

Musings of A Lightning Fleet Captain - 2011

By William F. Cabrall III

Fleet Captain

Rocky Mountain Lightning Fleet 488

An anthology of Fleet 488 Newsletters from the 2011 season



**Alex Cabrall; Bill Cabrall; Raeyane Farrell; and Rebecca Espinosa
at the Lightning Southern Circuit Banquet, St. Petersburg, FL**

Fleet 488 Newsletter February 22, 2011

Welcome to 2011 Lightning Sailors!

The holidays are behind us, and it's time to think about Lightning Sailing again!

For some of us, to think is to act! Dave and Barb Thompson have already towed the boat all the way to Phoenix to sail in a regatta over the MLK weekend. They are also leaving this week for Florida for a nautical month culminating in the Lightning Southern Circuit.

Go Thompsons! That's frostbiting! and only 6500 miles on the boat trailer before April fools day, too!!

This week, of course, is one of the most important weeks in the global Lightning calendar, because it's Fleet 488 Winter Party Week! All eyes will aim at Jan And Steve Davis's house this Saturday evening from 5:30 – 9 pm or so, as we form up as a fleet for the first time this year. Details are below, but think potluck, bring beverages (1 bottle per team), and come prepared to have a great time.

There will be a short business meeting (I promise to keep it under 15 minutes). You will have the opportunity to elect officers (I am running for Fleet Captain, and Dave Thompson for Fleet secretary); membership applications for the ILCA, DSA, and Union Sailing Club will be available, funds will be collected to cover our Fleet expenses this year (the entire budget is \$25 for Fleet Dues and \$20 for Trophy engraving = \$45 for 2011), and the schedule and by-laws project will be discussed.

Bill Cabrall, Raeyane Farrell, and Rebecca Espinosa will also be racing in the Southern Circuit, heading South for the Miami and St. Pete Regattas on March 11. We'll be back in Denver on the 22nd.

Is anyone else going?

And of course, it's another great year for Fleet's News mail! Can I keep this going every week for the entire season? Do I write like this at work? (no). Do these messages make you want to go sailing? (they better!). Tune in each week and find out.

On a serious note – for those of you new to Colorado Sailing – our lake will be open for boating very soon, but the water is extremely cold – capsize or fall over board in early march and it won't matter if you are wearing a lifejacket, you can die of hypothermia in minutes. Be very careful until the lake warms up, and make sure everyone on your boat does also.

If you can't wait until the fleet party for a sailing fix, note that Community Sailing is hosting a showing of the Disney movie about the TransPac, 'Morning Light' this Thursday, Feb 24th. Get details on their website.

So – welcome to a new sailing year!

Go fast and get wet!

Bill Cabrall

Lightning Fleet 488 Fleet Captain

Fleet Party Details:

The Fleet 488 annual end-of-season (or next season kick-off) party is Saturday, February 26, 5:30 – 9 pm at the home of Steve and Jan Davis.

The party will be potluck – Jan will provide the main dish; other attendees will bring beverages, appetizers, salads & sides, and desserts as follows:

- i. Appetizers: last names beginning with the letters A through I
- ii. Salads & Sides: last names with letters J through R
- iii. Desserts: last names beginning with letters S – Z
- iv. Each carload of participants brings a bottle of wine or a 6-pack to share.

Jan and Steve live at 7625 South Yampa Street, Centennial, CO 80016.

RSVP by e-mail to Jan Davis at janisedavis@gmail.com

Fleet 488 Newsletter February 28, 2011

You will all be pleased and proud to know that Fleet 488 has commenced 2011 Lightning Southern Circuit operations, and has successfully inserted our advance contingent, Barb and Dave Thompson, into Florida.

I received the following data via several e-mails from them yesterday:

Day 1 — Denver — Las Cruces — 12 hours, 675 miles, sunny skies, good roads, light traffic.

Day 2 — Las Cruces to San Antonio — 11 hours, 595 miles, sunny skies, good roads, light traffic

Day 3 — San Antonio to Moss Point — 12 hours, 675 miles, mostly cloudy skies, good roads, heavier traffic, but no slowdowns.

We head into St. Pete today — 542 miles, hope to arrive there by 6 PM ET.

Arrived at the Salt Creek Marina at 5:15 PM ET after departing Moss Point at 6:30 AM CT.

AAA routed us south from I-10 on US-19, to save 50 miles — but it was slow going — would have been faster to just come down I-75.

Team Quest with Bill, Raeyane, and Rebecca will follow next week, and based on intelligence gathered at the fleet party last Saturday night it is possible that additional fleet members may make an appearance — stay tuned for details!

By my calculations, the Thompsons already have ~4100 miles on their boat trailer this year, and are setting very high standards for us all. They will have ~7000 by the time they return to Denver. How far is it from your house to the Lake, eh? (let's see, 4 miles x 2 = 8 miles per sailing day. $7000/8 = 875$ days of sailing to catch up — hmmm — maybe if I went morning, noon, and night)

The fleet party was last Saturday, at Jan and Steve Davis's house, and was a wonderful (as always) event. Everyone reading this needs to stop, stand up, face Parker, and shout out — YAAAA JAN!!

Thank you very much Jan and Steve for a great night.

During the business portion, Bill and Dave were elected Fleet officers, the schedules were discussed, several special events were announced (DSA work Day March 19, and RC training on March 26). Enough \$\$ (\$42.00) was raised to cover the lion's share of fleet expenses this year (your officers thank you), and the 2011 ILCA Fleet Dues were paid the next day.

So, we are off to a good start this year.

I do want to put in a plug for the DSA work day on March 19th — Plans are in work to move the flagpole, and bark the hillside behind where we park Lightnings. These are projects that will greatly benefit us, so if you can find the time, please go down and lend a hand. All you have to do is show up and pitch in. There will be a party after the work is done.

And if you are interested in learning to run races, the RC seminar on March 26 is the perfect opportunity to learn how. Tom Downing does an excellent job of it, so set the day aside and sign up now -details are on the DSA website.

Finally, there was interest at the party for having a boat rigging and repair day down a the lake on April 2, the day before racing begins on April 3. We'll work out the details, but it occurs to me that it would be an excellent opportunity to get all the rigs tuned also. Do you know what mast/sail combination you are using? If you let me know I will see if we can find tuning guides for everything, and make sure all the right tools are available.

It's almost time to start sailing – see you soon!

Florida, here we come!!!!

Bill Cabrall
Fleet Captain

Fleet 488 Newsletter March 23, 2011

Greetings Lightningdom!

I am back in Colorado but very tired tonight so this will be a short news mail.

First, the important stuff – Kudos to Dave and Barb Thompson for sailing the entire 2011 Lightning Southern Circuit. They also get recognition as the fleet 488 highest finisher this year for a 9th place finish in one race in Miami!

I am also pleased to report that after a mere 5 day drive, one airplane ride back to Denver, and 3 days becalmed in St Pete, Team Cabrall actually got to sail in an actual race – WOW!

Of course, the next day (and 2 short morning races later), we had to pack up the boat and drive all the way back, but we got to go sailing, yes we did!

I would like to thank everyone that made this adventure possible:

1. The Deer (I never got it's name)
2. Trooper William (I can sell you a hunting license right here from the patrol car if you want the venison) Poland of the Kansas State Patrol
3. The Hays Kansas Hampton Inn and it's staff
4. The 5 Star Garage (your radiator is cracked here, here, and here, that's transmission fluid leaking there, and over there the brakes are about to fail, no sir, I don't think you can drive this car to Florida)
5. The Lewis Toyota body shop (a continuing role, tune in next week for the sequel)
6. Tom Allen Jr., newest life member of the Lightning Class (he not only got Rebecca to St Pete, he took her shopping for shoes !!!!)
7. Ian Edwards (if you drop the boat in Houston, you could pick up the car in Kansas in 3 weeks, head south, and be at the Texas Districts)
8. Laura Jeffers (for the bear hug once we actually made it to St. Pete, and for schedule relief on the 2010 fleet report)
9. A friend with an extra car when I really needed a ride (If I leave now, I can be there by 1 am!)
10. Gas station attendants all over America (That will be \$90 for 20 gallons, sir)
11. A certain cold front smart enough to snow from Hays, Kansas to Saint Louis when I needed it least (it's nice to know the Lord has a sense of humor)

And finally, for the best Lightning team ever, for never giving up, never slowing down, and never doubting that we would indeed keep going and go sailing.

So we did.

Do I know how much this cost – not yet! Does it matter – not really! The truth is, no matter how hard it is to get there, once you are at a Lightning regatta, the boat is rigged, and you are

surrounded by the best people in the world, it doesn't matter what it took to get there. I had a fantastic time, and I'd do it again, but not for a week or so.

When I did get back to the lake yesterday, I noticed that the workday was a huge success, the flagpole looks fantastic, and the new bark is wonderful.

Also, the RC workshop is this weekend, I hope you are all going, and Bob Stoller and Scott Hathcock will be racing at Union on a regular basis this summer, so lets keep Union in our sailing sights. Come down to the Hornblower, guys and we'll all go up to the Firecracker!

Bill Cabrall

Fleet 488 Fleet Captain

P.S. I'm not sure if it takes more to become a Lightning Life Member (our highest award), than to take a woman shopping for shoes, as I don't think any other skipper has ever done it before, but based on the long and loud standing ovation when Tommy Allen's name was announced, it just might be a very interesting year for retail. All kidding aside, Lightning sailors, it was a wonderful moment when Tommy and Brian Hayes got their awards. They have both worked long and very, very hard, and set a very high standard for us all.

P.S. I have no idea what will happen when I sit down at the computer to write these news mails. It just happens. If we're lucky, I can keep it up until November, but I need material – stories, pictures, race results. I AM NOT going to trash a car a week just to have something to write about! It's time for you all to do your part and generate material for me.

P.P.S I do not write like this at work.

Fleet 488 Newsletter March 28, 2011

March 28, 2011

Dateline: Denver

You guys are Soooo lucky!

There are things to do this week and you are going to enjoy all of them:

1. Look at the incredible picture below, taken by Rebecca Espinosa in Miami at the Southern Circuit. Ask yourself – do I want to shovel snow, or do I want to be there? Right. See you next year at the Southern Circuit.



