

International

Lightning **Flashes**

December 2011/January 2012, Volume 71, No. 7



*Tito Gonzalez Mas and
Cristian Herman Sanhueza*



guadalajara 2011
XVI PAN AMERICAN GAMES



*Tito Gonzalez Mas, Cristian Herman
Sanhueza, Diego Gonzalez Parro*



Paradise Village



Peter Hall waiting for wind



Chantel Leger



Close mark roundings



2012 Yearbook Deadline!

In an effort to get back on schedule, District and Fleet reports for the 2012 Yearbook are due no later than January 31, 2012



Please send reports and pictures separately (images should not be embedded in text document). Picture resolution should be a minimum of 300 dpi.



The 2011 Yearbook is currently at the printer and should be delivered by the beginning of February.

Again, a special thanks to Monica Jones, editor of the 2011 Yearbook and to Debbie Probst and Jan Davis for proofing and our advertisers, North Sails One-Design, Annapolis Performance Sailing (APS), Preformed Line Products

International Lightning Class Association

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SEE YOU THERE!

March 10-18, 2012

Deep South
Savannah Yacht Club
March 10-11

Midwinter Championships
Coral Reef Yacht Club
March 12-14

Winter Championship
St Petersburg Yacht Club
March 15-18



NOS and NORs
are posted on the
ILCA Website

Be sure to sign up on the
Who's Coming list on the
ILCA website.

[Who's Coming - Deep South](#)

[Who's Coming - Midwinter
Championship](#)

[Who's Coming Winter Championship](#)



President's Column

Rob Ruhlman

Happy New Year everyone! I hope you had a wonderful holiday season, are sticking to your resolutions and making your plans for the 2012 season! While Abby and I are "locked and loaded" for the Southern Circuit, I'm writing this column from Key West where Abby and I, along with Ryan, Nick Turney, Doug Moose, Jim Sminchak, Michael Sheehan, Oakley Jones and Mark Wiss, are racing a Farr 400. We are fortunate to have Lightning great and Pan Am Silver medalist, Jay Lutz, working with us, as we learn the finer points of asymmetricals!

But back to my first love in the sailing world—the ILCA. This issue of Flashes has great reports on the Pan Am Games and a number of fall regattas. There are also four proposed amendments to our Constitution and Document Governing All Sanctioned Lightning Class Championships that will be voted on at the mid-winter meetings in St. Pete. While these are not what I consider to be major changes, it has taken the Executive team

a long time to get the wording right, in our opinion. Because there are as many proposals as there are, I would like to encourage you to read through them and bring forward any questions you have in advance of the mid-winter meetings so that we can keep those to a reasonable time frame. Laura, John Faus and I are certainly available via phone or e-mail to address whatever questions or comments you may have.

We have also been working diligently on revising our Flashes format. Recognizing that there is a need for a printed version of Flashes, as well as our current e-format, we are in the final stages of restructuring Flashes and our distribution of it. These changes will be detailed in the next issue. In the meantime, I hope you enjoy this issue and it sparks you, if you're not already motivated, to firm up those plans for upcoming season! Hope to see you in March!

Sail on!

Official Notices

Proposed Amendments the Document Governing All Sanctioned Lightning Class Championships to be voted on at the Governing Board Meeting, March 15, 2012 – St Petersburg YC, 9am Quarterdeck Room

Proposed Amendment #1

ARTICLES WHICH APPLY SPECIFICALLY TO THE NORTH AMERICAN CHAMPIONSHIP
ARTICLE XI — TIME AND PLACE

- (e) The bid shall **MAY** include accommodations to host or co-host the North American Women's, Masters and Juniors Championships. **BIDS MAY ALSO BE CONSIDERED FOR SEPARATE NORTH AMERICAN CHAMPIONSHIPS AND SEPARATE WOMEN'S, MASTERS', AND JUNIORS' CHAMPIONSHIPS.**

Proposed Amendment #2

ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

ARTICLE IV — TIME AND PLACE

1. **WHENEVER PRACTICAL** The World Championship shall be held in a different major geographical Area each time until each Area has either held the Championship or has declined to do so. Thereafter, the Championship shall be held in an Area which has not held it for the greatest length of time. **IN DECIDING BETWEEN COUNTRIES WITHIN AN AREA, THE COUNTRY THAT HAS NOT HELD IT FOR THE GREATEST LENGTH OF TIME (OR NEVER HELD IT) MAY HAVE PRIORITY.**
2. Major geographical Areas shall be North America, South America, and Europe **AND A COMBINED AREA OF ASIA, AFRICA AND OCEANIA. THE CONTINENT DEFINITIONS WILL BE CONSISTENT WITH ISAF EXCEPT THAT FOR THE ILCA CHAMPIONSHIPS MEXICO WILL BE INCLUDED IN THE NORTH AMERICAN AREA.** The Governing Board shall review these groupings at least each two years immediately following the World Championship and take such steps to revise this article as may be indicated by an increase or decrease in Lightning Class activity in all the areas of the World.

ARTICLE V — ENTRIES

1. Qualifying races shall be conducted in accordance with these articles. From any area, the competitor having the best score among those eligible, willing, and able to represent the area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the area is entitled. ~~An area shall always be entitled to at least one entry.~~

Qualifying races must be free from discrimination and be open to every active member of the area. Scoring in such races shall be computed exclusively on the basis of eligible entries belonging to the particular area holding the series. No arbitrary selection can be made except in the case where the number of qualified, willing, and able skippers is less than the number of entries to which the area is entitled.

- 1.1 Each major geographical area shall be entitled to seventeen (17) boats, except North America twenty-TWO (20 22), **Asia, Africa, and Oceania (6)** and selected in accordance with Paragraph 2 of this article. **EACH COUNTRY WITH ORGANIZED LIGHTNING ACTIVITY (AT LEAST ONE ACTIVE FLEET) SHALL BE ENTITLED TO AT LEAST TWO ENTRIES.**

2. INITIAL SELECTION

Within each Area (North America, South America, & Europe, **& AAO**), qualifiers shall be determined as follows:

- 2.1 Within each Area (North America, South America, & Europe, **& AAO**), qualifiers shall be determined as follows: **BY EITHER 2.2 OR 2.3 BELOW:**
- 2.2 Whenever practical entries to World Championships should be decided by an Area Championship conducted in accordance with articles Governing All Area Lightning Class Championships. The competitor having the best score among those eligible, willing, and able to represent the Area, shall be named their entrant. Those having the next best scores, in sequence, shall likewise be named up to the number to which the Area is entitled. Should the quota to which an Area is entitled not be filled in this manner, additional entries may be named in accordance with Paragraph 2.3 of this Article.
- 2.3 When any Country within an area decides an Area Championship is impractical or the quota to which the Area is entitled is not filled in accordance with Paragraph 2.2 of this Article, each Country within that Area with organized Lightning activity (at least one Active Lightning Fleet) will be allocated entrants in proportion to the average number of Active and Life Members as of December 31st of each of the two years preceding the World Championship. ~~Each such Country shall be entitled to at least two entries.~~

Proposed Amendment #3

ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

A Resolution to Change the ILCA

Rules Governing Area Championships, Article XIII

WHEREAS, The International Lightning Class Association, Inc. (ILCA) has rules that govern the conduct of Area Championships, and

WHEREAS, Article XIII of those Rules addresses the conduct of the North American Championships, and

WHEREAS, The ILCA, and its member competitors, benefit from increased participation in District and Area Championships, and

WHEREAS, The following proposed changes to Article XIII of the Rules Governing Area Championships would improve the quality of the sailing experience at the North American Championships and possibly encourage increased participation, and,

WHEREAS, It is in the best interest of the ILCA, and its member competitors, to make measured changes that are evaluated on an experimental basis, now, therefore be it

RESOLVED, That the ILCA membership, in quorum assembled, SUBSTITUTES the following for the Rules Governing Area Championships, Article XIII, and be it further

RESOLVED, That this change shall take effect on April 1, 2012, and shall expire on March 31, 2013, at which time, the original language shall, again, be in force.

ARTICLE XIII-RACING CONDITIONS

A. DIVISIONS AND QUALIFYING SERIES

1. Divisions—All competitors entitled to enter the North American Championships shall be divided into two Divisions—the Championship Division and the President’s Cup Division—based upon the results of a Qualifying Series. However, if the number of competitors in a North American Championship Regatta is sixty-nine (69) or fewer, then the Qualifying Series shall not be sailed, and all competitors shall compete in the Championship Division.
2. Qualifying Series—If a Qualifying Series is held, then the competitors shall be divided into a maximum of three equal flights, and shall be rotated between these flights, such that each competitor will have an opportunity to sail against as many different competitors as possible.
3. Qualifying Series Scoring—Four (4) Qualifying Series races shall be scheduled, to be sailed on the first two days. If four (4) races are sailed, then three (3) shall be scored. Otherwise, all races shall be scored. If, by the end of the second day, at least three (3) races have been sailed, the Qualifying Series shall be terminated. If less than three (3) races have been sailed on the first two days, then the Qualifying Series shall continue on the third day. When a total of three

Qualifying Series races have been sailed, the Qualifying Series shall be terminated and the competitors shall be scored on the basis of the races sailed. If, after three days, only one (1) race has been completed, then the Qualifying Series shall continue until two (2) races have been completed. This provision changes RRS A2, and shall be included in the Sailing Instructions to be valid.

4. Right of Appeal—The right of appeal shall be denied for the Qualifying Series per RRS 70. The Notice of Race and the Sailing Instructions shall so inform all competitors. The Executive Committee may waive this requirement if the host venue cannot meet the requirements of RRS 70.
5. Qualifying Series Scoring—If a Qualifying Series is held, then the Championship Division shall include the reigning North American Champion and the thirty-nine (39) competitors, regardless of country of origin, receiving the lowest number of points in the Qualifying Series and all competitors tied for thirty-ninth (39th), exclusive of the reigning North American Champion, should he or she decide to sail the qualifying Series. The remaining competitors shall comprise the Presidents' Cup Division.

B. FINAL SERIES SCORING

1. If the Qualifying Series Is Held—The number of races scheduled in each Division for the Final Series shall be seven (7). Each competitor's final position in the Qualifying Series shall be counted as the result of the first race. If the reigning North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Final Series shall be counted as one (1) race. This provision changes RRS A2, and it shall be included in the Sailing Instructions to be valid. If all scheduled races are sailed, then six (6) races shall be scored. Otherwise, all races shall be scored.
2. If the Qualifying Series Is not Held—The races that would have otherwise been sailed on the first two or more days as a Qualifying Series shall be counted towards the Final Series for a possible maximum of ten (10) races. If six (6) or more races are completed, then all but a competitor's worst finish shall be scored. If five (5) or fewer races are sailed, then all races shall be scored.

Reference

The following is the existing language:

ARTICLE XIII — RACING CONDITIONS

A—ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible. Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.

