thomsen	Skaneateles	15	30	45
24	142	Dave White	Portland	36	10	46
25	109	Dave Dyle	Carolina	32	14	46
26	102	Yrjo Klippi	Merenkavijat ry Finland	28	19	47
27	108	Hendrix TenEyck, Jr	Skaneateles	24	23	47
28	120	Charles I Woods	Willow Bank	13	36	49
29	132	Bradon Holton		29	25	54
30	112	Fritz Koennecke, Jr	Willow Bank	33	24	57
31	129	Mak Kaplan	Barneгат Light	31	26	57
32	126	Ken Kuzdro	Susquehanna	37	22	59
33	122	Andy Smith	Newport	30	32	62
34	128	Robert Hall	Lake Wallenpaupack	40	27	67
35	123	Peter Paullin	Devils Lake	22	DNS	68
36	103	Ken Jones		26	DNS	72
37	104	B Finsiver/S Korn	Pontiac	35	37	72
38	139	Bob Shutt	Mansfild Sailing	27	DNS	73
39	140	Harry H Keith III	Potomac River Sailing	45	28	73
40	114	Richard Hartt	Willow Bank	41	35	76
41	113	David Thompson	Potomac River Sailing	43	34	77
42	135	Jay Anderson	Chelsea	38	39	77
43	125	Sean Dillon	Mansfild Sailing	39	DNS	85
44	136	Dave Loftus	Skaneateles	42	DNS	88
45	131	Jonatha Brodock	Willow Bank	44	DNS	90



1st Place in the White Fleet—Bruce Richards, Karen Johnson, Nolan Richards



Red Fleet Results

Pos	Bow#	Skipper	Club	R 1	R 2	Ttl
1	202	Bob Astrove	Rockville, MD	1	1	2
2	205	Fisk Hayden	Fern Park, FL	3	2	5
3	214	Craig Thayer	Liverpool, NY	2	5	7
4	223	Schyler Barnes	Skaneateles, NY	4	4	8
5	207	Mike Yates	Skaneateles, NY	6	3	9
6	217	Beth Richard	Fleet 35 - Dallas, TX	7	7	14
7	218	Doug Dixon	Gloucester Point, VA	9	6	15
8	208	Mick Barnes	Skaneateles	8	8	16
9	212	Chris Moore	Skaneateles, NY	5	12	17
10	219	David Teller	Budd Lake, NJ	10	9	19
11	216	Dale Johnson	Charlotte, NC	12	10	22
12	206	Carl Simmons	Deer Isle, Maine	13	11	24
13	221	James Jones Jr.	NY	11	DNS	
14	222	John McMahon	Penn Yan, NY	14	DNS	
15	215	Brian Colvin	Camillus, NY 13031	DNS	DNS	
15	204	David Hellman	Montclair, NJ	DNF	DNS	
15	210	Lou & Carol Mauriello	Woodmere, NY	DNS	DNS	
15	209	Terry Moore	Trumansburg, NY	DNC	DNC	
15	213	Byrne & Karen O'Brien	Ithaca NY	DNS	DNS	
15	201	Eric Verlye	Skaneateles, NY	DNF	DNS	
15	220	Ed Wightman		DNS	DNS	



1st Place in the Red Fleet (Classic Division) Light air specialist—Robert Astrove

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