2. Go to the DSA website, go to the Lightning Fleet page, and do 2 things:

a. Read David Thompson's trip report on (you guessed it), the Southern Circuit. Complete with photos and watercolor art of the racecourse in Savannah.

b. Punch up Mariel Yarbrough's photo log of Miami. look at those great pictures – imagine yourself there, warm, relaxed, happy. Now send Mariel a big thank you e-mail for giving us those shots – she had to fly to Miami, arrange for her Dad to get a powerboat, convince the handsome young man in one picture to accompany her (do we think that was hard? ahhhhh, no), get out on the water and chase down a fleet of Lightning's. It was tough, but Mariel is Fleet 488 all the way, and she was happy to do it for you. Mariel is available to crew, also, and is extremely good!

3. Warmed Up? Go to the ILCA and open the Latest FLASHES – WOW WOW WOW WOW! It's completely redesigned! It's got video! it's got sound! it's like nothing you ever saw on a computer before.

It's PERFECT (well, it's not holographic, but you never know what next months issue will look like).

Are you stoked, or what? Of course you are!

Here's what to do! GO GET YOUR BOAT AND BRING IT TO THE LAKE THIS WEEKEND! GO RACING ON SUNDAY – That's right – THIS SUNDAY! 6 Days from now! In a Lightning! Your Lightning! IN DENVER!!!

IS THAT COOL OR WHAT!!!

Oops, excuse me, I got a little worked up there. I'm sorry, rocket scientists don't do that.

I meant to request that you complete mission integration activities by 1000 hours Saturday, conduct prelaunch preparation between 10 and 2 by participating in DSA work Day #2 down at the clubhouse, then move immediately into launch operations by prepositioning your boat at the lake, erecting the mast and completing mission critical checklists (like remembering the rudder).

Then on Sunday, fuel your yacht, initiate the launch sequence and be on the line at 12:59:50 MDT when you will hear me begin the terminal count (I am the RC this weekend) - 10, 9, 8 ... to a perfect mission – infinity and beyond! (or maybe to marks 3 and 5, I don't know, it will depend on the wind).

I will be there Saturday also, doing electrical work on the shed, and rigging my boat. When the work is done I would be happy to help you rig yours.

After all, this is more fun than bagging deer on I-70 in Kansas with a minivan, and believe me, I know what I'm talking about. With some luck, BTW the minivan in question might be at the lake this weekend.

At any rate, guys, it's time to go sailing. Go get your boat, psych up your crew, the preseason is over. Let the games begin!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter April 4, 2011

The Lightning Class has many wonderful traditions. Unfortunately, officially designating a Lightning sailor-of-the-week on the Class website isn't one of them.

Why, you ask, do I suddenly care about that? Because I know who would win this week, that's why!

Welcome with me, fellow fleet members, the newest member of Lightning Fleet 488 – Joel McGuire, my nomination for Lightning Sailor-of-the-Week.

Last Saturday, Joel showed up at DSA workday #2, identified himself as a Lightning Sailor, picked up a shovel, and attacked the nastiest job on the task list, spreading bark on a hot hillside to keep the weeds down.

After 3 hours in the hot sun (it hit 80 that day), Joel finished the job (with some help from Norm Jarvis and a few others), and wandered down to the clubhouse for another assignment.

An hour after that, it occurred to him that he hadn't yet actually joined the Denver Sailing Association, and he asked for an application, filled it out on the spot, dug out his wallet, and laid his money on the table. When it turned out none of us could make change, he turned to our Commodore and said quietly, "just put it in the kitty" and went on to the next task on the list.

At 4 pm that afternoon when the work day ended, Joel was one of the last people to leave, via bicycle.

I like this story for at least the following reasons:

1. Joel didn't just identify himself as a sailor, or someone looking to crew. No, Joel proudly announced (and repeated several times) that he is a Lightning bow person. Joel has never actually owned a Lightning, but he knows what he sails and who he associates himself with: Lightnings – the best one-design class on earth
2. Joel came early, and went immediately to work for our sailing club. I don't know how he found out it was a workday, but he did and he was there. It didn't occur to him to actually join the club until he'd been contributing for several hours in the hot sun.
3. Joel saw the value in our dues, and was willing to contribute a little extra when we couldn't come up with change immediately.
4. He's from Fleet 253, at the Susquehanna YC in the Dixie District
5. He is working out to keep himself in shape for working the bow
6. He told me that he went to CU in Boulder many years ago and has considered Colorado home ever since.

So welcome to the Rocky Mountain Fleet, Joel, I am sure that there will be many opportunities for you to sail with us this year. Joels e-mail address is jmcguire.d7@gmail.com

In other news, my car made it back to Colorado on Friday, and David Thompson returned this evening, so the Southern Circuit is finally over!

5 skippers have put Lightning's at the Lake – Community Sailing, Norm Jarvis, Steve Davis, David Thompson, and Bill Cabrall.

Community Sailing got the first Lightning in the water this season, with Phillip using their boat to demonstrate technique at the hoist on Saturday. I borrowed a camera and got photos, and hope to show them to you next week.

Racing was abandoned before it ever got started on Sunday, as a cold front moved in with near freezing temperatures, gusty wind, and snow. Springtime in the Rockies is here again!

The next racing day is this Sunday, April 10 at 1 pm. See you there!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter April 11, 2011

Although it was sunny, The weather was too extreme for racing yesterday, with cool temperatures (near 50F), and strong shifty wind with gusts over 20 mph.

Bill Cabrall, Raeyane Farrell, and Joel McGuire showed up, rigged up, but didn't put the boat in the water (something about not wanting to die of hypothermia if we flipped – the water temp MIGHT be as high as 40 deg), and David Thompson came and got his boat rigged.

We have a new crew coming to Denver and Fleet 488! Say hello to Brenna Copeland (brenna_copeland@yahoo.com)! Brenna has moved from the DC area to Denver (Is this now a trend?). She was, for several years, an ace forward crew for Fleet 50 Captain Frank Gallagher, and she is interested in crewing on a Lightning in Denver. She is just getting settled — the moving van arrives on April 18 — and would be delighted to hear from anyone needing a bow person. Welcome to your new home Brenna, we are delighted that you're here!

Dave Thompson has given me to link to an 81 page document (see below) on what your crew needs to know and do to race Lightnings. I have looked at some of it and it appears to be just the thing we need out west here when people ride up, lasso the bow pole, dismount their horses, saunter over, take off their 10 gallon hats, and say, "Howdy Partner! Is that there a boat? I heard 'bout them down in Texas 'fore the cattle drive started last year. Need a partner? I can rope good! Where do I put ma gun?" (note to Brenna – this doesn't happen as much now that the interstate is open).

At any rate, I commend it to you if you are in the business of training crew.

Click here: [Crew Preparation Checklist PDF document](#).

Have a great week, with luck we'll go racing this Sunday!

Bill Cabrall
Fleet 488 Fleet Captain

Fleet 488 Newsletter April 18, 2011

Racing was abandoned again yesterday for several very good reasons.

1. The wind was measured at 17 mph and gusty in the parking lot, and was obviously stronger out in mid-lake.
2. The water temperature was 51 deg F. At that temperature, a person has 9-15 minutes before incapacity, and 1-2 hours before unconsciousness.
3. It's been known to take more than 10 minutes to right a Lightning from a capsize.

So, Barb and Dave Thompson, Raeyane, Joel McGuire, and I stood on the dock for a while, looked at the lake, then went home.

Racing has now been abandoned for the entire month of April. No Races are scheduled next weekend due to the Easter Holiday, so the first and final Frostbite Series races will be held in 2 weeks, on Sunday, May 1st.

The lake is very low.

So, pray for rain! Pray for a mild day! Let's hope we get a race in before September!

Bill Cabrall
Fleet Captain

Fleet 488 Newsletter April 25, 2011

Greetings Lightning Land!

I went down to the Lake yesterday afternoon to find the water glassy smooth and the wind dead flat calm. I believe that it is time to write off sailing in April as a complete loss, and look forward to May. I don't ever think we have lost an entire month of scheduled sailing before, but that's Colorado!

And indeed, May looks much better. The weather and water are warmer, our beloved Thursday night racing starts, and the Hornblower Regatta comes to Cherry Creek mid month.

It is definitely time to get your boat down to the Lake. We have 6 boats there at the moment, from Community Sailing and Teams England, Jarvis, Thompson, Cabrall, and Davis. It's time to bring the rest of you down and make a great summer out of it.

Here's the schedule for May:

May 1 – Last (and first) Frostbite Series day – Start at 1 pm. One good finish and you could win the entire series! Actually, at this point, there is a chance you could win the series by showing up, staggering out to the start, taking a DNF, and sailing back in. April has been a very strange month!

May 5, 12, 19, 26 – Thursday night Spring Series. Start at 6:30 pm. Burgers afterward, a fantastic DSA tradition, made even better by our new clubhouse.

May 21 and 22 – The Hornblower Regatta. NOR is posted at the DSA website, and you can sign up online. Let's see a great turnout for the Fleet. I'd also like to see a little cross town rivalry spring up with you Union guys, so how about it Bob Stoller, Scott Hat hcock, and Marty Mulhern? If you come down for the weekend I promise to show up at your lake later on this summer! The fleet is growing to the point where we could see 10 boats or more on the water, wouldn't that be grand?!

Equally importantly, there are great, experienced crew available this spring. I believe that Joel McGuire, Brenna Copeland, Mariel Yarbrough, and Jim England (just to name a few) would be delighted for an opportunity to sail on a Lightning at the Hornblower.

And last but not least, I know of several boats that were for sale last fall (Eric Mayer's and Jerry Shustrin's, for example). If they are still available they might go faster if they were on the water for the Hornblower. Perhaps a charter/promotion deal for that weekend could be worked out.

As you can see, I am getting back into my role as a fleet promoter – and you all know what that means! Clearly, the only thing to do is to float your boat, and give me nothing but racing scores to talk about.

Remember, the Lightning Class wants YOUto have a great time! So grab that boat and come on down.

Bill Cabrall
15315
Fleet 488 Fleet Captain

Fleet 488 Newsletter May 2, 2011

Fantastic news Lightning land – An actual sailboat race was held in Colorado Yesterday!

Wow!

Better yet, Lightning sailors were on both boats, so the fleet couldn't loose!

Team Cabrall, in Lightning 15315 with Raeyane Farrell and Jim England in the front half took on Jim Ulatowski's Ultimate 20, featuring Francine Hoffman in addition to Jim and a pair of excellent sailors — Shane Salisbury and Max Williams — in a 90 minute, chilly, light air contest (course 3-6) at 1:30 yesterday afternoon, staking the entire Frostbite Series on a single race.