- 83 2. The right of appeal shall be denied for the qualifying series per RRS 70. The Notice of Race and Sailing
84 Instructions shall so state and there are specific stipulations in RRS 70. The Executive Committee may
85 wave this requirement if the host venue can not meet the requirements of RRS 70.
- 86 3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American
87 Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the
88 North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least
89 thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the
90 final series to determine the North American Champion the Fleet will be increased to 34 and all
91 Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where
92 more than 35 remain after selection of the Championship group, a Governors' Cup series will be
93 conducted. In such case the remaining Skippers shall be divided equally between the two series with
94 those totaling the least points sailing in the Presidents' Cup series. Skippers tied for the last qualifying
95 position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper
96 should the number to be divided be unequal.

97 B-FINAL SERIES

- 98 1. The number of races scheduled in each of the final series, Championship, Presidents' Cup and
99 Governors' Cup, shall be six, five of which will be scored. If, at the end of scheduled racing, two races or
100 less have been completed, the final results of the Qualifying Series (including ties) will be counted as
101 one race in the Championship Series, Presidents' Cup and Governors' Cup.

102 In case the defending North American Champion chooses not to sail in the Qualifying Series, his or her
103 average points for the race(s) sailed in the Championship Series will be counted as one race. This
104 changes RRS A2 and shall be included in the Sailing Instructions to be valid.

105
Proposed Amendment to the Constitution, to be voted on at the Winter Meeting, March 15,
2012 – St Petersburg YC, 6:00pm in the Ballroom:

ARTICLE XVIII — AMENDMENTS

4. All proposed amendments at either Annual Meeting or Special Meeting, must be included in the notice thereof and shall be posted on the ILCA web site and mailed not less than sixty **thirty** days prior to the date of the meeting. Any Member, Fleet, or District may propose an amendment by submitting same to the Executive Secretary of the ILCA, in writing, at least thirty days before notices of the next meeting are posted and printed.
5. The Rules Governing all Sanctioned Lightning Class Championships or the Specifications may be amended by a two-thirds (2/3) vote of a sixty percent (60%) quorum of the Governing Board, after publication of the proposed amendment on the ILCA web site and in Flashes at least sixty **thirty** days before the Governing Board vote; subject to the approval by the Measurement Committee where specifications are involved.

Each year, the St. Petersburg Yacht Club presents the Karl Smither Award to one of the ILCA's shining lights for his or her Corinthian spirit, support of the Lightning and Class mentorship. Past winners include Ann Allen, Jim Carson, George Fisher, Marilyn Maras and last year's honoree, Don Gregory . This honor is announced at the Class meeting during the St. Petersburg Winter Championships in March.

Please take a few minutes and nominate one of your Class mentors. This is a wonderful opportunity to recognize them for their efforts. Please drop a note via e-mail or regular mail, including the details of why this person is worthy of everyone's admiration, to the Class Office: office@lightningclass.org. Then have your friends do the same. The deadline is February 15, 2012.



Chilean Team Pan Am Report

Tito Gonzalez

Llegamos a Vallarta una semana antes del inicio de las regatas.

A causa de un huracán , no se pudo navegar durante esa semana.

Todos los días el viento para la primera regata oscilaba entre 2 vientos (210 a 240) muy suave .Para la segunda regata ya el viento se iba a 250 con mayor fuerza.

Nuestro rendimiento fue menor en las primeras regatas, hasta el día libre, y de ahí en adelante fuimos mejorando para pasar de la tercera posición hasta lograr empatar el primer puesto antes de la medal race.

Para ganar el oro había que ganarle a USA y Brasil no nos podía ganar por más de 1 bote entremedio. El drama estaba sobre el agua.

Los hermanos Lutz dominaron la primera mitad de la regata pero de ahí en adelante controlamos al brasileño también quien estuvo a un paso de ganar la plata.

Fue una alegría enorme cuando cruzamos la llegada, USA fue inmediatamente a felicitarnos.

Las altas temperaturas fueron una pesadilla, pero el bote de soporte nos surtió de toda el agua que necesitábamos y las instalaciones y la organización más la comisión de regatas estuvieron impecables.

El viento estuvo mejor que las predicciones de internet a las semanas previas, y, los que tuvimos la suerte de hospedarnos en el Paradise Village, fue una elección perfecta.

La entrega de medallas fue en el malecón del viejo Vallarta al aire libre, con mucho público, música típica de México, (mariachis), y después fuimos a cenar con el presidente del comité olímpico chileno junto a todo el equipo de vela de Chile. Una noche inolvidable que terminó con fiestas y bailes.

Por último quiero decir que todos los competidores de la clase lightning estuvieron a la altura de las circunstancias mostrando gran nivel.

Espero verlos en Toronto 2015 si Dios quiere.

We traveled to Vallarta one week before the start of the race. Because of a hurricane, we could not travel earlier.

Every day the wind for the first race shifted between two winds (210 to 240). It was very light and smooth. For the second race, the wind increased to 250 with greater force.

Our performance was lower in the early races, until the lay day, and from there onwards we went to improve from the third position to a tie for first place before the medal race.

To win the gold we had to beat USA and Brazil. We could not win with more than one in-between boat. The drama was on the water. The Lutz Team dominated the first half of the race, but after that control went to the Brazilian Team who was one step away from silver. It was a huge joy when we crossed the line. Team USA was immediately there to congratulate us.

High temperatures were a nightmare, but the support boat was full of all the water that we needed. The facilities and the organization for the races were impeccable. The wind was better than predicted, via the Internet, in the weeks leading up to the race. Those who were fortunate to stay in the Paradise Village, were lucky—it was a perfect choice.

The delivery of medals was on the Boardwalk of old Vallarta, out in the open air, lots of people, traditional music of Mexico (mariachis). After the ceremony we went to dinner with the President of the Chilean Olympic Committee and the entire Chilean Sailing Team—one night that inevitably ended with festivities and dancing.

Finally, I would like to say that all Lightning competitors were very fast and showed the highest level of competition.

I hope to see them in Toronto 2015 if God wills it.

USA Team Pan Am Report

Jody Lutz—USA 15166



Jay Lutz, Jody Lutz, Derek Gauger

It was a remarkable experience to sail in the Pan American Games. It's like no other regatta you could imagine, unless, I suppose, you are lucky enough to be part of the Olympics. The opening ceremony and the rush of adrenaline you get by walking, as a team, out of the stadium tunnel to the roar of the crowd to the opportunity to stand on the podium and get a medal cannot be described in words. It's a regatta where you go as a team, not just the Lightning team, but Team USA. You pull and root for your teammates, and everybody works together for the common good of the TEAM!



The sailing is intense. It's a small fleet, but everybody is good, and nobody gives anybody a break. Save your safe covers and gentleman's agreements for another regatta. It does not happen at the PAG.

There is a lot of bureaucratic "stuff" that goes on pre regatta and during. It's not for the faint of heart or short of temper. When was the last time you were "pulled over" on the way in from a day of sailing to have your boat weighed again? I'm thinking, "Wait a minute, I had my boat weighed prior to the regatta. It was good then. Why won't it be good now??"

After being involved in this Pan Am Games, I now know how important it is for the Lightning to be involved. The exposure the Class gets from being involved in the PAG is tremendous. We may not be an Olympic Class (probably good), but we are a Pan Am Class. There are a lot of politics involved, but I am a believer now and support the Class in their objective to remain a Pan Am class. Word is, it won't be easy, but for future Lightning Class Pan Am Games teams, I hope we can do it.

There are many people smarter than me in this regard, but the Class needs to look towards some developing Pan American countries to increase interest as a Pan American class. I have been told some Caribbean countries are interested, but they have no idea how to get involved. This may be an area of dialogue.



AND NOW WHAT?

The Sailing has Ended and the Memories Begin—Team Mexico Pan Am Report

Aroldo de Rienzo



*Mexico Team: Aroldo de Rienzo,
Gerrit Gentry, Kenneth Alejandro Porter*

Well first let me tell you the experience WAS worth it—every minute!

The Pan American Games are hard to describe. You have to be there to experience them. They are definitely not “just another regatta.” They are unlike any other event I have ever attended, especially when you are representing your country in your own country.

The Lightning is not an Olympic Class boat, so the Pan American Games are the pinnacle. That the boat allows people my age to compete is fantastic. The Class should strive to keep the boat in these Games at whatever cost—and it will not be easy.

As far as the sailing goes, it is the toughest regatta I have ever been in. No ifs or buts, period.

It was a pleasure and an honor to have been able to sail with ladies and gentlemen who are also top notch sailors. Thank you Tito, Claudio, Jody, Peter, Alejandro, Juan and your crew members. It was fantastic!

Not being in the Olympic Village which was located in the city of Guadalajara, did detract a little from the experience. We spent a day at the Village. It would have been nice to have been there longer, but we had much

better accommodations at the Paradise Village in Vallarta. We were located in a sub site of a sub site—the Paradise Village Hotel in Puerto Vallarta, which was the sailing venue. We each had our own room. The food was excellent. We also were able to rent additional rooms so that the gear storage did not present a problem.

Sailing is mostly held at a sub location, and within that location, we were even split out of the Vallarta Olympic Village, where the beach volleyball, triathletes and the deep water swimmers were located. The US Team did stay there and had a party going every night.

In contrast, we had a sailing sub location where almost all the sailors were—140 in nine categories: RS-X men and women, Laser Radial, Laser, Hobie 16, Sunfish, Snipe, Lightning and J/24, involving four Olympic classes, four Central American and Caribbean plus Pan Am classes, and the Lightning, which is only a Pan Am class. Twenty-nine countries had sailors here. Being able to live with those sailors was great. You could definitely tell the difference between the Olympic classes and the ones who are only Pan American classes. The Olympic sailors had physiotherapists, shrinks, and a lot of support we don’t even consider.

To sum it up, the hotel was top notch, the sailing venue great, and the competition extremely tough.

As you know, the results were not what I expected, but what the heck. It was Tito’s fourth gold medal and fifth Pan Am medal. He has a bronze somewhere.

The Opening Ceremony was absolutely fantastic, and I was blessed to have my whole family there with me. Being part of it was worth 60% of the competition.

I derived a lot of benefits:

- a) Training for the Games, I sailed in venues I would have never gone to otherwise.

- b) I lost 13 kgs. (28 lbs.), and I plan to keep them off. I don't know if I can manage to still go to the gym two hours a day, but one hour definitely.
- c) My sailing skills improved somewhat. I learned a lot, and know I still have to learn a lot more. I had never had lessons until now.
- d) And the most important part, I met a lot of people and now have many new acquaintances and some very good friends.

Would I do it again? Starting from scratch, I think my financial advisor would either kill me or have my mental sanity checked.

It really cost a lot of money, especially doing it from Mexico. Sailing in our base in the lake in Valle de Bravo will not improve your sailing skills much. Sorry lake sailors, but it is the truth. If I lived in Puerto Vallarta or Cancun, I would definitely sail a lot better through the waves, and it would be a lot cheaper. As it is, I have to fly, send/move my boats, go to a hotel, etc. to race a Lightning. The tab adds up pretty fast.