The Ultimate 20 slipped away at the start and led for the entire course, taking line honors. Jim and Raeyane called an excellent race in the Lightning, being particularly attentive to where the wind was coming from down the long slow run from 3 to 6. By staying out in the middle with the Lightning's large symmetrical chute while the U20 hunted for air at higher sailing angles to keep its asymmetric chute filled (and found a hole under the Dam) we were able to stay close and (I believe) come out ahead on corrected time under the Portsmouth handicap system.

It was a very interesting example of the differences between the 2 boats, and 2 spinnaker systems.

But wait! There is better news! Team Gawthrop and Team Dandy Lion have made it to the lake, and there are now 8 Lightning's at the lake. Thursday night sailing starts THIS THURSDAY, with weather forecast to be in the 70's and clear skies. Burgers and beer afterward, what could be better!

The Hornblower is coming in only three weeks! Are you going to race? Of course you are. I know that Bob Stoller is looking for crew, so if your skipper can't make it you have 2 choices. You could a) charter the boat, or b) give Bob a call and sail with him. Either will work, so don't be shy!

For the Hornblower, I want to do a couple of things to promote the fleet. I want as many of you to come and sail as possible, of course, but I also want to get all of the boats lined up in a row in the parking lot with the masts up, so that the fleet has a presence. I also will make a poster for the Club bulletin board, and I want to have a list of all the boats for sale and their contact information posted, so that we have the best possible chance of growing the fleet.

Also, the RC list is posted at the DSA website, so take a look and discover when you are signed up!

But best of all – come sailing this Thursday, and have a burger afterward. It's what we do!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter May 9, 2011

Thursday Night Racing is Underway! Burgers and Beer are at the Clubhouse afterward.

Bob Stoller was sailing with Brenna Copeland at Union last Sunday, so racing has started their also!

It was warm and sunny at Cherry Creek last Thursday, with perfect breeze last week (that was a very pleasant surprise).

Steve Davis got off to a strong start with 2 firsts (that is not a huge surprise).

Raeyane Farrell told me what I needed to do to beat him (correctly), but I was thinking about something else at the time and it didn't register until too late (that, unfortunately, is not that much of a surprise, but I'm working on it).

Team Dandy Lion has bought a set of 2.5 year old Fisher North sails, and will be quite competitive this summer (that is no surprise at all).

Jacob Vargish put his boat at the Lake on Sunday, which gets us up to at least 9 Lightning's in the parking lot. When Brian Blackman gets there, we will have 10.

The Hornblower is in a week and a half, and we have at least 5 boats registered (currently the largest fleet). If you want to see who is coming, use the link below:

<http://www.denversailing.org/reports.php>.

Note that if you only have one day available, Bring your boat and come anyway! We'd love to see you there.

At the moment, our boats are all over the parking lot at the marina, because many of the winter storage boats are still there. Now that the weather has turned warm, I am going to talk to Jason about getting us in our proper spaces, lined up in a row. It sends a stronger message about our fleet that way. Also, I want to post a list of boats for sail on the club bulletin board, so if you do have a boat for sell, send me the information, and I will get it posted.

I believe that Bob Stoller and David Thompson may be looking for crew, so if you aren't on a boat yet give them a call.

See you Thursday for evening racing, and burgers and beer afterwards!

Bill Cabrall

15315

Fleet 488 Newsletter, May 15, 2011

Getting your weekly news mail a day early is a pretty good clue that either nothing, or something fantastic, has happened.

Actually, it's a little of both this week.

First, the nothing – racing was abandoned last Thursday as the tail end of a rain/snow storm (depending on the elevation of your home or office), took its own sweet time moving out of the Denver area. I was down at the lake Thursday evening and can tell you nothing was missed by not showing up – wind in the 3-5 mpg range, cloudy, temps about 45 deg F. We were the only Lightning to show, and never took the cover off.

Now, the Fantastic! – Take a look at the e-mail below from Rudy Trejo, in Chicago. Rudy sailed one of the Lightning boat grant boats last year, and is looking to get a jumpstart on this year's sailing season. He checked the sailing calendar, noticed that we are having the Hornblower next weekend, and is jumping a plane to Denver Friday morning!!!!

People are now travelling 1000's of miles to come race with us!

Rudy wants to sail on a Lightning (of course) but will also be looking at other classes. He also called me today and explained that the winter in Chicago has made sailing almost impossible (sound familiar) and he can't stand it anymore. It's time to go sailing!

So, if a lack of crew is holding you back from the Hornblower, give him a call!

In fact, if a lack of crew is holding you back, give me a call, and 'reply all' to this e-mail. Everyone that ever expressed interest in Lightning sailing in Colorado is getting this weekly message, so odds are your new crew is reading this too!

Finally, June is Lightning month for doing the Thursday night Bar-B-Q's. I will take the first one, June 2nd, but we are looking for volunteers to run the other Thursday evenings. Let me know which one you want – it's not hard at all.

See you Thursday for some (hopefully) evening sailing!!

Bill Cabrall

15315

Lightning Fleet 488 Fleet Captain

--- Original Message ---

From: [Rudy Trejo](#)

To: Lightningcaptain@denversailing.org

Sent: Saturday, May 14, 2011 9:25 PM

Subject: May 21-22

Hi, my name is RJ Trejo. I am a Lightning sailor from Chicago and was a boat grant recipient last summer. I saw there is a lightning regatta going on while I am in town next week and wanted to see if anybody was looking for crew. I weigh 175 and can do both front and middle just fine. If there is any way of getting on a boat it would make my time there more fun. If there is no room on a Lightning and by chance the lasers are racing I would be able to bring my own sail and blades if there was one I could use.

Please feel free to contact me at any time 773.954.6265

Thanks

RJ

Fleet 488 Newsletter May 31,2011

Greetings all!

I am pleased to report that I have replaced the dead router that knocked me off the internet last week, and prevented publication of a Fleet news mail. I'm now back on-line, and you are re-connected to the best sailing community on earth – Rocky Mountain Lightning Sailors!

Our community has grown in the last 2 weeks, with the addition of 2 new members:

James Beckley, of Boulder has bought Jerry Shustrin's boat, #15379.

Taylor Kennedy, and experienced sailor from Dillion YC is looking for a crewing spot this Thursday evening.

In addition, Jetty Shustrin, now that he is boatless, is interested in crewing himself, with a preference for the middle position. Let's welcome them all into our fleet. I have added them to the e-mail list and you can find their addresses in the distribution list.

Now that it is June, Fleet 488 is responsible for hosting the Thursday night Bar-B-Q's at Cherry Creek after racing. Raeyane and I will be running things this week, and Jan and Steve Davis have volunteered to grill next week's burgers. There is still time for you to volunteer to be grillmaster June 16, 23, and 30, but you will have to act fast – it will be too late by the 4th of July!

Over the last 2 weeks, the sailing season has roared into high gear, finally. Two weeks ago Thursday night racing was cancelled (again) due to severe weather (rain and thunderstorms), and it looked like we would never race.

But the weather cleared for the Hornblower Regatta at Cherry Creek, and the fleet of 5 Lightning's was treated to a wild weekend, with wind from 11-30 mph and huge bang-bang shifts all day on Saturday, followed by light and fluky air on Sunday (much to everyone's relief).

Saturday at the Hornblower, Lucas Armstrong took the first race from Bill Cabrall by a nose (so much for selling a suit of sails to them!!!), but Team Cabrall (With Jim England and Raeyane Farrell on-board) fought back with 3 firsts in the wild weather. Several boats actually flew spinnakers in the first race, but everyone opted out after that (30 mph with explosive 40 deg shifts will do that to a fleet). Bob Stoller retired after the second race, while the rest of the fleet thrashed their way around the course 2 more times. By the end of the day, Lightning's had done very well, with only 2 hit marks, 2 missed marks, and 1 (brief, self recovered) capsize. The big boats had much worse luck, with much broken gear, one broken mast, and a spectacular J-24 knockdown that put the mast head fly in the water and the spinnaker over the top of the mast when the boat came back up.

Team Thompson has the sweetest move of the day, cutting Bill off at a leeward mark by diving deeper on the run to get inside and shutting the door at the mark – nice move Dave!

Sunday made more sense, with cool cloudy weather placing the emphasis on predicting the puffs and maintaining concentration.

When it was over, Bill Cabrall, Raeyane Farrell, Jim England, and Josh Pranckun had combined for a 2nd and 5 firsts to win the fleet and the Hornblower Trophy for the lowest average finish amongst the dinghy fleets. The Trophy (which is quite impressive) is currently making the rounds of the winning crew (Jim England currently has it) a la the Stanley Cup.

Then last Thursday, on a very pleasant evening in light to moderate breeze and 6 boats sailing, positions inverted. Steve Davis and Al Gawthrop won races, Team Dandy Lion drank beer, making for a delightful sail but poor finishes, and Bill Cabrall fell from 1st to 4th in the second race by picking the wrong side of the run.

If you are tracking names, finishing places, and fleet statistics, that means of the 7 out of 10 boats rigged and actively sailing at the moment, in less than a week 6 of the boats were racing at Cherry Creek, 4 of them won at least 1 race, several boats went from the top to the bottom of the fleet (myself included!) in less than hour of sailing time.

I believe the strong showing in the Hornblower, and last Thursday's evening series is fantastic news for our fleet! A group where anyone can win or loose, everyone is showing up, the burgers are hot, and the beer is cold is a great fleet to sail with.

I'm looking forward to this Thursday night, and I hope you are too!

Bill Cabrall

Fleet 488 Fleet Captain

Lightning 15315

Fleet 488 Newsletter June 4, 2011

Greetings All

David Thompson sent me a wind speed velocity plot from Centennial airport yesterday for last Thursday night. It showed, between 6 and 8 pm, wind speeds from 18-25, gusting to 37. So, no surprise, no Lightning's went sailing. This situation was aided and abated by a Capri 25 that fouled the hoist all evening trying to pull it's mast and breaking it in the process (photos have been posted on the [DSA website](#)).

The great news, however, was what a good time we had, relaxing at the club, grilling burgers, and taking a break from the 21st Century for an evening. There is something magic about hanging out around boats, talking to your friends, having a beer and a brat at your club. As DSA learns to make use of its new clubhouse this summer, that magic is happening at Cherry Creek each Thursday.

You should be there too!

Jim Beckley and Carl Hunt are going to base the boat they bought from Jerry Shustrin at Union, bringing the total number of Lightning's there to 7, I believe. This could be the summer for Lightning's to take off at that lake! (Note: I'll publish all the news I get from Union, so if you northern Colorado boys are up to something, let me know!)

Lightning's have the duty as Grill masters this month at Cherry Creek. At the moment I believe the roster is as follows

June 9 – Team Davis

June 16 – Team Dandy Lion

June 23 – Team Thompson

June 30 – Team Gawthrop

I believe that is correct, but re-arrangements are possible – let me know, guys if I have it wrong!

Have a great sailing week, everyone, and we'll see you on the water!!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter June 13, 2011

Greetings all –

I am pleased to announce several new and returning members of our Lightning community this week.

Brian Jones of Red Sky Sails (brian@redskysails.com) has bought Lightning #10409 (a 1967 Lippincott) from Scott Noble, and is beginning to restore it.

Also, the 'Road to Rolex' woman's clinic was held this weekend (with great success) at Cherry Creek. Several of the attendees were interested in sailing Lightning's on Thursday nights. So, the next time you think you need crew, contact :

Candy Clevenger at ceeleec@aol.com

or

Molly Miller at Mjmiller2@aol.com

Note: This is our very own Molly Miller, who had moved away after several years crewing in the fleet (mostly with Bob Stoller), and has now returned – Huzzah! to sail with us again.

Jim Beckley and Carl Hunt have purchased a parking spot at Cherry Creek and placed their boat there yesterday. There are now 10 boats at Cherry Creek.

And lastly, I have added a new 'out of state' fleet member to our roster. My son Alex Cabrall, currently in the Navy, crewed for me while in High School and sailed in a North Americans several years ago. He has deployed overseas rather suddenly. I don't normally indulge myself in these newsletters, but I am very proud of Alex, and thought he might enjoy some regular news from home while he is away. Alex has a lively sense of humor, and an impeccable sense of timing. For the rest of my life, no birthday greeting will be able to compare with the 'Happy Birthday from Afghanistan' e-mail I received this weekend that was the first hint the Navy had relocated my son.

One wonders what will be in my e-mail come Father's Day! I'm not sure I am going to look ...

Alex can be reached via e-mail at acabrall@hotmail.com

Seriously though, this has made me wonder how many of our extended Lightning community are currently deployed on military service, and where they are. Lightning sailors are the best people in the world, and it seems to me tonight there ought to be a way to connect them when they are overseas. I'm sure a foxhole (or in Alex's case, a shipping container) is a better place if you can talk about gybe sets or regatta results instead of dust and MREs.

See you Thursday, at the lake

Bill Cabrall

Fleet Captain

Lightning Fleet 488

Fleet 488 Newsletter June 20, 2011

Greetings all, and welcome back to Lightning land, the best place on earth.

Don't believe me? Shame on you! Go to the DSA website, www.denversailing.org and look at the video of the month on the home page. It's Southern Circuit action at it's best. I had to watch it twice, and when it was over I was yelling Yee Ha! just like Greg Fisher.

Sailing last Thursday was interesting, cool and very puffy. We actually had the spinnaker up – for a while! We were airborne too, for a while! Burgers and Brats were handled by Lucas and Team Dandy Lion, and they were great, even if we did need seatbelts to stay attached to the picnic tables (it was a little windy).

Better weather is promised for this Thursday, and the Thompsons are running the grill – don't miss it!

This Wednesday Jacob Vargish is down for Race Committee, and needs some help – does anyone want to get their RC duty out of the way. Please contact me or Jacob and I will get you in touch.

July 2 is the Firecracker Regatta at Union – is any one going to sail – let me know and I will coordinate attendance.

July 9 is the DSA summer Lobster fest, see the DSA website for details (while you go there to watch the Lightning video, of course).

And last but not least, I have another video link for you. If you would like to see what a calm sailing day is like where I spent my formative years on the water, [go online](#) or Google the phrase: 'Oracle Capsize'. It appears that this time around, the America's Cup is going to be better than NASCAR! They're wearing helmets for a reason!

See you all on the water this Thursday!!!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter June 27, 2011

Good evening Lightning Land!

This is your fleet captain, Bill Cabrall, coming to you from a perfect early Colorado summer evening. Temperatures today were in the upper 70's, the air was clear and sunny, you could see for 100's of miles, from Pike's Peak to the Wyoming border, and the thunderstorms missed the lake.

Sailing this week had been picture perfect, with every sailable boat save one (7 in total) hitting the line at Cherry Creek last Thursday. Afterwards, Dave and Barb Thompson handled the grill with an able assist from Francine Hoffman when the wind died before Dave could get in to the dock.

This weekend is the Firecracker Regatta (Saturday, July 2) at the Union Reservoir, and the best and only chance you will have to sail all afternoon on a wake-less lake in Colorado this summer. Think of it – no jet skis!!!! That alone is worth the drive up to Union. Bob Stoller tells me that he and Scott Hathcock are planning to attend, and Bill Cabrall and Steve Davis are making plans to come up from Denver. Regatta details can be found on the Union Sailing Club website.

If the idea of going on regatta appeals to you also, contact Bill or Steve to coordinate dropping the rig and packing up your boat. Bill may also have a spot open in the middle for this event, so give him a call if crewing interests you.

Lightning sailors are also planning to take on the Wednesday night keelboat group this week, as Steve Davis has borrowed a Santana 20 and recruited Bill Cabrall and Raeyane Farrell to sail with him. The results may be watched from the Marina while enjoying Famous Dave's Bar-B-Q and a beer as the building is now open Wednesday nights.

July 9 is the date for DSA's lobster fest and Beach Party, so mark your calendar and do to the DSA website to RSVP now! You must respond by July 5th. If you love seafood, you can't miss this event!

In the last week several people have approached me about getting into Lightnings, so if you need crew, or know of/have a boat to sell instead of sail, send me the details. We could crew several more boats with the people expressing interest, so don't be shy about getting your boat down to lake and down to the water.

See you sailing!!

Bill Cabrall
Fleet 488 Fleet Captain
Lightning 15315

Fleet 488 Newsletter July 6, 2011

Greetings all -

The end of combined Qwest/MSN service has fouled my e-mail (if you don't know about this, thank your lucky stars!), so this will be a very, very short report, in the hopes that it actually gets through.

3 teams went to Union for the Firecracker Regatta last Saturday (Cabral/Stoller/Davis) and enjoyed some very good, tight (for a light air day) racing.

In the last race, Bob Stoller caught Steve Davis from behind on a run and won (boat for boat, anyway). Unfortunately, Lightnings did not fleet out, and in our Portsmouth division a Sunfish (there was a sunfish there?) won on corrected time.

In other news, I have been asked to serve on a committee to examine ways the Southern Circuit might 'evolve' by Bill Faude, who has been appointed to this task by the class leadership – I will keep you posted as this work evolves!

See you at the lake!

Bill Cabral

Fleet 488 Newsletter July 8, 2011

Greetings all

The season that didn't happen continues here in Denver and yesterday's "scattered thunderstorms" took out most of metro Denver, our evening racing, and the DSA tent.

Rebecca Espinosa spent 3 hours in her car stuck in rain and traffic, and only made it halfway to the lake from Boulder before racing was abandoned ashore by the race committee.



Adam Hostetter and I were standing next to my boat waiting to see if the storm would pass and we'd get a clear evening when we noticed the cloud in the attached photo was beginning to rotate. At first I wasn't worried, because I could tell it was aimed at Jacob Vargish's boat, not mine – Then my brain kicked in and I realized the thing was 1/4 mile in diameter and Jacob's boat is only 2 boat lengths away from mine in the parking lot! Adam and I jumped into the car and drove up out of the lake to where we had some options if things got really interesting. When we returned, the boats were all OK, but the club tent was upside down and half the supports broken.

Because tomorrow night is the club lobster fest, there will be, I believe, a work party tomorrow morning to repair the tent. Please come if you can.

This non-sailing evening ends the Spring Season. 10 of 18 scheduled races were held. Steve Davis was first. Bill Cabrall second, and Al Gawthrop III was third.

Let us hope that the weather improves for the Summer Series!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter July 18 2011

I am pleased to report that actual Lightning sailing, despite the weather, has occurred in Colorado in the last week!

Last Thursday, two races were held at Cherry Creek, with Bill Cabrall and Jacob Vargish each racking up a win. I am also delighted to report that Jacob is one of the most active naval architects in Colorado, working on projects involving a 6 meter and several classic yachts this spring – isn't the internet wonderful! Actually, I think Jacob may be the only naval architect in Colorado, so it comes as no surprise that he's involved with Lightnings and Fleet 488

In the second race, Jacob kicked our butt sailing a boat full of laughing kids, which was a wonderful sound, even if we had to be behind to hear it!

Then, on Sunday, after dumping 2" or more of rain in Boulder in about an hour, the skies cleared at Cherry Creek, the temps soared into the high 90's, and the Cabrall team (Bill, Raeyane, Rebecca, and Jim England) got in several hours of practice in a brisk 12-15 knt breeze – the best sailing conditions of the entire year here in Denver!

High summer is when Lightning Road Warriors come out to do their thing, and fleet 488 is going the distance this year. Given that we are at least a thousand miles from anywhere, you would expect our summer expeditions to be a cut above the normal regatta trips, and this year you won't be disappointed. As I write, Steve Davis is in Brazil crewing for Tommy Allen at the World Championships. Bill Cabrall, Raeyane Farrell, and Rebecca Espinosa are leaving for the Masters North Americans on Lake Erie July 30, and the week after that Jim England is joining them for the North Americans. Toledo, Ohio is not quite as exotic as Brazil, but you can drive there direct, which is a good thing, as Team Cabrall is double decking one of Steve's boats that has been chartered by a team from Ecuador. Bill's team has never double decked before, so this ought to be quite interesting! Stay tuned for details as the adventure unfolds – I am sure the procedure we are writing to get this done will be a best seller!

Those destinations are pretty far away, but as always, you can count on Fleet 488 to take travel to higher levels, and Jim England came through in stellar fashion this afternoon. In a press conference in Centennial, Colorado today Dr George Sowers, PhD, of United Launch Alliance announced that NASA and ULA had signed a contract to man-rate the Atlas V rocket. Late this afternoon Dr Sowers turned to Jim England and asked him (Jim works for Dr Sowers) if he was coming to the post-contract award party Thursday night. Before responding, Jim turned to me and asked "We're sailing Thursday, right?", thus confirming that for a Lightning sailor, any discussion of work/life balance, even when the work half of the equation involves America's return to manned spaceflight, starts with a discussion of the Lightning sailing schedule.