The time and commitment required is also very high. Pablo 2, one of my initial crew members, did not want to commit to lose the required weight, and guess what. After he quit, he started doing triathlons and he lost more than we required! In the end, he did not have the time required from work. He has contacted me and asked to be invited to the weekend races but nothing longer. He does not have the ability to take time off from work and his family, as it is required to sail at that kind of level.

At this time, I plan to follow what most people do and take a break. I will begin to train my wife to handle the jib and spinnaker pole. With her on board, family pressures will be less.

I do not think I will attend week-long events anymore, or at least for the time being. They collide with the amount of time I have available for family vacations. We not only sail, but scuba, bicycle and ski. Weekend regattas are different, and if I do decide to go sailing, then there is the Copa Mexico, The Bacardi Sail Week in Miami, the Key West Race Week or

the Antigua Sail Week. Where do you go? Life is so short and there are so many choices.

What I think the Lightning Class should consider doing would be:

- a) Promote the boat in the Caribbean nations. Twenty-nine nations sailed the Pan Ams. Eight sail Lightnings, including Colombia which was not present. The Lightning Class is the weak link.
- b) Put the Lightning Class in the Central American and Caribbean Games like the other four non Olympic Pan Am classes.
- c) Reorganize. Call countries, countries, not districts. It is disrespectful.
- d) Have a U.S. Lightning Class under the International Class like the J/24 or Optimists. Have one Board representative per country, one for each sailmaker and one for each boat manufacturer.
- e) Rename the North American Championship the US Nationals. Do the NAs in the Caribbean to promote the Class. In the Optimist where I spent fifteen years, when I arrived the NAs were Canada, US and Mexico on a three-year rotating basis. By the time I left, we had added and had held NA Championships in Bermuda, Trinidad, Puerto Rico, Barbados and Martinique.
- f) On the Worlds, do them in the Caribbean, and let them be open championships until you have seventy boats registered. Then you can start with restrictions—thirty in Brazil and the defending Champion not attending is telling you something. Is anyone listening? The J/24 Class has sixty boats in their Worlds in Argentina, and they want to increase their number from seven to twelve in the Pan Ams. Guess who is in their sites.
- g) On the NAs:
 - i. Forget about the District requirement because people are bypassing it and not filling the quota.
 - ii. Make them open. Once you have 100 boats then restrict them.

- iii. Bundle all the Classes in a one-week event—Women, Juniors, Masters. Clubs lose money the first week, and not many want a two-week event.
- iv. All sail together. The top third in the Blue Fleet, middle third in the Green Fleet and the bottom third in the Yellow Fleet. If only 54 boats show up, you have 17 per division. If 90 show up you have 30 per division.
- v. Institute a Class 1 category, strictly for amateurs, with ten trophies.
- h) On the Southern Circuit:
 - i. Either do it as a two-weekend event in only two venues, i.e., Savannah and Charleston, which has the ex Miami Fleet. More people will attend. We had more people in Savannah than any other because Charleston went for the weekend.

- ii. Keep it in one venue all week. Join the Bacardi Cup, which is a week before and a heck of an event. Or join the Charleston Race Week. At least Charleston does have a Lightning Fleet. Miami and St. Pete do not.
- iii. Team up with the Snipes in Miami and the Bahamas.

This is just a humble opinion from a guy who is not tied to tradition. The Lightning Class starts sounding like a song from Fiddler on the Roof.

I wish to thank my crew members Gerrit and Ken, as well as my coach Skip Dieball for their support. I would not have been able to do it without them. And, of course, I thank my wife and children from which I took a lot of time which was rightly theirs.

Special Thanks to Skip Dieball of Dieball Sailing and coach of the Mexican Team for all of these wonderful photos and twitter feeds during the regatta!



Mexico Team: Aroldo de Rienzo, Kenneth Alejandro Porter, Skip Dieball, Gerrit Gentry



Aroldo with his family



Team Mexico downwind

Pos	Skipper	Crew	NOC	Sail #
1	González Alberto	Gonzalez Diego, Herman Cristian Marcos	Chile	CHI
2	Lutz Jody Ward	Gauger Derek Kazan, Lutz Jay Wesley	United States	USA
3	Biekarck Claudio	Da Silva Marcelo, Ficker Gunnar	Brazil	BRA
4	Hall Peter William	Megan Armitage, Jane Armitage, Leger Chantal	Canada	CAN
5	Santos Juan Miguel	Herrera Sebastian Alejandro, Santos Juan Andres	Ecuador	ECU
6	Cloos Juan Alejandro	De Mare Carlos, De Mare Villar, Julian Augusto	Argentina	ARG
7	De Rienzo Aroldo	Gentry Gerrit Neil Douglas, Porter Kenneth Alejandro	Mexico	MEX



American Games Final Results



Points per Race										Medal	Total	Net
R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Race	Points	Points
4	2	4	1	-6	1	2	1	3	2	6	32	26
1	3	1	-6	4	2	4	2	2	3	10	38	32
3	1	-7	2	2	3	5	3	6	1	8	41	34
2	6	6	4	3	-7	3	4	4	4	2	45	38
5	4	3	-7	5	6	1	5	1	5	4	46	39
6	5	2	3	1	4	6	-7	5	6		45	38
-7	7	5	5	7	5	7	6	7	7		63	56



2011 Pan American Games



Measurement



Food hall



Teams Brazil and Chile downwind



Argentinian sailors



Team Canada



Equadorian team crossing the finish line



2012 Youth World Championship Fundraising Campaign

Danielle Prior

The 2012 Youth World Championship will soon be here. There are many juniors in the Lightning Class that have great potential. We have begun fundraising efforts to help the junior teams with travel expenses for the Youth World's at Tuusulanjärven Purjehtijat, Järvenpää, Finland, July 23-27, 2012.

The 1st Annual North Americans 5K was held this past summer at North Cape Yacht Club. We had a nice group of runners. Ben Mercer of North Cape Yacht Club won the men's, and Maureen Chappell, also from North Cape, won the women's. I would like to thank all the runners that came out to run! Many choose not to run and made contributions during registration. I would also like to thank Steve Davis for donating his boat charter fee from the NAs to this effort. Thank you, Steve & Jan! Special thanks also go to Laurie Dieball and Laura Jeffers for contributing ideas and helping to make it a successful event. We raised nearly \$900. Thank you!

In addition to the run, a raffle was held at the Duck Challenge Regatta in Havre De Grace, Maryland, for a bottle of rum. We were able to raise \$65 to add to the fund. Thank you to all that bought raffle tickets at the Duck Challenge!

Our goal is to put together a couple more raffles and other events to continue this effort to support the Junior Teams traveling to Finland this summer.

Thank you for supporting these initiatives! If you would like to make a donation to this effort, please contact the Class Office or go to the ILCA website:

[ILCA Donation Form](#)





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Growing Lightning Fleets

At the Central New York District meeting this winter they did some brainstorming on how to sustain and grow their fleets. The top three ideas they came up with for promoting the Lightning are:

- 1) We are all ambassadors of the Lightning, and it is up to us to keep it going—meaning a personal invite is the best sales tool.
- 2) The CNY Lightnings will offer to host an 'after sail' meet-n-greet at an event called Centrals that attracts a lot of junior sailors.
- 3) Encourage non-travelers of Fleets to support District Regattas.

Great job CNY District! Thank you for sharing your ideas! If any other Districts or Fleets have suggestions to share with the Class please send them to the Class office.

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sail # on cover			45

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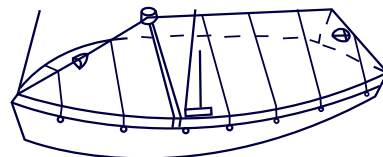
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The 2011 Southwestern Circuit

The 2011 Southwestern Circuit started in April in Jackson, Mississippi. With thirty-one different crews participating in seven different regattas over seven months, it was a real commitment to the Class on everyone's part. In a down economy that saw many regattas suffer from decreased attendance, four of our regattas were bigger. The Southwestern Circuit had regattas in Jackson, Mississippi, Houston, Texas, New Orleans, Louisiana, Memphis, Tennessee, Fairhope, Alabama, Dallas, Texas, and Pensacola, Florida.

Clarke Newman from Dallas prevailed in the first regatta that saw so high winds on Saturday. Robert Bernhardt from Pensacola was second, and Cal Herman from New Orleans was third.

The second regatta was held at Houston Yacht Club, site of the 2012 North American Championships. Jeff Coppens from California won, with Arolo de Rienzo a close second. Since Arolo was the top-finishing Texas boat, he was the District Champion. The third regatta was the Memorial Day Juby Wynn Regatta in New Orleans. This regatta was also the Southern Districts Championship. Dan Moriarty and the rest of Moriarty clan from St. Louis dominated the regatta. Circuit Defending Champion, Larry Frost, from New Orleans was second, with Clarke Newman third. In the District results, Frost was the District Champion, followed by Tommy Meric from New Orleans and Robert Bernhardt.

The Mississippi Valley Districts were held in June at Delta Sailing Association on Lake Arkabutla, Mississippi. Ian Moriarty bested his dad to become the District Champion, with Larry Frost coming in third. Bill Killebrew was third in the Districts race.

The Circuit took the rest of the summer off so that everyone could gear up for the NAs. The fifth regatta of the series was the Wade-witz Regatta in September at Fairhope Yacht Club in Alabama. The finish order was Larry Frost, Cal Herman, and Bob Bernhardt.

The sixth regatta was held in very breezy conditions on Saturday and very light conditions on Sunday at Rush Creek Yacht Club's Fall DinghyFest Regatta in Heath, Texas. Dan Moriarty finished first, followed by Clarke Newman and Tommy Meric.

Going into the last regatta of the year, the Jubilee Regatta in Pensacola, Florida, Clarke Newman was a point ahead of Tommy Meric with the tie breaker in hand, having won a Circuit stop. Tommy sailed well, and the final regatta was won by Dan Moriarty, followed by Larry Frost, and Tommy Meric.

The Circuit finished with Newman and Meric having the same number of points. The Circuit rewards participation and consistency. Thanks to all who sailed the Circuit this year, and we will see you in Houston next April for the first stop of the 2012 Southwestern Circuit.