Clearly, if it happens inside lunar orbit, Lightning sailors are making sure it gets done right, and if Lightning sailors are involved, you know Fleet 488 is somewhere nearby, and probably towing a boat or two!

Of course, Jim could have been trying to figure out if a party full of rocket scientists could hold a candle to Beer and Burgers after Thursday night sailing, but that's a no brainer, so we won't

need engineering analysis, design reviews, test verified procedures, mission assurance teams, or a terminal countdown to get the answer. We could do all that of course, but all we really need is you, your crew, and an ice cold beer Thursday night at 8:30 at the club.

Be there or be squared!

Bill Cabrall

P.S. A caution for all of you that drive near or through the Park Meadows area to get to the lake next week. The new IKEA opens on Wednesday, July 27 and traffic will be both re-routed and congested all along I-25 from Dry Creek to County Line Road all week. IKEA is letting people camp out several days in advance at the store, and will be re-routing traffic through many of the nearby streets to handle the congestion. I work right there, and have received several amazing e-mails at work about how to get (or fail to get) to the office next week. It might be an area to avoid.

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter July 25 2011

We have had wonderful sailing for the last week or so, as the monsoon weather pattern slowly gives way to the more traditional scattered late afternoon thunderstorms. Last Thursday, a set of storm clouds passed quickly overhead around 5:30 pm at Cherry Creek, leaving behind a strong outflow and sunny evening that lasted until after 8. This made for glorious racing.

The same pattern occurred yesterday while we Jim England, Raeyane Farrell, Rebecca Espinosa and I were practicing for the North Americans, and we had another glorious sail. If this holds then Thursday should be a wonderful day, and I recommend that you all make plans to be at the Lake.

I'd also like to welcome Jim Ulatowski, and Brian Damman to local Lightning sailing, they took out Steve Davis's boat with Francine Hoffman and had a great time. I am also very very impressed watching team Vargish sail very competitively with a boat full of small, delightfully happy, children. They have to be the fastest, happiest, 5 person Lightning team for a thousand miles, and I would be delighted to give you all of their names except I don't know them all, and thus can't. But I will say that the Vargish boat is so wonderfully happy, with the delightful sound of laughing children wafting by as they surf or plane right over the top of you as if you were standing still that is impossible to feel bad at getting your butt kicked! Go Vargishes!! And, if someone would send your forgetful fleet captain the Vargish team roster I promise to name them all next time.

On the global scene, Steve Davis and David Spira are representing our fleet in stellar fashion at the World Master's championship in Buzios, finishing in the top 5. Jan Davis tells me that it has been very, very windy, with many capsizes. Details and photos are on the Lightning website.

For the next 2 weeks I will be involved in the Lightning Masters and North Americans at North Cape YC between Toledo and Detroit on the western edge of Lake Erie. I will try to send a report, but it will depend on many factors, not least being the aggressiveness of the Deer population in Nebraska and Iowa, so we shall see. If you don't hear from me check the class website, I am sure they will be posting photos and results.

So take care, keep sailing, and have a wonderful, wonderful summer!!

Bill Cabrall
Fleet 488 Fleet Captain

Fleet 488 Newsletter July 26 2011 EXTRA!

Greetings all. This week we have a bonus edition of our weekly Lightning newsletter, dedicated to the thousands of family teams out there. This is going to the Class Office also, currently in residence at the World Championships, and I am sure that it will be a great help to some of the family teams competing there.

As you know, Lightnings are great family boats, typically sailed with three people, sometimes less, and sometimes more. One of the fastest boats in our fleet this year sails with 5 family members. Here (along with the relevant ages of the “middle” 3 crew) is how Jacob Vargish (note that Tara is his wife) says his team gets it done:

We actually had the whole crew crossing over at the same time during tacks last week. They are getting better. Inevitably someone decides to change seats on the crossover and this causes some consternation amongst other crew members. That and your snack falling in the wet bilge are the biggest travesties we face on Thursday nights.

The middle line up includes, Andrew (8), Joshua (6), and Caroline (3) with Tara and I on the ends. We had Joshua driving back to the marina last week, and Andrew trimmed jib on the final leg of our bullet race. Caroline is Captain of the snack bag and one time she let the spin halyard go in the middle of a downwind leg, “oooh, Daddy look at the balloon come down.” I may need to move that control line away from her eye and hand level or just make it her job. Tara manages the middle crew, the spinnaker sets and gybes, jib trim, and is the keeper of Team calmness. I steer, because no one else wants to (yet), trim main and chute, as well as hoist and dowse. Windward mark roundings are really exciting. Someone, every now and then, looks out to find the best course to the mark and makes sure we aren’t about to hit another boat.

We look forward to another great sail on Thursday.

We’ll see you on the water Thursday!

Bill Cabrall
Fleet 488 Fleet Captain

Fleet 488 Newsletter August 15 2011

Report from the 2011 Lightning North American Championships

Greetings Lightning Land!

We're back from the 2011 North Americans, and I'm back to writing weekly newsmails. We had a great regatta, and qualified for the Blue fleet for the first time ever! I was fortunate to sail with fantastic people in both the Masters and North Americans, and had a wonderful time with Rebecca Espinosa and Raeyane Farrell in the Masters, followed by Rebecca and Jim England in the NAs.

Ched Proctor is your new North American Champion, and I am pleased to tell you he was as gracious as he was fast, taking the time to feed us tips both ashore and out on the water, even in a couple of situations where the regatta was on the line. It takes a true champion to do that, and Ched comes through with flying colors.

In your next couple of Lightning Flashes there will be both articles and photos galore talking about the events, the venue, the heavy air and postponements for lack of wind, the quality of the beer (excellent), the dress white uniforms of the NCYC flag officers (right down to polished white shoes), and the tremendous effort put out by the host club. All of it will be true, and you'd be a fool not to put North Cape YC on your bucket list of YCs to visit.

I know that you are all ILCA members, and will get all that, so I'll focus instead on the little things that made this regatta, and my initiation to the Blue Fleet so interesting.

To begin with, did you know that O'Reilly's Auto Parts in Lincoln, Nebraska is the best Auto Parts chain in all of North America, and that as a result I-80 exit 393 in Lincoln is the best place on the continent for the dust cover, castle nut, thrust washer, and outer wheel bearings of a double-decked Lightning trailer to suddenly vanish into an alternate universe? I didn't know that either, but now you don't have to research the matter, or pull into the Shell station there and spend 3-4 hours in the hot sun replacing the hub.

It does pay, however, to know that you shouldn't tow a Lightning anywhere without a pre-greased replacement hub, Tom Allen's phone number on the speed dial of your cell phone, a roll of emery paper to polish the spindle, a garden mat for your knees, a roll of shop towels, and a tube of hand cleaner to get the grease off your hands. Well, you could do it in Lincoln, because the guys at O'Reilly's have all that in stock (except for Tom's phone number), but I won't ever try it anywhere else again.

Once was enough.

And did you know that when they clean the interstate near Chicago, the street sweepers sometimes throw dirt and debris from the shoulder onto the road as part of the process, and

you could get a flat tire if you don't change lanes quickly. Jim England and I didn't know that either, but we do now.

We also found out that having some kind of GPS based device is crucial, so that when you need a truck stop, or an auto parts store, or a tire center, you can quickly find one, along with accurate directions to it.

You'd think that would be enough, but there's more. I'm pleased to report that the Kamikaze deer, although persistent, have extremely poor eyesight, and after stalking us for several hundred miles on the way home, missed both us and the decoy minivan I was following when they actually made their attack run about 10 pm last Friday night.

Around midnight that night, just outside Omaha, I saw several of the largest, brightest meteors of my life, big enough to have a measurable diameter, but they missed too, and we made it home safely.

It's been an interesting year for a road warrior!

We had wonderful accommodations at NCYC, under a shade tree so tall that the masthead fly didn't touch the branches. There was a lawn, and a picnic table, and a hose for washing the boat where it was parked. It was like being in heaven, the kind of parking spot we can only dream about here in Denver.

The sailing was fantastic. It was clean and close and very, very competitive. I could have never done as well without a very, very dedicated crew that worked hard all the time at getting better and better. Raeyane and Rebecca and Jim are wonderful to sail with, and we had a fantastic time together on the water.

I haven't seen all the photos yet, but I know that Rebecca took a lot, and I know they will be fantastic. Once they are available, I'll tell you how to find them.

The venue provided all kinds of weather, from dead flat calm (and abandoned races), to the roaring twenties for 2 days straight. I never knew Lightnings could make so much noise! At one point on the water I heard the wind shrieking through the rigging of my own boat, and realized that I had never heard that sound before from a single dinghy, and yet we were not only sailing in that weather, but racing in it as well!

And Boy-Oh-Boy do they race in the Blue Fleet! This was the first time I have qualified, and it was eye-opening! My formal introduction to the Fleet was an afternoon where it was blowing 20 or more, the starting line was very short, and the wind shifted to my side of the line 60 seconds prior to the gun. With the shift came 38 extremely competitive sailors, all hungry to take my spot away. With them came 38 sets of Lightning boat wake! When the spray subsided, we had been literally spit out the back, starting in the third row or worse, and taking half a beat just to escape into clean air!

It's a fair fight in the Blue fleet, but no quarter is asked or given. Later that day I discovered that the water gets very rough when the wind is up and the fleet converges, and getting around the weather mark, or through the leeward gate can be very difficult. It's going to take helmsmanship we don't usually need at Cherry Creek to compete in the Blue fleet.

I didn't capsize (like a couple of North American Champions that were there), but we were hanging out over the edge more times than I like to admit, and did shrimp the spinnaker in one wild leeward gate approach where a sudden puff precipitated a semi-death roll plane that led to a call to blow the chute that led to both the sheet and halyard going at the same time. At least I think that is what happened!

BTW, Jim England knows how to recover, restow, and rerig all the parts of a spinnaker system in 20 knots of wind so cleanly that the chute goes up perfectly the next time around – it was fantastic to watch.

When it was over, we had some good moments and some interesting moments and a great time. We got there and back safe, we qualified for the Blue Fleet, and we weren't last in the final tally. In the 2 races that were abandoned we were in the top 10 when the plug was pulled, but that's Karma for you – we'll get them next year!

And best of all, my son Alex came home from Afghanistan safe and sound last week!

It was a great vacation!

I can't wait for next year!!

Bill Cabrall
Lightning 15315
Fleet 488 Fleet Captain

Fleet 488 Newsletter August 16 2011

Greetings all!

We are back from the North Americans, having had a wonderful, wonderful time, and all of the usual (and some not so usual) adventures. It took several days to write about it, so I have [posted a separate newsletter](#), and will talk to local matters in the e-mail proper this week.

I have received a message from Don Ayers saying that he has donated his boat, #12988 to the Boy Scouts in Tucson, AZ. The boat is now in the hands of the Tanque Verde Youth Services, INC, at 1956 N. Ranch Drive, Tucson, AZ 85715-5545. They are led by Don Roberts, an energetic retired Air Force Colonel.

I have also heard that NOR for the Governors Cup is now posted on the DSA website, and that Bob Stoller will be unable to attend. His normal crew of Catherine March and Will Adamwaithe are looking for another boat to sail on, so if you need someone for that weekend give them a call.

This weekend is the Cherry Creek Junior Regatta, which is being led by our own Steve Davis as the PRO. Steve is looking for volunteers, so if you have some time and want to be involved in something fantastic, give him a call. my current understanding is that the following volunteer spots are available (see list below).

Clean-up Crew (FRIDAY, 5:00 pm)

- Up to 10 people. Tidy up the DSA Clubhouse area and CSC boat area, prep area for event

Registration/Lunch (Saturday, 9-12:30)

- 2 people. Pizza lunch is provided via truck, DSA will provide drinks and cookies

PRO/RC Team (Saturday 10:30-5:00)

- 3-4 people. A PRO volunteer has been identified.

Crash boats/Spectator boats (Saturday 10:30-5:00)

- 3 Drivers

Trophies & After-race snacks

- 2 people

And of course, Thursday night sailing continues on! Come down to the lake this week and have a great time – I hear it is going to be clear and sunny!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter August 22 2011

It's been a quiet week at Lake Cherry Creek, my home town ...

The sun is setting sooner now, and it is beginning to get a little harder to get 2 races in each Thursday night. School started today, and that means that the powerboating community is packing it in for the summer, and the lake will be available and empty for sailing all weekend long in our beautiful clear, cool crisp fall weather.

Despite near nautical perfection on our home waters, the forces of innovation continue to drive us to higher and higher levels. Last Thursday evening as we were hoisting the boats out in the quiet dusk, the fleet was startled by a sudden loud splash! We all turned around, and there was Lucas Armstrong, driving force behind Team *Dandy Lion*, the yellowest Lightning in all the land, swimming his boat over to the hoist instead of walking it around the dock.

As you might imagine, this caused a certain amount of discussion around the Bar-B-Q. At first, folks thought it was a clear and clean example (despite a certain slimy aspect to the water under the crane) of LEAN engineering. However, we soon realized that although the event did resemble establishment of a moving assembly line over a discrete, station by station, process-oriented approach, nothing was actually being manufactured, so LEAN could not be happening here.

Next a 6-Sigma Black Belt and 2 Green Belts opined that it was clearly an application of spontaneous process improvement, and must therefore embody 6-Sigma principles. However, this idea received little traction, as several others pointed out that 6-Sigma was fading fast in favor of *Kaizen* events, and perhaps we needed to flow chart the entire sequence, from the time he finished the last race through acquisition of a cold beer and a burger, so that Lucas could perform more efficiently next week and we could collect metrics on his improvement.

As I looked around the table at an attorney; a salesman; a financial adviser; a sailing instructor; and several engineers, all discussing in great and technical detail the last 20 years of continuous process improvement theory in North America, it struck me that the 21st century is going to be a very different kind of place.

I could have sworn that Lucas simply stepped wrong in the gathering dark, and fell off the dock .

See you next Thursday!

Bill Cabrall
Fleet 488 Fleet Captain

Fleet 488 Newsletter August 30 2011

Greetings all – I am having e-mail issues this week and it appears that last night's epic newsletter, 850 pages long, based on Homer's 'Odyssey' and written in iambic pentameter in order to pay proper homage to the missing trailer bearings we left somewhere outside Lincoln, Nebraska and the brave auto parts salesmen that helped us on our way, has been lost for all time.

Too bad, I'm going to miss that issue!

Instead, you will have to settle for an e-mail from a tired rocket scientist.

There is lots of sailing left, this year (at least 25 races still to go), so don't even think about unrigging your boat! We'll see you on Thursday down at the lake!

The Colorado Governor's Cup is September 17 and 18, and we need all of you to a) sail if you can, and b) volunteer if you can't. It can be a lot of fun to work a regatta, so if you don't have a Lightning to sail and do have some free time, please contact me or Jim Ulatowski.

Gov Cup note #1 – I am working the protest committee again this year, and while you may think it is great fun to drink beer for several hours and then try to explain your innocence, let me give you a hint – it doesn't work! I strongly suggest that you sail fast, sail clean, and do your turns if you foul someone.

If that isn't a strong enough hint, consider that after 2 years writing these weekly newsletters I may be running out of things to say, and forced to quote your drunken protest testimony word for word the week after the regatta. Circulation will go up, but I doubt your reputation will.

Enough said.

Great news Lightning land! We have a new boat (sort of) in our fleet. Give a big welcome to Tim Olander and Shannon Farley, proud owners of Lightning #9809. They found the boat up in Frisco, and will be fixing it up this winter. With luck, we will see them at Cherry Creek this Thursday for sailing, then burgers and beer afterwards.

Don't miss it.

Gov Cup note #2 – entry fees go up after September 9 – register online now!!!

See you Thursday

Bill Cabral

15315

Fleet 488 Fleet Captain

Fleet 488 Newsletter September 6, 2011

There we were, Lightning land, 11,670 feet above sea level, interviewing prospective Lightning crew. You know how it happens, people just seem to know that you're a Lightning sailor, connected to the best one-design sailing organization on the planet. They know that you're great people, intelligent, honest, kind-hearted, good with kids and junior sailors, and excellent race committees. They know that you can gybe-set a spinnaker, and since most other people can't, they know that alone makes you someone special.

How do they know that? I'm not sure, exactly, but they just do, no matter where you are. It could be because Raeyane was wearing the pale blue Helly-Hansen foul weather top that brings out the color in her hair perfectly, and matches those beautiful blue eyes of hers (that always makes people look twice), or it could be because I was wearing topsiders, but we'd also taken precautions for our labor day weekend trip over Guanella Pass (I was wearing socks with the topsiders), and weren't entirely decked out in nautical attire (after all, this is Colorado, and you have to be careful above treeline).

So, I think it was my technical polo from the 64th running of the Miami Winter Championship that did it, a clear indicator that we were comfortable in any environment, be it breathtaking high mountain scenery along the great divide in Colorado, or breathtaking sea level weather mark action on Biscayne Bay.

At any rate, we encountered Greg, a gracious, athletic young man not long out of the Naval Academy in Annapolis and may have convinced him to show up on a Thursday night or Saturday afternoon soon for some Lightning sailing.

I do believe this has got to be some sort of elevation record for earthbound crew interviews. After all, most of them take place quite close to sea level, and we were a full 2000' above Dillon YC, the highest YC in North America!

It never ceases to amaze me how widespread sailing, and sailing people are. I have talked Lightnings with people all over the inter mountain west, people who have seen the boat, or noticed the regatta shirt, or a car bumper sticker, or overheard us talking in a bar or restaurant. But it wasn't until Sunday afternoon above treeline that it occurred to me that Fleet 488 should have business cards, and everyone of us should keep a couple of them in our purses and wallets. It isn't enough to talk up the fleet, I think we need to have a way to leave a reminder with people about how to find us.

I'm working on it.

And you should be working on signing up for the Governors Cup Regatta, weekend after next (Sept 17-18) at Cherry Creek Lake. You can still register on-line at the DSA website and save \$20 if you do so before Friday! I will see you there! Let me know if you need crew, or need a boat to sail on, and I will publish the information next week!

Bill Cabrall

Fleet 488 Fleet Captain

Fleet 488 Newsletter September 12, 2011

Greetings!

This week marks the high point of the Colorado Sailing Calendar, the loftiest point of an elevated season, the pinnacle of North American sailing (worried about how long I can keep this up, aren't you! So am I). I speak of course of the Colorado Governors Cup Regatta, hosted again this year by the Denver Sailing Association at Cherry Creek Lake in Denver.

At the moment, Lightning Teams led by myself, David Thompson, Jacob Vargish, and Lucas Armstrong have pre-registered. We need one more boat to ensure that we fleet out.

And so it is time for all of you to stand up and be counted, to rig and launch your boats, and sail to glory with the rest of us! For this will be no ordinary event! This will be high nautical drama, this will match the America's Cup! Shakespeare wrote that men in England would turn away in shame for missing the day, and the world has believed for hundreds of years that he spoke of Henry V and a field in France, but we know better. The bard knew that when the tactical skills of a three year old square off against a veteran of the Blue Fleet, while a boat of Blue (Too) launches against a Lion Dandy all a-yellow then the world will wait with baited breath while economies of continents tremble in the wind to hear the results.

Then again, it could just be a really great weekend – you know – blue sky, cold beer, laughing kids, great sailing. Hey – it's not like you were going to watch the game and see if the Rockies win the pennant or anything. Come on down and go sailing!

And if you can't race both days, sign up and sail for one! Hyperbole aside, this is the biggest event of the season, and we would love to see you there! If you need crew, contact me and I will do what I can to arrange things. IF you don't have a boat, contact me also or come and volunteer for race committee.

Whatever you do, be a part of it!

In preparation for the Governor's Cup, David Thompson took his Team to our nation's capital last weekend for the 18th annual Leukemia Cup Regatta – his report is below:

Team Blue Two (David; Barbara; Catherine Calvin) competed in the 18th annual National Capital Area Leukemia Cup Regatta on September 10, in a field consisting of 63 keelboats and 40 dinghies, sailed on the Potomac River between National Airport and Hains point (larger dinghies); between the Anacostia River and the Wilson Bridge (keelboats); and in the airport cove (smaller dinghies).

It was a beautiful fall day, with bright sunshine and temperatures in the high 70s, and steady northwesterly winds between 5 and 10 MPH. PRO Nabeel Alsalam set a windward-leeward course aligned on the long axis of the river, with a full mile

between the windward mark and the leeward gate, and got off four twice-around races before it was time to come in.