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2011 Southwestern Lightning Class Circuit

Competitor Information		Circuit Stops							Bonus Points	Total Points	Current Position	Final Position
Sail #	Skipper	JYC	HYC	SYC	DSA	FYC	RCYC	PYC				
15360	Clarke Newman	8	13	10	0	4	8	8	5	56	1	1
15329	Tommy Meric	0	11	8	9	7	7	9	5	56	2	2
15364	Dan Moriarty	0	0	12	14	0	9	11	4	50	3	3
15211	Larry Frost	0	0	11	13	11	0	10	3	48	4	4
15410	Ian Edwards	0	12	6	8	6	5	0	4	41	5	5
15201	Robert Bernhardt	7	7	4	5	9	0	5	4	41	6	6
14136	Team Herman	6	10	0	0	10	0	7	4	37	7	7
15450	Aroldo de Rienzo	0	14	9	11	0	0	0	3	37	8	8
15368	Bill Killebrew	0	0	0	12	8	0	6	3	29	9	9
14666	Crit Currie	4	2	1	3	2	1	3	10	25	10	10
14488	Bill Baxter	5	0	0	7	5	0	2	3	22	11	11
14924	Jeff Coppens	0	15	0	0	0	2	0	2	19	12	12
14817	John Womble	4	9	0	0	0	3	0	2	18	13	13
14834	Ian Moriarty	0	0	0	15	0	0	0	1	16	14	14
15312	Steve Harris	0	0	7	0	0	6	0	2	15	15	15
13931	Scotty Barrett	4	0	3	0	0	0	4	3	14	16	16
15202	Greg Florian	0	0	0	10	0	0	0	1	11	17	17
15386	Mark Boaz	0	3	5	0	0	0	0	2	10	18	18
14975	Aroldo de Rienzo, Jr.	0	8	0	0	0	0	0	1	9	19	19
15078	Duane Hatch	0	0	0	6	0	0	0	1	7	20	20
15312	Max Hardage	0	6	0	0	0	0	0	0	6	21	21
14571	Mike Arndt	0	0	0	0	0	4	0	1	5	22	22
15326	Gary Schwantz	0	5	0	0	0	0	0	0	5	23	23
13703	Peter Doncaster	0	4	0	0	0	0	0	1	5	24	24
14736	John Waskom	4	0	0	0	0	0	0	0	4	25	25
14964	Mark Haas	0	1	2	0	0	0	0	1	4	26	26
14065	Carl Panetta	0	0	0	4	0	0	0	0	4	27	27
9696	Buddy Clarke	0	0	0	0	3	0	0	1	4	28	28
14736	Mark Gorman	0	0	0	2	0	0	0	0	2	29	29
15206	William Hofmeister	0	0	0	1	0	0	0	1	2	30	30
14507	John Buziak	0	0	0	0	1	0	1	1	3	31	31
Number of Entries		8	15	12	15	11	9	11				31



1st Place: Clarke Newman, Deanna Newman, and Ralph Bilnoski



2nd Place: Tommy Meric from New Orleans



3rd Place: Dan Moriarty from St. Louis

SKIPPER	Boat #	Savannah YC Savannah, GA March 12-13	Carolina SC Lake Jordan, NC April 30-May 1	Western Carolina SC Anderson, SC May 14-15	Carolina YC (NC) Wrightsville, NC June 4-5	Beaufort Y&SC Beaufort, SC June 25-26	Waccamaw SC Aug 27-28 Canceled
Will Tyner	4702	3 2 7		8 8 1 3 14	6 2 20 4 8	1 1 3 2	
Lenny Krawcheck	15085	1 1 5		7 6 4 1 1	12 10 4 9 6		
John Sawyer	15285	10 7 3	5 6 1 1	5 9 13 4 4	4 1 2 1 10		
Mark Marenakos	14930	2 4 4		6 5 5 6 2	9 4 9 10 5		
Marcus Moehلمان	14127			12 14 6 16 3		4 3 1 1	
Will Sloger/Scott Lane	15116	6 6 1		4 7 2 2 7		5 6 4 5	
Pearce Barden	15241		2 7 4 9	9 2 7 9 6	2 3 5 5 3		
Karen Dial	14702	5 8 2		1 10 9 15 8	11 14 13 16 15	2 4 6 6	
John Pelosi	14932		8 2 2 4	3 4 10 5 5	13 5 20 7 20		
Dennis Baker	14412		6 1 7 6	14 12 11 13 17			
Pam Burke	15180			17 16 8 17 15		7 8 8 3	
Chris Hamilton	14684	10 10 9		16 15 12 11 10	16 16 12 14 11		
Jim Harris	14701				3 6 3 6 4	3 2 7 4	
Bob Harkrider	15310			10 1 3 7 11			
Patrick Hogan	14701						
Jay/Phil Taylor	9398				7 8 1 3 7		
Drew Lisicki	14532					6 7 2 8	
Joe Menis	13897					8 5 5 7	
Bob Cowan	14682		7 5 3 5		10 15 7 11 1		
Ryan Hamm	468						
Ryan Hamm	468						
Richard Waldkirch	14695		3 8 6 2		1 9 8 8 9		
Rick Essman	14318				15 11 11 2 2		
Reggie Fairchild	14752	4 3 6			14 12 10 12 12		
Lauren Beauchamp	13738		4 4 8 3	11 13 16 10 13			
Joe Pitcavage	5310	10 10 8					
David O'Reilly	14532						
George Scarborough	14730						
Karen Sproul	13190						
Nick Valente	14532			13 3 14 12 12			
John Cameron	14266						
King/Stone	14356				5 13 6 15 20		
Pete Russell	17603						
Batton Kennon	14045						
MaryaBarker/BillSloger	11771		1 3 5 7	15 11 19 8 16	19 19 15 18 14		
Steve Johnston	15236				17 7 17 13 13		
Craig Milling	15141			2 17 15 14 9	8 17 16 17 20		
Rick Barton	14062				18 18 14 20 20		
Greg Fisher	15181			19 19 19 19 19			

Qualifiers are listed above the double line

DNS, DNF, DSQ, WITHDREW or OCS shall be 1+ the number of boats registered in that regatta.

Entered but did not compete

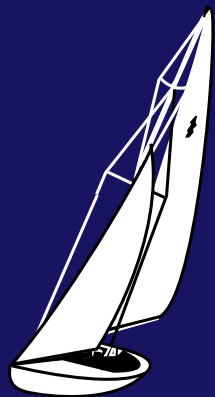
To qualify a boat must sail in 50% or more of the regattas, 8 regattas=4 to qualify

One throwout for each regatta more than 4

T TRAVELING CIRCUIT CHAMPIONSHIP RESULTS

Championship

Augusta SC ClarksHill Lake, GA September 10-11					Lake Lanier SC Oct 1-2 Canceled	Carolina YC Charleston, SC October 22-23					Columbia SC Columbia, SC November 5-6				Final Total	Total Rac- es	Average Score No T/Os	Regattas Attended	Throw-Outs 1 ea Regatta greater than 4	Adj Ttl	Adj. Rac- es	Adj Avg Score
											1	2	1	5	102	21	4.86	5	20	82	20	4.100
5	4	5	4	5		3	3	1	16	7					120	23	5.22	5	16	104	22	4.727
						2	6	6	9	4					113	22	5.14	5	13	100	21	4.762
4	11	8	1	1		14	4	2	1	5					122	23	5.30	5	14	108	22	4.909
2	2	1	5	3		7	7	3	10	14					114	19	6.00	5	16	98	18	5.444
6	1	7	8	4		16	19	18	8	13					155	22	7.05	5	19	136	21	6.476
						1	5	8	18	19					124	19	6.53	4		124	19	6.526
3	3	2	3	6		12	17	11	12	8	2	6	2	2	234	31	7.55	7	17 16 15	186	28	6.643
7	5	12	7	8											147	19	7.74	4		147	19	7.737
10	10	11	11	7							4	3	7	6	156	18	8.67	4		156	18	8.667
11	12	4	12	10		10	15	16	17	6	6	4	4	3	229	23	9.96	5	17	212	22	9.636
8	9	6	10	2		9	11	5	14	12					248	23	10.78	5	16	232	22	10.545
															38	9	4.22	2		38	9	4.222
1	6	3	2	9							3	1	3	1	61	14	4.36	3		61	14	4.357
						6	9	4	2	2					23	5	4.60	1		23	5	4.600
															26	5	5.20	1		26	5	5.200
															23	4	5.75	2		23	4	5.750
															25	4	6.25	1		25	4	6.250
															64	9	7.11	2		64	9	7.111
						4	12	12	7	1					36	5	7.20	1		36	5	7.200
						4	12	12	7	1					36	5	7.20	1		36	5	7.200
						15	8	10	5	11					103	14	7.36	3		103	14	7.357
															41	5	8.20	1		41	5	8.200
						5	14	7	6	3					108	13	8.31	3		108	13	8.308
															82	9	9.11	2		82	9	9.111
															28	3	9.33	1		28	3	9.333
						13	2	20	3	9					47	5	9.40	1		47	5	9.400
9	7	9	6	11		8	1	17	15	18					101	10	10.10	2		101	10	10.100
12	8	10	9	13											52	5	10.40	1		52	5	10.400
															54	5	10.80	1		54	5	10.800
						19	18	14	11	15	5	5	7	4	98	9	10.89	2		98	9	10.889
															59	5	11.80	1		59	5	11.800
						11	13	15	4	17					60	5	12.00	1		60	5	12.000
						18	10	9	13	10					60	5	12.00	1		60	5	12.000
															170	14	12.14	3		170	14	12.143
															67	5	13.40	1		67	5	13.400
						17	16	13	20	16					217	15	14.47	2		217	15	14.467
															90	5	18.00	1		90	5	18.000
															95	5	19.00	1		95	5	19.000



Classic Lightning

Bob Astrove — astrove@hotmail.com

http://groups.yahoo.com/group/wooden_lightning

#8739

Bob Astrove



I'd like a nickel for every time I get that email or phone call asking, "Can you help me find the boat my family used to sail fifty years ago?" I have no clue how many emails other Class officers receive, but I get some version of this one multiple times a week. Please don't misunderstand. I love these emails and calls. But I do get a lot of them. Every now and then, we find success, and it is a completely satisfying experience. But sadly, more often than not, the boats do not allow themselves to be found. Sometimes folks keep looking, sometimes they get another boat, and, unfortunately, sometimes they just give up.

So there I was last June, running through the Maryland Craig's List entries for Light-

nings. I'm still not sure what snagged my attention, but I emailed off for some photos of one of the listed boats and received photos and a copy of the boat's Measurement Certificate in return. That document was all I needed. There was the certificate on the boat, and it was, in fact, the boat I had learned to sail as a thirteen-year-old kid back in 1969. The boat had not been destroyed. What a great project to work on this winter!

Some tough negotiating transpired, during which I agreed to the owner's full asking price of \$900. No way was I going to let this get away for a few hundred dollars one way or the other. The value was there. The 1960's wood mast was sound and dry, and the



trailer much better than expected. In fact, that mast had been stripped was reasonably straight, and had been re-glued and stored inside the barn on what is a working farm for over the past decade. My goal was set. This boat, although in well-worn shape, must be restored to something like its original condition for regular weekend use. I'm sure I'll give it away to a youth group or camp when I'm done and have sailed it a few times. So, for now, onto my fun—spending money and bringing the boat back to life. Then we'll deal with which lucky kids may benefit.

A week later I bought 8739 as my 55th birthday present to myself. The \$400 or so too much that I paid is really inconsequential when you look at these as \$3,000 to \$4,000 restoration projects. Even at that, this one is a very different boat that most of the restorations I talk with others about or that I have gotten involved with before. This boat has historical context and gives me the ability to peek into the evolution of the early 1960's fiberglass technology that resulted from the rapid transition from wood to glass. And in the end, I'll have a nice sailing boat!

#8739 was built by Siddons & Sindler in 1963. It is one of the earliest examples of a high production fiberglass Lightning built by mold. It's really not too different than what one might see today, except that there is no core material, just fiberglass laid into the mold and strengthened with a series of fiberglass frames—not full frames either.



It's completely different than my #7603 Nickels & Holman woody and equally different than the 1972 Lippincott I restored six or seven years ago for comparative purposes. Lots of boat building evolution occurred in the Lightning Class in the 1960s, much of which has been forgotten, until you start picking around in these old boats. This boat, # 8739, has zero floatation today. I can see traces where some foam blocks were tied in, but self rescuing was not a realistic objective in this boat at the time. I'm not sure what I'm going to do yet about that, but I have plenty of time to try a few different approaches.

From here, I plan a two or three-part series for Flashes chronicling the challenges and experiences over the next year, concluding when #8739, Pandora I makes her first return trip to the race course. She was never a fast boat in her first life, never even winning a single race in ten years of active racing. Maybe the second life will bring better fortune?

The other idea for this project germinated out of about two hundred emails last fall where several of my classic Lightning friends and others engaged in discussions about what we should be doing to keep people interested in the old boats—perhaps generate interest in restoring more, and perhaps hosting some different kinds of “Classic Lightning Events” over the next few years. There are so many old, cheap, and restorable glass boats out there. I only picked this one because I learned



to sail on it. No doubt I could have picked a better one to start with, but not one with the challenges this one has in store for me.

Let's turn to the work completed on her so far.

I acquired the boat, removed what fittings had not already been removed and scrubbed the interior and exterior. This was very light work, but it does take some time, as many of the old bolts are broken or badly twisted, etc.

I sanded and painted the interior. I sanded and varnished the mast, seats, floorboards, and splash rails. All except the splash rails have been reinstalled. I replaced most of the running and a lot of the standing rigging on the mast. The mast is wintering from the rafters on my front porch.

I next started sanding the sides and bottom. The sides were hard but did sand down nicely with the Random Orbital Sander. But the bottom had multiple layers of anti-fouling paint covering. I could not sand this off, even with forty grit paper. I have a thing about not using nasty chemicals, but I just was not making any progress. So I went for option "C" and paid a company to come to my house with their equipment and "soda blast" the bottom of the hull. It was a very loud and sloppy process, but these guys were professionals. They fully encapsulated the boat in plastic and then used a breathing apparatus to get under it with the pressure hose. In just two hours, for only \$300, they got all that old paint off.



However, the bottom came out very badly gauged 1/8" all over. The only solution, moving forward, is to completely refair the bottom. Maybe it was going to need that anyway. But with 1/8" scratches throughout, there was no longer any question. In December, I began using West System Epoxy with micro balloons and faring filler to apply a putty type filler that will sand fair—very messy work. But it really was not nearly as hard as I thought it would be. The putty sanded off very easily and left a nice smooth and fair finish. As of today, I am through the first pass with the epoxy. My next plan is to flip the boat in the garage and get the finish coat prepped. Once the bottom is fair and solid, we'll be painting the boat.

Also noteworthy, and someone else may benefit from this, I had to develop a way to lift the boat three feet off the ground for the Soda Blasters. And with my family, there was no chance I could count on anyone being home to help. So for a few bucks, I bought sixteen cinder blocks and two eight-foot-long 4X4s. I started by lifting the end of the boards and sliding in another brick to lift the next eight inches. I then kept walking around the boat in a circle and completed the job in about fifteen minutes. It is funny, now that I have the blocks, I have lifted the boat three more times to help with the sanding and epoxy fairing work.

Another free hint I'll share—on the fairing of the hull, I tried two different products. I

used classic West System Epoxy with mostly micro balloons and some fairing filler. It took several tries to get the thickness in the mix I liked it. But once I had honed in on the right formula, it went fast and easy. Most importantly, the micro-balloons dried hard, making sanding with my orbital sander quick and easy work.

I also experimented with “System 3’s” Quick Fair product on one stern quarter of the bottom. Their putty is premixed and, obviously, went on very smooth. But it didn’t dry with as hard a finish and therefore, gummed up more sandpaper and slowed down the fairing process. My free advice is to stick with the West System products and mixing your own powders and pastes. In the end, it created more mess but saved time and gave me something closer to the finish I was looking for.

As of today, the first pass on sanding the faired bottom is complete. I need another layer of putty, more sanding, and some trailer

bunk divots yet to fill. I also have a lot of work to do fairing in the keelson, which was also badly cracked with years of dried-out get coat. First, however, I need to build a rolling cart so I can flip the Lightning upside down and then be able to roll it around, in and out of my garage. That should save a lot of time fairing the bottom and applying the many thin coats required to get a top notch job in the end. Once the bottom is faired, I can get it painted. I like to paint with roller and brush. But depending on how the project is going, I might have it sprayed at a car shop.

Anyway if you have any ideas for me, please send them along. Check back in a few months for an update.

And better yet, given in to the pull, go get an old boat that fits your current skill levels and have some fun with it. These old boats are cheap and they are terrific and challenging entertainment!



[Click on above images to view the Classic photo gallery](#)



Lightning Family News

Welcome New Member Bob Martin



I am the proud new owner of Lightning 15302, soon to be renamed Boxy Lady, sailing in the Mission Bay Fleet in California. I grew up in Southern California racing sabots, Lasers, Collegiate FJs and wanted to race dinghies again. However, I can't stand the pain I used to! The Lightning seemed like the perfect boat—a comfortable dinghy big enough to race with my daughter, now ten years old, and friends.

I plan to race primarily in club races at Mission Bay Yacht Club, but I do enjoy reading about the large fleets across the country. So who knows what I may get myself into? After I figure out the boat a bit, I just may hitch up the trailer to see how I can do against some of the larger fleets further east. Until then, I look forward to teaching my daughter to sail and starting a family tradition of Lightning sailing.

Welcome New Member Julian Fraize

My name is Julian Fraize. I am now sixteen years old and have just bought a Lightning with my partner Emily Scherer. She is a family friend who supports my sailing, and we are looking forward to race the boat together.

I started sailing with my father at the Buffalo Canoe Club before I knew how to walk. However, when I turned eight, my father was involved in an accident, and I have been away from sailing for a few years. I started crewing on a J24 in Buffalo in 2007. Since then I have sailed on a few other J24s, J22s, 420s, Lasers, tech dinghies, Beneteau first 30s, and other various sailboats.

Although I have enjoyed racing all these boats, I was looking for a more competitive one-design class to raise my skills. When I first got the idea of sailing in the Lightning fleet at the BCC, I didn't think it was going to be a reality. Emily heard about my wanting to get into a Lightning, and over the late summer we found ourselves very excited about getting a boat. She is returning to sailing because she had gotten away from it in her adult years to concentrate on work. We did finally find a boat just in time to get it fixed up and put in storage for the winter. The name of the boat is Ultimatum. It is a 1973 Eichenlaub, #12234.

I have raced a J24 in Buffalo for three seasons, moving up from rail meat to tactician/jib and spinnaker trimmer. We won first in the fleet the past two years. This past summer I have also been crewing on a J24 in Canada at the BCC. The last 420 regatta I went to included about ten boats from all over the Toronto area. It was held at the Buffalo Yacht Club in Point Abino. My crew and I went home with second place. I have helped teach many people to pack, launch, and fly spinnaker over last summer as part of a program for beginning sailors in the Buffalo area.

I am really hoping to get as much from the Lightning Class as possible. Sailing is a pastime I will enjoy for the rest of my life. I hope to be able to sail through college and make a career out of it, whether it be on extreme 40s or making sails for North Sails.

What Were You Doing Thanksgiving Weekend?



Here are two nut cases tacking up the Cayuga inlet in a due south wind, which attracted some photographers. Global warming does have its advantages—shirtsleeves, shorts, and probably 45 degree water. Byrne O'Brien and I almost made it to the Boathouse Grill for beer before we hit bottom—something about the annual low tide and sandbars, so we turned around thirsty and had a five-mile spin run home.

Steve Little, Ithaca Fleet 484

Boat Grant Recipient Andy Camarda

He is now the Lake Michigan Sail Racing Federation's Offshore Council Chairman:

http://www.lmsrf.org/area3_cl.asp

LMSRF is a scheduling and coordinating body for the yacht clubs on all of Lake Michigan, a function comparable to a Lightning District, but on a much bigger scale. Among the races scheduled are the Chicago-Mac, the Tri-State,

the Queen's Cup and the Hook. It seems he is willing to work to repay the generosity of the LMSRF and the Lightning Boat Grant programs he received in 2010!

Bruce Thompson



***Lightning Ski Weekend
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The Michigan Lightning District tracks and reports who went to regattas, who did well at regattas, who did both, and it scores results based on the Terry Hart High Point System (1 point for every boat you beat + 1 point for showing up). The runner-up last year was Rob Linden, the boat grant kid. After a little reflection, I decided to make myself a boat grant "kid." Here's what I learned, and, hopefully, you'll find a reason in here to go to one more regatta next year, too.

Buy better gear. The Class has some great boat builders and sail makers; there's more than one path to an upgrade; thank you, Ryan, thank you Ernie.

Once I got started, I just kept going to regattas. When the boat wasn't ready or van wasn't packed, I found it just as much fun and a little easier to go as crew. I sailed four regattas with the spinnaker sheets in my hands, hiking, trimming, and advising on tactics, pinching-footing, easing the bridle—stuff like that. I got back in the habit of working up a crew list, and I wasn't too bashful about working someone else's list from time to time.

I like the idea of taking a chance on someone new. I sailed two regattas with a local pick-up crew who were enjoying a Lightning regatta for the first time—there's usually a moment in there somewhere that makes everyone laugh out loud.

I sailed with a good handful of summer interns on Wednesdays when Dave and Nina had other plans. Thank you, John Johnson. I loaned out my boat a few times, and that turned out good too.

We had three Lightning labs this season. Thank you, Ernie and Skip. I didn't think I was much of a drills guy, but when you smooth out your tacks, gybes and mark roundings. it makes quite the difference. This was the year for me to become more disci-

plined in my pre-start and to position on the runway so we can push the throttle in a little harder and tack to port sooner.

I'm really proud of BCYC as hosts, organizers and competitors at this year's District Championships. In my humble opinion, we were above the average in every category. We have an expanding core group that knows how to put down a solid race course, and I'd like to think I've done my part in supporting good race management at BCYC.

Thank you, Fred and Julaine Eddy and Commodore Greg Horvath and Tim Botimer and Matt Princing on the RC boats, and Tim Wenzel for photography. Thank you, Brad Wagnon and Jeff Schmahl and Pete and Ken McGinity for promoting Indiana District participation in our regatta. Thank you PYC sailors for traveling and participating. Thank you, Commander Terry Hart and Fleet Captain Princing for pulling it all together with burgers and brats, dinner and a band, drinks on the deck and tents in the back lot. Congratulations to new Michigan District Champions Mark Allen, Mark Whatley, Beth Groesbeck.