Team Blue Two, sailing on Lightning 15142, placed 10th in a field of 12 Lightnings.

And finally, Thursday night sailing end this week with one more evening out – Start's at 6:20 pm, we'll see you there!

Bill Cabrall
15315
Fleet 488 Fleet Captain

Fleet 488 Newsletter September 20, 2011

Greetings to all of you out in Lightning land that were unable to attend the 2011 Colorado Governors Cup Regatta!

My job today is to make you realize just what a terrible tragedy not attending this event was, and how your life will be forever incomplete until you buy, beg, charter, trailer, crew, or steal a Lightning in Colorado and come sailing with Fleet 488.

A tall order you say - Ha!! Have you been reading my e-mails for the last 2 years? Don't you believe what I've been writing all this time?

Well, of course you don't (no one would), but it is entertaining, and the weekend was a doozy, so grab a cup of coffee, settle in, buckle up, and see how we do things out west.

To begin with, so much happened that I'm going to refer you to the link at the bottom for a description of the actual racing and the scores, as that will save pages and pages of typing, and I can get right on to the good stuff.

To begin, then:

DAVID THOMPSON WINS HIS FIRST LIGHTNING RACE IN FANTASTIC COME FROM BEHIND FASHION!

HEARTS POUND AS HE CARRIES A CHUTE ABOVE CLOSE HAULED FOR OVER 1/4 MILE TO KNOCK OFF THE FLEET FROM BELOW THE LAYLINE IN A THRILLING DOWNWIND (?) TOUR DE FORCE!!

THOUSANDS CHEER AMAZING FINISH!!!

Well, actually, if you want the truth, only about 15 or 20 people cheered. After all, we were 1/2 mile off shore and everyone else in Denver was at the CU-CSU football game.

However, we were cheering, and pounding the deck, even though our chances of winning the Governor's Cup for the best overall finish went right out the window as Dave pulled off an amazing race in extremely challenging light air conditions. We just had to cheer, it was so incredible to watch.

Dave's race, race #1, started out as a light air windward/leeward in fluky weather. We started on a tight line, and dueled up the beat. My team read the shifts well, and led with a bearaway set at the weather mark, followed by Team Vargish (all 5 of them), and the Dandy Lions (this weekend they all had identical mustaches to go with their team shirts – now that's dedication!). Dave was fourth at the mark.

Down the run the wind went forward and we soon found ourselves hard pressed to carry the chute and stay up on the rumblines. A quiet conversation about dousing, and going back to the jib started up. Behind us Lucas Armstrong and the Dandy Lions, and Team Vargish in 'Family Affair' (what else could you call a boat with a 5 person team, 3 of which are under age 9, and one of which is about to be 4 years old) sagged off to leeward. Dave Thompson headed off a LOT! He was faster, gaining, but going very, very low.

We didn't panic – after all, what goes down must come up, and we would be right there between him and the mark when it happened. We were on a very tight reach, closing in the mark, and had the wind 20 deg forward of a beam reach. There was no way he could carry the chute any higher than that.

When he doused we would too, and the race would be ours!

I thought!

Turns out I was wrong. Dave put his boat on the wind, kept the chute up, carried it close-hauled or better for 200 yards in 2 knots of breeze, and powered right thru the fleet from below without regard for the wind, the course, dirty air from the fleet, the Laws of Physics, or anything else rational.

He simply smoked us all, with superior sailing and his excellent team of twin teenage grandchildren (Kylie and Kai) pulling off a smoothly beautiful take-down/jybe around the leeward mark.

It goes without saying that he gave us no chance to recover on the final beat. Team Thompson and 'Blue Two' owned the lake. He hit the line, the gun went off, and we stood and cheered, pounding the deck to tell the world what Dave and his grandchildren had accomplished.

Round one to Blue Two!

Two closely fought drifters later, it became apparent that the clouds coming slowly off the mountains all day had finally decided where their victims were. As they took aim at the lake I could hear the RC discussing the situation over the VHF (more than enough reason to own one, by the way). By the time they decided to abandon and tow us in, we had the towline and paddle out and were ready to drop and roll the sails. The entire Lightning fleet was rafted up and ready before the RC boat could cross 40 yards to take our line.

Unfortunately, the rest of the dinghy fleet was not prepared or practiced at towing (we almost never do it in Colorado, and I have learned everything I know about it at large Lightning Regattas), and by the time everyone was ready it was too late to get in unscathed. The storm hit, and we got soaked! In the marina the scene was chaotic, as people were ill prepared to drop the tow and paddle 30 yards to a dock. The wind blew several boats back out of the marina where they needed to be rescued again.

I don't think I will ever take a tow without a paddle ready again, and we are talking about a fleet practice day next spring. Towing is an essential nautical skill. You may not need to know how to do it until it really matters, but once you do need a tow, you often REALLY need a tow!

So there were, cold, wet, and not a little battered, when the sky began to clear and the RC dropped the postponement flag. It was at this point that we all began to realize who the true star of the regatta really was. As 80 adults struggled to come to grips with getting back into very cold, wet boats and going out again, 3 year old Caroline Vargish (she turned 4 the next day), came running down the dock half out of an overlarge sou'wester yelling "Yeaaaaa! we're going sailing! we're going sailing! Yeaaaaa!!".

After that, there was only one thing to do – we went sailing again.

Now, if you think we were all shamed into going back out by a 3 year old, I have to tell you, ahhhh, yea, that's pretty much how it happened!

But this is no ordinary kid. Take a look at the photo from the next day, Caroline's 4th birthday, and you'll begin to see what I mean.

This, Lightning land, is our future personified. This is the 2023 Woman's Rolex Yachtswomen of the year (I give her until she is 16!). Take a good look at that photo – notice the blond hair and blue eyes, straight from a nordic nautical genetic background. Look at that grin, the one that says she can already call laylines better than Ched Proctor (just wait until she's 5, and can spell the word too)!

Check out the the highly technical nautical attire – does your foul weather gear come with wings and a magic wand? Mine doesn't either. You can't quite see it in this shot, but everyone there will attest that she was racing in a skirt (don't all proper lightning ladies do that?) also. Complete with a Dad that's a naval architect making a career out of restoring and re-engineering 6 meter yachts, and a mom that can work the foredeck, trim the jib, and orchestrate tactics for 3 small kids and a weather leg simultaneously, this young lady is the complete package, the real deal, the future of yachting in North America.

Sometime soon, you are going to be be coming into a weather mark all prepped for the perfect jibe set, only to hear a high, sweet, soft, clear 4 year old voice calling your name too – 'Hi Bill!' I'm hear to tell you, every parental bone in your body goes boink! when you hear a small child's voice offshore at a weather mark calling your name. There has got to be a rule about that somewhere ...

Out on the water for race 4, we found troubled conditions, and a mixed up race. Set up as a windward leeward once around, we had both upwind and downwind conditions – on all three legs! Half way through it began to become apparent that another line of storms was going to come through sometime that afternoon, sometime soon. We finished upwind on a broad reach, 3 Lightnings within a boatlength of each other surfing with chutes up (a fantastic, wonderful sight), then turned immediately around and sprinted for home.

We didn't quite make it. The second line of squalls came in, and the fleet had to fight it's way back to the club, the boats kicking and bucking (ride'm cowboy!) in the buffeting breeze. Thrashing into the marina I realized there had been no time to send someone forward to secure the bow line, and committed us to a painterless approach.

That was when we discovered all the women of Fleet 488 are nautical perfection. As we approached the dock Dave Thompson's granddaughter Kylie, already ashore, spotted our problem, grabbed her twin brother Kai, and came running back out into the rain and down the dock to grab our bow and make sure we docked safely. Aren't teenagers wonderful! Our docks are galvanized steel, and our bows are fiberglass gel coat, so you can be sure her mom heard all about how grateful I was!

Thank you very much, Kylie, I appreciate it!

By next morning, the front had blown through the sun had come out, and the fleet was treated to a warm, sunny, calm day. We spent 4 hours on the water, but only managed one light air race, most notable for a long discussion by the RC boats over the radio about the potential of

abandoning. Luckily for me, they didn't, and I managed to drift through to a win based on the stellar performance of my excellent team, Raeyane Farrell and Jenii Bernet. With genius's like these two on board every maneuver was silky smooth, every shift was caught, the laylines were perfectly called, and the spinnaker flown to perfection.

I couldn't see the wings, but I think they buy their foul weather gear the same place Caroline does! They sailed my boat to a fantastic 2,1,1,1,1 series finish and the Lightning Fleet first place. Thank you very much Raeyane and Jenii!

At the trophy presentation, naturally, the entire Colorado sailing community sang happy birthday to Caroline.

And finally, no description of this regatta could be complete without singing the praises of Francine Hoffman, born and bred at Metedeconk River YC, home of the 2010 WJMs, Lightning Blue fleet participant in her own right, and this year the heart and soul behind everything Denver Sailing Association accomplishes. In addition to organizing the event, she spent both days on the water taking event photos, and is responsible for the wonderful portrait of Caroline Vargish I included in the emailed report.

So, you see, you simply must come to Colorado, acquire a Lightning, and sail with us soon! Fall events include Saturday afternoon sailing (1 pm starts) through October. See you soon!

And finally, if you want to find out how the sailing actually went, You will find a link to a regatta description and scoring for the Governors Cup below:

<http://www.denversailing.org/racing/regattas/2011-colorado-governors-cup/>

See you Saturday at 1!

Bill Cabrall

Lightning Fleet 488

Fleet 488 Newsletter September 26, 2011

Fall in Colorado – the best time of year

Warm days, light breezes, a quiet lake

4 Races for 4 Lightnings last Saturday – the competition is getting tighter!

People are beginning to ask if boats are available, but you'd rather sail than sell, right?

The next race is only 5 days away

I'll be there – will you?

BC – 15315
Fleet Captain

Fleet 488 Newsletter October 4, 2011

This afternoon from my office window at Rocket Central Command I looked West and watched a front come sweeping across the front range of the Rockies. On the way home from work the radio spoke of snow (2-6" in the high country) this week.

It might not be summer any more.

But we are still sailing, and the sailing is very interesting indeed, particularly when the RC decides to get innovative, as happened in the last race of our Frostbite series last Saturday. Since I don't know when the request for redress will be heard, or who will be on the Protest Committee, I can't go into details just yet, but I wouldn't miss a Saturday afternoon on the lake if I were you! It can be quite interesting!!!!