I asked someone else to run the protest committee. Thank you, US Sailing Judge Clark Chapin.

We tried out the Buffalo Canoe Club Junior format with owners crewing, and found that to be a wonderful idea for women's sailing too. The women from Bay City don't back down from a solid 18–22 kt breeze if you hike hard for them.

I went to spring and fall Indiana regattas, the Great Lakes Championship, and took a chance on the long drive to Nashville. I crewed for the Masters' and sailed the NAs. Thank you, Laurie Dieball and George Sipel; thank you, North Cape volunteers. Thank you, Dave and Barb Schafer.

So how'd it all work out? Pretty darn great! Twelve regattas, ten different teams, lots of

Hi Point Champion

McCree

racing, some really good competition, breakfasts and dinners, wine and beer, a few jokes I can't remember, a few stories that probably shouldn't be retold, some great pictures, a couple of wicked fast reaches, some drifting around, got launched once or twice, had a few good comebacks and some moments of mediocrity, sixty starts, two recalls, an OCS, and two rounds of golf!

I reconnected with old friends and made new friends. I pushed a little too hard once or twice when I thought the points really counted. I said something mean once and apologized after. But, more often than not, I remembered to keep a sense of humor and acknowledge when everything went well because the friendships always count for more.

John Waechter and Bob Solomon at Indianapolis;

Gus and Rachel Dey at Lansing;

Ryan and Jen Flack at PYC tune-up;

Dave Corcoran and Gus at Boyne City;

Rachel and Dave at Bay City Districts;

Carrie Houtman and Nina Polis at Michigan Women's Districts;

Dave and Nina at North Cape Great Lakes Championship;

Drew and Becca and Chika and Gary and Brian on a handful of Wednesdays;

John Waechter and Bruce Richards at the Masters' Championship;

Dave and Nina and then Carrie at the NAs;

Dave and Gerard at Pontiac;

Gus and Rachel at Devils Lake;

Kevin and Matt Morin, and Ryan and Dave at Wawasee;

Ernie Dieball and Carrie at Nashville.

Thank you all for good company and great sailing. Thank you Dave, for your friendship for twenty-five seasons.



Womens HWNN and Scars crews

2011 Michigan Lightning District High Point Standings

Pos	Sail #	Skipper	From	L.L	Boyne	Districts	N.C.	PYC WC	Devils Lake	Blow- out	Total
1	14323	John McCree	BCYC	14	5	31	28	20	15		113
2	14249	George Sipel	North Cape	12		33	24		17		86
3	15313	Team Morin	CSYC	7	4	26	20	9	12	3	81
4	15208	Jim Allen	PYC			34	30				64
5	14933	Dave Lyons	BCYC		6	27		23	7		63
6	15391	Mike Welch	PYC	10		0	14	22		4	50
7	15233	Tom Post	PYC			25		24			49
8	14567	Mark Allen	PYC	13		35					48
9	14830	David Laidlaw				17	16		13		46
10	15318	Trey Rose	PYC	4	1	6	5	19	8	2	45
11	15259	Brad Wagon				28	17				45
12	15202	Bill Buckles	Edgewater YC				26	18			44
13	14690	Greg Harris	PYC			20	15	7			42
14	14260	Jody Kjoller	CSYC			5	12	12	10		39
15	14628	Andy Monique	PYC			16		21			37
16	15300	Chris Prining	Tawas Bay YC	2	2	23			9		36
17	14774	Tom Vickers	CSYC			14	11		11		36
18	15470	David Starck	Buffalo CC				36				36
19	15064	Richard Walsh	Temple Reef SC				35				35
20	15390	Todd Wake	Sheboygan YC				34				34
21	14710	Neil Willetts	PYC	3		15		15			33
22	15200	Tom Klaban	PYC	8				27			33
23	15412	Tim Scanlon	Chatauqua YC				33				33
24	14515	John Morley	PYC			19		13			32
25	15146	Gary Sowden	BCYC			32					32
26	15260	William Faude	Chicago Cor YC				32				32
27	15445	Matt Fisher	Buckeye Lake YC				31				31
28	14562	Ryan Flack	BCYC			30					30
29	14087	John Waechter	BCYC			22	7				29
30	14842	Charlie Hess	PYC			29					29
31	15015	John Werley	Pymatuning YC				29				29
32	15172	James Taylor	Cowen Lake				27				27
33		Joel Humphrey	PYC					26			26
34	15000	Tim Werley	Pymatuning YC				25				25
36		John Garrison	PYC					25			25
37	15213	Jeff Schmahl				24					24
38	15406	Caroline Patten	Buckeye Lake YC				23				23
39	14701	Jim Harris	Carolina YC				22				22
40	14503	George Peet			3	18					21
41	14603	Terry Hart	BCYC			11		10			21
42	5	Dieball	North Cape YC						16	5	21
43	15233	Jim Schofield				21					21

2011 Michigan Lightning District High Point Standings

Pos	Sail #	Skipper	From	L.L	Boyne	Districts	N.C.	PYC WC	Devils Lake	Blow- out	Total
44	15450	Aroldo DeRienzo	Rush Creek YC				21				21
45	14746	Ed Bayer	DYC	9		9	1				19
46	14545	John Heagy	BCYC			12	6			1	19
47	4249	Steve Harris	Houston YC				19				19
48	14106	Craig Pomeroy	North Cape YC				18				18
49		Mike Hecker	PYC					17			17
50		Norm Burns	PYC					16			16
51		John Steromberg	PYC					14			14
52	15208	SjordJan Vanderhorst	SC						14		14
53	13910	Bill Allen				13					13
54	14779	Jim Davis	North Cape YC				13				13
55	14760	George Siegle	LSC	11							11
56		Bob Mathers	PYC					11			11
57	14937	Jennifer Princing	PYC			10					10
58	14546	Victor Maras	Pymatuning YC				10				10
59	15410	Ian Edwards	Australia YC				9				9
60	14511	Matt Warner	PYC			3		5			8
61	14449	Pete McGinity				8					8
62	14690	Nick Harris	PYC				8				8
63		Tom Crosby	PYC					8			8
64	13279	Ken McGinity				7					7
65	14468	Mike Moody	LSC	6							6
66		Phil Mattora	PYC					6			6
67	10638	Doug Tagsold	Devils Lake						6		6
68	1503	Jonathon Ahlbrand	LSC	5							5
69	13488	Brian	Crescent						5		5
70	13851	Stuart Webster				4					4
71	14015	Doug Steffenson	Chicago Cor YC				4				4
72		Dale Kreck	PYC					4			4
73	14818	Craig Gabel	Devils Lake						4		4
74	14067	Bob Shutt	Mansfield SC				3				3
75		Joe LaPalme	PYC					3			3
76	14649	Bill Rogge	Devils Lake						3		3
77	15225	Chris Jacobson	BCYC			2					2
78	14022	John Johnson	Bay City YC				2				2
79		Phil Tomlinson	PYC					2			2
80	4830	Tom Love	Devils Lake						2		2
81	11599	Rick Deshaw	PYC			1					1
82		Paul Nagel	PYC					1			1
83	13959	Jeff Clemes	Devils Lake						1		1

Why on Earth Would I Want to Take the Family to Houston in August?

Clarke Newman

This year, the Lightning North American Championships will be held at Houston Yacht Club. HYC is in Shoreacres, Texas, on Galveston Bay about twenty miles southeast of Houston. The NAs will begin with the Women's, Juniors', and Masters' Championships on July 31, 2012. So, that means the NAs will be held in South Texas—in August? Really? You can't be serious. Why would we do that?

Well, as the Texas District Commodore who was raised in Dallas and spent a decade in school in Houston, let me try to explain why coming to Texas for the NAs will be a good thing.

Let's start with housing. Within six miles of the club are twenty hotels which are in the low to moderate price range. Many of these hotels have been built in the last three years. Within ten miles of the club are sixty hotels that cover every price range and amenity. Booking through an online service, like Hotels.com, is a great

way to take advantage of some great deals during August that will likely make housing at the 2012 NAs the easiest, the most convenient, and least expensive exercise in the last ten years.

Next, let's talk about driving to Houston. Yes, for many of you it will be a drive. However, the Interstate Highway System makes it such that everyone coming, regardless of direction, will do almost all of their driving on flat, wide interstate highways. I-10 and I-45 will bring most of you to the area. With hotels, restaurants, and gas stations all along the way, the long drive will not be that difficult.

Since we here in Texas make these drives all of the time, let me make a few suggestions. First, double up. Bringing two boats down with two crews is a great way to decrease the cost and the work load for any given driver. Second, we often leave at night to arrive at a decent time during the day. For some reason, it

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5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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is just an easier drive when the highways are less crowded and the temperatures are lower.

Also, getting people to the Houston area by air is easy. There are two airports, George Bush Intercontinental and Hobby, which make flying to Houston relatively easy and inexpensive.

HYC has a beautiful facility with a nice swimming pool and a full dining room for fine dining at the club. There are two locker rooms, one down near the docks. The parking lot can easily accommodate 140 Lightnings and all of the associated vehicles. So, there will be plenty of parking right where we keep the boats. Yes, your car and your boat will all be right there together.

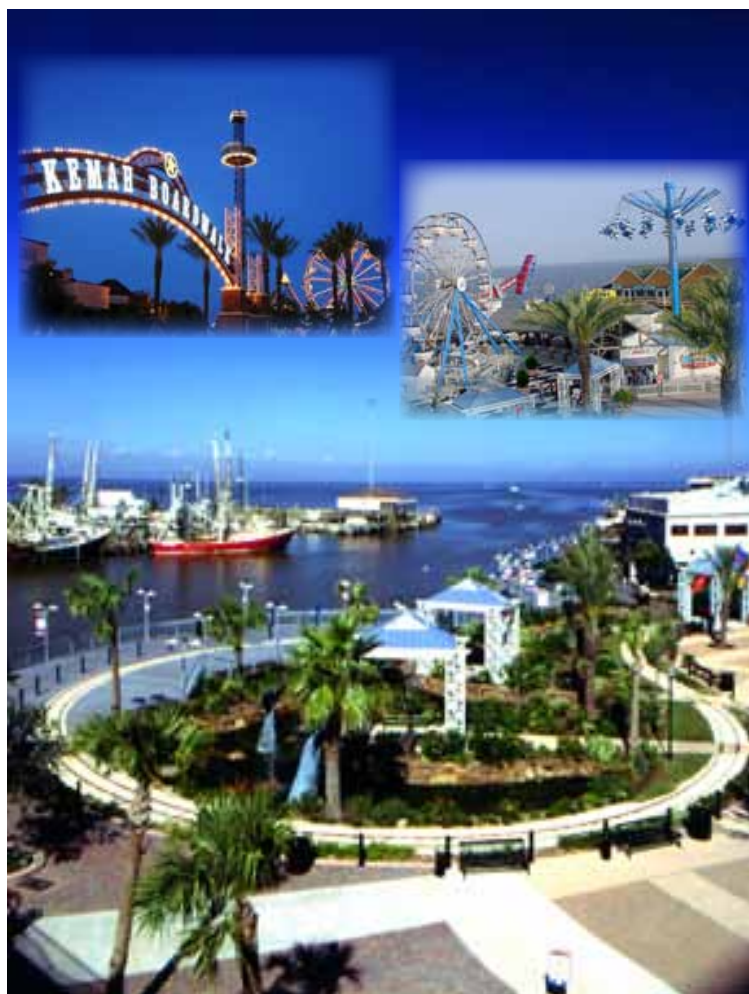
The sailing venue is a five-to-ten-minute sail from the club in most cases. No tow lines or long sails. In August, a reliable sea breeze comes in around noon each day to give us steady eight-to-ten knot breezes out of the south. There is very little current to speak of and not nearly as much pleasure craft traffic as we find in some other venues.

Yes, it will be hotter than some of the venues we have been to, but we have had some

pretty hot days in other places. We are talking about the low 90s. At the dock, we will have a hospitality area to provide a quick and convenient place to cool off. We will have misting stations and volunteers to move the boats around. We plan to do everything we can, both on and off the water, to minimize the effects of the heat.

Off the water, we plan on having many activities for the whole family. One day, you can go to the beach, and the next, you can ice skate at the Galleria. Near HYC is the Kemah boardwalk. With a wide variety of stores and restaurants, this area is a great place to stay and a great place to spend time with the family. The Johnson Space Center is nearby, and it is a must-see. We will be providing group transportation to these and other attractions during your time in Houston.

If you have never visited Texas or Houston, you should plan on bringing the whole family down for the NAs. We are back to a Monday start. So, that will save you a travel day. Use that day to come to the 2012 NAs. If you do, you will be glad you came to Houston in August!



Dominant.

Worlds 1,2,3,4,5,6,7,8
Pan Am Gold, Silver, Bronze
North Americans 1,2,3,4,6,7
Central Atlantics 1,2,3,4,5,6
Great Lakes 1,2,3,4
Copa Salinas 1,2,3,4,5,6,7
Juby Wynne 1,2,3,6,8,10
Long John 1,2,3,4,5
Wild Oyster 1,2,3,4,5
Bluenose 1
Cedar Point Early Bird 1,2,3
Southern Circuit Overall 1,2,3,4,5,6,7,9,10
So. Circuit St.Pete 1,2,3,4,5,7,8,9,10
So. Circuit Miami 1,2,3,4,5,6,7,8,9,10
So. Circuit Savannah 1,2,3,4,5,6,7,8,9



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Bluenose Regatta

November 5-6, 2011

Place	Sail	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	R7	Total
1	9	Thomas Allen	Sara Paisley	Mark Grinder	1	7	3	6	1	1	1	13
2	14249	George Sipel	Scott Irwin	Jeff Hagman	3	8	4	7	2	4	13	28
3	14044	Charlie Wardwell	Mark Buchanan	Susan (LNU)	4	16	9	2	4	2	8	29
4	14901	Ian Schillebeeckx	Lucas Hofmeister	Const. Schillebeeckx	7	4	2	13	28	3	2	31
5	15216	Cully Ward	Jim Ward	Barbara Ward	5	5	5	1	9	18	9	34
6	15430	John McCree	Ernie Dieball	Carrie Houtman	19	10	1	11	3	5	6	36
7	15255	Richard Hallagan	Tom Schroeder	John Steiner	2	14	18	19	5	6	4	49
8	14485	Guy Mossman	Ron Buchanan	Roselynn Hazard	8	9	11	5	7	10	24	50
9	15313	Matthew Morin	Michael Morin	Trey Rose	22	1	14	10	16	9	15	65
10	14533	Robert Mattix	Jan Mattix	John Coolidge	6	12	10	18	20	17	3	66
11	15078	Duane Hatch	Mary Schmid	Bruce Richards	20	3	7	8	10	21	18	66
12	15206	Mandy Hofmeister	Becca Hofmeister	Marc Schillebeeckx	12	22	12	9	14	12	7	66
13	15100	Brad Currie	Nate Currie	Sarah Karp	23	2	13	14	17	15	12	73
14	14952	Tom Varley	Jon Varley	Shane De Jillion	15	19	6	17	12	23	5	74
15	14603	Terry Hart	Jaime Vanderhovel	Caleb Hart	9	17	8	12	11	19	22	76
16	15300	Ryan Flack	Joel Humphrey	Jim Thompson	14	6	24	21	28	7	10	82
17	15309	Brad Wagon	Brian Bahler	Dave Cororan	21	18	15	25	6	11	11	82
18	15201	Robert Bernhardt	Scott Kirchnar	Mike Arndt	24	15	20	4	12	14	20	85
19	14774	Tom Vickers	Lindsey Vickers	Jim Milliman	16	12	16	22	15	13	14	86
20	1490	Chandler Owen	Rose Gentile	Mark Paoli	10	26	17	16	21	8	19	91
21	14260	Jody Kjoller	Mikey Garza	Anneliese Kittrell	11	23	25	15	8	24	21	102
22	15308	Bill Killebrew	Mike Osborne	Kathy Osborne	17	11	21	20	18	20	17	103
23	14015	Doug Steffenson	Brandon Holton	Jonas Anderson	18	24	19	26	23	16	16	116
24	14433	David Samanich	Joe Christopher	Don Bacharowski	13	25	23	3	27	27	27	118
25	13813	John Tyner	Johnny Belatin	Brent Pilon	25	20	22	23	22	22	23	132
26	14067	Lisa Meadows	Zach Austin	Matt Buchanan	26	21	26	24	16	25	25	137



Jubilee Regatta

Pensacola Yacht Club

November 12-13, 2011

Pos	Sail#	Boat	Skipper	Yacht Club	R1	R2	R3	R 4	R5	Total
1	15364		Dan Moriarty	Carlyle Sailing Association	1	1	2	2	1	7
2	15211		Lawrence Frost	Southern YC	2	2	1	1	3	9
3	15329	N/A	Tommy Meric	Southern YC	7	3	4	3	4	21
4	15360	Storm in a Teacup	Clarke Newman	Rush Creek Yacht Club	3	5	9	6	2	25
5	14136	USA 14136	Cal Herman	Southern YC	5	6	3	5	7	26
6	15308		William Killebrew	Harbor Island Yacht Club	6	7	5	4	5	27
7	15201	Bob'Sled	Robert Bernhardt	Buccaneer	4	4	6	12/ DNF	12/ DNF	38
8	13931		Scott Barrett	GulfportYC	9	10	8	7	6	40
9	14666	WBP	Crit Currie Jr.	Delta Sailing Association	8	8	7	9	12/ DNC	44
10	14488		William Baxter	Delta Sailing Association	10	9	11	8	12/ DNC	50
11	14507	Oh Baby!	John Buziak	Pensacola Yacht Club	11	11	10	10	12/ DNC	54



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Campeonato Nacional Lightning 2011

Noviembre 2011

PUESTO	BOTE N°	Timonel	Regata 1		Regata 2		Regata 3		Regata 4		Regata 5		Sub	Des	Tot
			Pue	Pun	Pue	Pun	Pue	Pun	Pue	Pun	Pue	Pun			
1	111	Gustavo Tamayo Javier Delgado Alejandro Bacot	2		1		2		1		5		11	5	6
2	33	Philippe Jacob Paula Douat Alejandro Romero	1		5		1		3		2		12	5	7
3	17	Santiago Uscategui Federico Uscategui Jochen Raute	5		2		8		2		9		26	9	17
4	7	Camilo Salcedo Pedro M. Latiff Tomas Valenzuela	4		4		9		9		1		27	9	18
5	99	Solmar Bermudez Pedro Londoño Diego Gonzalez	6		12		3		11		3		35	12	23
6	25	Andres Hercrath Juan Carlos Forero Guillermo Sanchez	3		7		4		12		12		38	12	26
7	32	Juan Diego Escallón Ernesto Borda Gabriel Soto	12		3		11		6		7		39	12	27
8	72	Richard Deeb Nicolas Deeb Nevardo Guerrero	7		8		7		14		6		42	14	28
9	78	Felipe Castillo Alejandro Abisambra Pedro Mora, Juan Castillo	8		9		5		7		14		43	14	29
10	1	Sergio Delgado Dany Delgado Delio Delgado	13		10		DCS	14	4		4		45	14	31
11	85	Mauricio Valenzuela Alberto Valenzuela Camila Valenzuela	9		6		12		8		11		46	12	34
12	21	Antonio Rojas Juan Carlos Hercrath Antonio Mila	14		14		10		5		8		51	14	37
13	13	Rafael Tamayo Roberto Laignelet Antonio Tamayo	11		11		6		10		10		48	11	37
14	34	Juan Garbiel Sanchez Santiago Ramirez Luisa Mora	10		13		13		13		13		62	13	49



Resultados Lightning 3 y 4 de Diciembre

LUGAR	Nombre Barco	N° Vela	N° Proa	Timonel
1°	No Desespérez	15355	37	Cristóbal Pérez
2°	Rat Pack	15353	22	Fco. Pérez Vargas
3°	El Doctorado	14794	28	Felipe Robles
4°	Les Champs de Tiburón	11011	1	Alberto González Jr.
5°	Peligro	14795	8	Alejandro Pérez
6°	Serrucho II	15260	s/n	Tomás Middleton
7°	Memphis	14740	5	Victor Lobos
8°	s/n	15154	77	Ricardo Ramírez
9°	Alemán Básico	14597	11	Alfred Sherman
10°	Sorvest	14655	70	Matías Daroch
11°	Prótesis II	14609	27	Andrés Gómez



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Copa Laguna II 2011

Laguna Aculeo

Tripulantes	1a Prue- ba	2a Prue- ba	3a Prue- ba	4a Prue- ba	5a Prue- ba	6a Prue- ba	Total
Philipp Goyeneche, Pablo Cerna	2(d)	1	2	1	1	2	7
Cristián Pérez, Micah Ortúzar	1	4	4	3	2	6(d)	14
Andrés Guevara, Pablo Lorca	4	2	6(d)	4	3	3	16
Tito González, Trinidad González	3	12(d)	5	2	8	1	19
Edmundo Pérez, Andrés Pérez	7	3	3	8(d)	4	4	21
Begoña Gumucio, ?	5	6	1	6	5	8(d)	23
Sebastián Lobos, Alvaro Varela	6	5	7	5	7	12(d)	30
Horacio Filippelli, Sebastián Cánovas	8	7	9(d)	7	6	7	35
Mathias Kramer, Jorge Araneda	9	8	8	9	11(d)	5	39
Miguel Osorio, Pedro Osorio	10	10	10	11(d)	9	9	48
Pablo Herrmann, Horacio Melo	12(d)	9	11	10	10	12	52



Lightning Bolt Hats

Winter is here in the Northern US and Canada!

With snow flying in some parts, treat yourself to a new, hand knit hat from Vermont Originals. You will be awfully fast on the slopes with a Lightning Bolt hat!