And to those of you that are talking about how well you think I conduct protest meetings, and how educational they are, consider this – I have run the last 4 Protest hearings needed at DSA, and was first across the line in the race at issue last week. If well-run Protest hearings are so educational, then more of you should have the chance to experience the process! Also, I don't think the guy that wins a race should be asked to head a Protest Committee forced to consider if it should be thrown out! Where I work, they make you call both the ethics hotline AND the legal department before getting into anything like that!

There are 4 more sailing Saturdays. It's always interesting! Don't miss them!

In our larger Lightning world, there is a proposal from the Southwest District circulating to change the structure of the 2012 North Americans in Houston by reducing the number of fleets and making your average qualifying score count as a race in the final series. If you are interested in the details, a link to the proposal is below:

[**A Resolution to Change the ILCA Rules Governing Area Championships**](#)

If you try this and it doesn't work, let me know and I will forward the text. You should know that I am personally against it, and will be lobbying to ensure it does not pass at the winter meeting in St Pete next spring. The more I think about the way things are currently arranged, the more I am impressed with the Lightning Class and its structure.

Bill Cabrall
Lightning Fleet 488

Fleet 488 Newsletter October 10, 2011

It was snowing when I woke up Saturday morning, and I later heard that one of the ski resorts got 3 feet and has opened.

That's fall in Colorado, a week ago it was 80 degrees; now a 65 degree day is being called 'warm' on the radio.

Weather permitting, we are racing Saturday afternoons all month, but look out the window before calling your crew!

I had an idea yesterday for all of you with smart phones on how to grow the Lightning class. I want all of you to go to YouTube, and download/save the wonderful [lightning class video](#) that is there (the one with Greg Fisher planning away under spinnaker at the end yelling 'YeeHa!') to your phone.

Keep the icon on your screen, and whenever someone finds out you are a sailor and says "Oh, really?", pull out your phone, start up the video (which is quite professionally done), and tell them that you sail Lightnings, just like the action on screen. This will make us all instant, professional, ambassadors for the class. It will get you crew, help grow your fleet, and be a lot of fun to boot!

The URL is <http://www.youtube.com/embed/Dod5s-yv0es>.

Bill Cabrall

Fleet 488 Fleet Captain

P.S. The DSA Banquet is November 12th – Sign up online now!!!

Fleet 488 Newsletter October 24, 2011

As you know, something wonderful happens every week west of the Mississippi, and Lightning Fleet 488 is always there to check it out. After 2 years of these newsmails, you might be wondering what could possibly be new under the sun to do with a Lightning.

You can rest assured, however, that I am about to enlighten you!

Lightnings (drum roll please) ... are perfect to lean on.

It could be the classic sheer line, beautifully designed by Sparkman & Stephens at the zenith of their power in a age of gracious yachts, or it could be the elegant simplicity of a custom built Allen trailer, clearly one of the 20th Centuries most important inventions (right after the thermos, but I can only tell that joke in person, so you'll have to ask me about it).

Of course, it could have been the perfect fall weather, or the soft sunlight, or Steve Davis's perfectly trained hunting dog (clearly Blue Fleet Caliber).

Or it could be the joys of conversing with some of the best woman in American sailing (and we had 4 of the best Saturday in Barbara Thompson, Francine Hoffman, Jan Davis, and Raeyane Farrell).

Or it could have been the latest technological toys on display in a couple of iPhones.

It could have even been simply that the day, and the people, were too perfect to spoil by actually going sailing.

It could of been all of those things, but I think it was simply that Lightnings are so wonderful to lean on, when good friends, great conversation and a fantastic fleet are all around, that Fleet 488 came down to the lake last Saturday, rigged the boats, watched the rest of the club sail out and start several races, and simply stayed ashore, 'Leaning on Lightnings'.

It was one of the best sailing experiences I have had in years.

Today it was 80 degrees in Denver; Wednesday it is supposed to snow 8-16". This Saturday we will be racing again – maybe! Come on down for the last sailing day of the season! It's Halloween, so come in costume!

Dave Thompson found this treatise from Scott Vortex on how to accurately weigh your lightning using a bathroom scale! If you've ever stayed up late at night trying to figure that out (of course you have), here is the answer. Thank you Scott!

To measure the boat using a bathroom scale, you are basically measuring the torque about the trailer axle. If you move the boat aft to where it balances with zero tongue weight when level, and mark/measure the position, then slide it fwd until you get a reasonable tongue wt on the

scale and measure the distance you moved it. The torque you created was the weight of boat x distance you moved it. The torque you measured was the reading on the scale x distance from the axle to where the tongue was supported on the scale.

Since the torques are equal:

Boat Wt x Boat Movement = Scale wt x Tongue Dist

And you can use the following formula:

Boat Wt = Scale wt x Tongue Dist / Boat Movement

So if scale weight was 70.5 lbs, and you moved the boat 12 inches, and the distance from the axle to the tongue support was 120 inches you would get:

Boat wt = $70.5 * 120 / 12 = 705$ lbs.

To minimize errors try to keep the boat as level as possible for both the balance point and scale wt measurement, and move it as far as practical within the limits of the trailer and scale capacity, and take accurate measurements to 1/8 or 1/16 of an inch.

You can also do it by taking two readings of the tongue wt with the boat in two different positions. In this case the change in torque you generated is boat wt x distance moved and the change in torque you measured is the change in scale wt * Tongue Dist so:

Boat wt = (Scale wt2 – scale wt1)*Tongue Dist / Boat Movement

Good Luck !

Scott Vortex

The DSA banquet is coming up on November 12 – make your reservations now online!

The position of Fleet 488 Fleet Captain is open and up for grabs! you may self nominate by a) calling, b) sending me an e-mail, or c) snowshoeing over to my house Wednesday morning between 6:00 am and 6:15 am. Don't be late, we can only take the first 50 nominees! Besides, my coffee maker only holds 12 cups, and you wouldn't want to miss out!

And finally, with the season winding down, and some serious snow coming fast, it is time to wrap up this year's regularly scheduled newsmails. It has been wonderful talking to all of you every week, but the year of Kamikaze deer, exploding trailer hubs, and my first Blue Fleet NAs in 57 years has finally wound down, and it's time for Lightning Fleet 488 to sign off for the year. I hope you have enjoyed our weekly broadcasts, brought to you live from Cherry Creek Lake in Denver, Colorado by the Denver Sailing Association, the International Lightning Class, and Lightning Fleet 488, the best damn Lightning Fleet for a thousand miles in any direction.

This is Bill Cabrall, passionate Lightning Fleet Captain, and mild mannered rocket scientist, saying so long for 2011, folks.

I think I'll go lean on my boat.

Bill Cabrall

Fleet Captain

Lightning Fleet 488

Fleet 488 Newsletter October 30,2011

It was a beautiful day in Denver Today, warm (for the date) and sunny. Like many people I was down at the lake today, dropping masts and hauling boats away to storage for the winter.

Jim England and I have rented a 10×40 at a nearby storage yard for inside protected storage this winter. 2 boats and their spars fit comfortably in this much space. Dave Thompson has a 10×30 nearby. With the first months rent going for \$1, 5-6 months of winter storage is not overly expensive, and the boats are protected from winter snow and ice until the Southern Circuit.

So, I'd helped Dave drop his mast, we'd taken the boats through a coin operated car wash to clean them up (5 minutes of power wash inside and out does a great job!), put them in storage, and I was back at the lake for Jim England's boat (10154, plywood, built in Kansas in 1970) when the guy walked up.

He wasn't a young guy, in his early to mid 70's I guessed. I'd seen him with a friend earlier working on getting an Ensign parked and stripped for the winter, the friend was doing all the heavy lifting. He put his hands on the deck near the transom, and took a good long look at the ribs, and the seats, and the varnish, then he looked up at me, smiled, and said "Whats the number?"

That's when I knew, this guy was one of us. People that have seen a Lightning, or maybe sailed with someone on a Lightning, will ask if the boat is a Lightning. But when you've owned a Lightning, raced a Lightning, or more importantly, grown up varnishing Lightning ribs, you always ask "What's the number?".

I told him the boat was number 10154, and he asked "Is it a Skaneateles?".

He got my full and immediate attention – there are very few people within a 1000 miles of Denver that can correctly pronounce the word 'Skaneateles'. Even fewer of them know why that place matters to Lightning sailors.

"No, I replied. This one was built in Kansas, in the 70's".

"Mine was a Skaneateles, #17, he said with a quiet smile".

"Lost, he said, in a hurricane, in Connecticut". He looked at Jim's boat again, and said "they've sure come a long way since then, haven't they".

I stopped what I was doing, put the 21st Century on hold, and we chatted for a while. I discovered that I was speaking with Bill Shepard, who had owned #17 for several years with his dad, until it had died in the hurricane. He was a little vague about the year, but I doubt that many such storms hit Connecticut in the late 40's or early 50's, which is when it must have

happened. Bill had sailed Lasers for many years, but has Parkinson's now, and needs a more stable boat. He owns the Ensign with a Friend, and gets on the water as often as he can.

I looked at the water, and a perfect afternoon. I looked at the empty parking spot where my boat has spent the last 7 months, and would have given anything to have seen it rigged and ready to go. One day too late! I told Bill that I was sorry I couldn't take him out for a sail immediately, but we'd go for sure in the spring, and I told him how to find me when the season opens next year.

When I got home, I checked and ILCA Yearbook, and the fate of #17 is unknown, at least until now. I did some checking online, and discovered that several hurricanes came ashore in the late 50's and early 60's between New York and Southern New England, so I don't know exactly when #17 died. I don't know how many of you know Bill Shepard, or who he was to the Lightning Class, but I can tell you now that he is a great guy, and is dealing with his life's challenges with dignity and style.

I like him, and am glad I met him.

He is, of course, still sailing, and will be out on my boat when the snow stops in the spring.

We had a 'Pumpkin Bash' regatta yesterday, with many people in costume. Francine Hoffman came in a gorilla suit wearing a very nice blue and white nautically themed bikini, and Team Thompson showed up as a bunch of Bananas. This is another wonderful part of our Lightning experience, and I believe photos will become available, but that will have to wait until next week.

This week's news belongs to a guy in Denver that even 50 years later remembers why a town in upstate New York is important to the best boat on earth.

Bill Cabrall

Fleet 488 Fleet Captain

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