You have a choice of a black knit hat with red Flashes or a navy knit hat with orange Flashes. Each is fully lined around the brim and ear flaps with cozy fleece.

Visit the Lightning Class Store on the ILCA website:

[Lightning Store](#)

Or contact the ILCA Class office:

[Class Office](#)

Laura Jeffers, Executive Secretary
1528 Big Bass Drive, Tarpon Springs, FL 34689



\$30.00 each

Hot Buttered Rum Regatta

Mission Bay Yacht Club

12/17-12/18

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	R6	Total	Nett
1	15330	Finkboner, Scott	1	2	3	4	1	1	12	12
2	13742	Larry Schmitz	3	1	1	1	4	3	12	12
3	13856	Caroe, Doc	4	4	4	3	2	2	19	19
4	14263	Colantuono, Peter	2	5	5	2	3	6DNC	23	23
5	14846	Brewer, Mike	5	3	2	5	5	4	24	24

Reminder — Please be sure to add your 2012 regattas to the Event Calendar on the ILCA Website. You will be asked for a user ID, which is simply your last name, and the password is your full e-mail address that we have on file with the Class. In order to add events, your membership must be current. If you have any questions or problems, please contact Laura in the Class Office.



All Four Lightning Training DVDs

Packaged set: \$99.95

Packaged in a special keepsake quad DVD holder

Taming the Spinnaker Beast: "Taming the Spinnaker Beast" is the newest training video from the International Lightning Class. Featuring Rolex Yachtsman of the Year and Lightning World Champion Jeff Linton, this new video illustrates useful techniques from basic to advanced work with the spinnaker. Crew members Bill Fastiggi and Amy Smith Linton demonstrate how to set and trim the spinnaker in a variety of conditions, how to recover from common mishaps, and how to douse the spinnaker.

Additional perspective is offered by the North American-Championship team of Skipper Matt Burrige with Dan Moriarty and Tobi Moriarty. This valuable training aid features analysis and instruction by Skip Dieball.

Better Boat Handling: This one-hour video includes light, medium and heavy air boat handling lessons shot on the water over two days of filming in Annapolis. It is narrated, in detail, in a question-and-answer format by North American Champions Greg Fisher and Rick Bernstein. In addition, Greg Fisher and crew were microphoned during the filming, so you'll hear real race simulated lessons and gather important insight into championship caliber crew/skipper communication. This video features extraordinary video scenes shot by Rick, an award winning video producer by trade and producer of the previous two ILCA training videos.

Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great starting point for beginners to the experienced" Fastiggi: "The great thing about the Lightning Class is the available help from sailmakers to the weekend racer, this video is another must have tool to help improve performance."

Tuning For Speed: Bill Fastiggi and Greg Fisher "show and tell" how to rig & tune a Lightning. They then show "what to look for," with on the water examples.

To order, go to: <http://www.lightningclass.org/marketplace/store/cdDvd/index.asp>

2011 US Sailing One Design Yacht Club of the Year Award



Gary Jobson, President of US Sailing, presenting the One-Design Yacht Club of the Year Award to North Cape Yacht Club Commodore Duane Burgoyne. November 12, 2011—Photo by Chris Petracco/US Sailing

Located on the shores of Western Lake Erie, eight miles north of the Ohio/Michigan border, North Cape Yacht Club offers its members and their families an appealing clubhouse and facilities conducive to sailing.

With a large sandy beach, easy boat access and Lake Erie just minutes away, it's no wonder North Cape is considered ideal for the many national class championships. This summer was no exception.

Commodore Duane Burgoyne, the NCYC board and members welcomed several major championships with impressive numbers:

- ILYA – Interlake Yachting Association Junior Sailing Advanced Racing Clinic, coached by Skip Whyte, Vaughn Harrison and Chris Dold
June 18–21 — 27 boats
- ILCA – International Lightning Class Association
Great Lakes Championship and Ohio District Championship
July 9–10 — 37 boats
- Snipe Nationals
July 23–29 — 38 boats
- ILCA – International Lightning Class Association
Women's, Juniors' and Masters' North American Championship
August 3–5 — 34 boats
- ILCA – International Lightning Class Association

North Americans Championship
August 7–11 — 57 boats

- J-35 North American Championship
August 23–25 — 7 boats
- Wednesday Night Weekly Race Series
60–70 boats

To the benefit of the competitors and organizers, the Principal Race Officer for all these championship events was US Sailing National Certified Race Officer David Shaffer, with protest committee support from Chief Judge George Griswold and area judges Dean Cady and Jim Keane.

The yacht club is a volunteer club with significant support for each of the events from nearly 75–100 members for each of these summer events. The club has a strong learn-to-sail program, both in Junior Learn to Sail, Competitive Junior Race Team and Adult Learn to Sail. The club is equally strong in one-design and big-boat sailing programs, with activities focused on growing the sport of sailing. The club has a very healthy big boat series that sees over 60–70 boats regularly in their Wednesday night series, as well as events throughout Western Lake Erie. In yet another testament to the champion spirit and focus, North Cape Yacht club is home of Olympic Champion and three-time Rolex Yachtswoman of the Year Anna Tunnicliffe, as well as US Sailing 2009 Champion of Champions and 2011 Thistle and Highlander National Champion Skip Dieball.

North Cape Yacht Club is definitely a sailors club. The entire membership is very warm and inviting to out-of-town sailors. The Flag Officers are very impressive and hands on. This summer they made sure each sailor was welcomed at all of their events and were willing to do anything to make each visitor comfortable. The amount of time that the members spent organizing and running six national events this summer was extraordinary. North Cape Yacht Club is certainly a club promoting the sport of sailing.

Congratulations to Laurie Dieball, 2011 NA's Chair, her amazing team of volunteers and the rest of Fleet 42!

CLASSIFIEDS



15351 Nickels. Meticulously maintained. White hull, light gray deck, black rubrail. Garaged in off-season. Tacktick digital compass. NewSwift Maffioli spin. sheets & Salsa Line main &

jib sheets. Holt Allen snatch blocks on twing lines. Harken pin stop jib car system. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. Fabricraft mast, rudder, full-sided mooring, & 2-piece travel covers. One set of used North Fisher M/J & R2 sails. \$17,900. Also have little-used North Fisher M/J & R2 for additional cost. Contact Pierce Barden - Wilmington, NC m: 910-612-7224 piercebarden@hotmail.com

15317 Allen, 2007, white hull with light grey deck and cockpit, well maintained, good race record, fully race rigged with harken carbo blocks, carbo tiller extension, Tack Tick digital compass, Salsa type M, J, S sheets, 2 spin. poles one with taper ends, adjustable underway harken jib tracks, handy lock turnbuckles on both upper and lower sidestays, skiff type spin. halyard take up reel, hiking straps can be run either diagonal or across cockpit, extra thickness gelcoat on bottom, Fabricraft two piece trailing cover, full deck skirted cover, mast and rudder covers, Allen trailer, 3 sets of Fisher M & J and R-2 spins., one practice set, one regatta set, and one brand new set never been flown, boat never left in water, stored indoors during winters, \$21,000, get new Allen boat speed for 2/3rds the cost. Contact, Steve Weeber, Dayton, Ohio, 937-866-1183 or stephenweeberdpm@gmail.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged

with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15300 Nickels 2007 Lightning and 2010 Nickels Lightning trailer. Very little use, stored indoors in the winter, fresh water boat. In new condition. All the go fast stuff. New uppers, new lowers with Handy lock turnbuckles. New halyards 2010, new tapered mainsheet 2011. Tapered spinnaker pole. 24-1 jib wire. Compass. Travel cover, fiberglass head (minimum weight) rudder. 1 set of 2010 sails in good condition, one set of older practice sails. Brand new Spinnaker available for an additional cost. Asking \$15,500.00 or best offer. USA838@chartermi.net (989) 213-3973 15259 Nickels (Off Like A Prom Dress) 2004 Lightning fully loaded, 705 lbs at 2011 NAs, max thick stainless board. Rigging, boat and all components in excellent condition. Always dry sailed. Light grey interior and deck with white hull and black rub rails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 jib wire, Harken Jib leads, topping+wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, main & jib new in 11 and used barley 1/2 season. Still usable UK main and jib, also included. Sail Rite Spinnaker also new and very lightly used in 11. Tac Tic compass. New North mooring cover, full trailering, mast and rudder covers. Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire. Currently located in Indiana. Call Brad Wagon at 765-749-8556 (cel) or email b.wagon46@gmail.com. \$14,500.00

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch off brand new Fisher/North, I've got them all!!! Base price \$15,500 and I'll make you FAST. Cell (239) 503-1210, email info@markbryantsailing.com

15197 Allen. Like-new condition. White hull, "light Allen gray" deck and insert with white rub rail. Allen trailer with LED taillights and new tires. Harken windward adjustable jib cars. Water Rat 2"

lightweight custom tiller. Never used Allen spinnaker pole and boom crutch. New lifting bridle. Water-tight Viking inspection ports. Fore and aft hiking staps for forward crew. Calibrated Handy-lock lower turnbuckles. Harken cam cleats. Good thick centerboard. North/Proctor main, jib and R2 spinnaker. \$20k. Boat in NJ. Contact Matt Reiser: matt_reiser@yahoo.com 732-853-5820

15184 Nickels - Excellent condition. Dry sailed, 2 sets of North Sails, one nearly new. Trailer and stand. \$10,000. Boat located in PA, contact Mike (814) 336-6308

15167 Nickels (Pigs on Ice). All white with no-skid deck and navy/burgundy stripes at the water-line. Built in 2003, this lightly-raced, dry-sailed, one-owner Lightning has never seen saltwater and comes with all the amenities. Galvanized long-tongue trailer with mast stand, mounted spare and lights (yes, they work). Two full sets of North sails—one set still crispy with fewer than 5 days of use! Full shore and travel covers, new mast and rudder cover. Fully-equipped with all the go-fast controls: TackTick compass, turnbuckle-adjusted lowers, double-ended jib sheets, deck-mounted cloth/wire, aft-led spinnaker halyard with take-up reel, fully-adjustable traveler, easy-access rail-mounted controls. Nothing missing, it's all here—glass rudder, tiller with sure-grip extension, spinnaker pole, lifting bridle, anchor with 50ft line, windex for those light and shifty days. Always stored indoors—currently in Wisconsin/Chicago. \$13,500. Contact Bill Gibson at 773.727.2547 or wgibson1137@gmail.com.

15064 Allen Excellent shape, minimum weight, well maintained and very fast. White hull and deck with a black rub rail, stainless board and Allen trailer. Two piece North trailering cover, mast cover and rudder cover. New mast 2009, 2 spin poles, and 3 full sets of sails North M5 main, 5a jib, R2 spins. One set of sails with only 6 days of use. \$16,000 negotiable. Boat currently located in Milwaukee, could be delivered to the 2012 Southern Circuit. Contact Richard Walsh (807) 937-6376 rwalshie@gmail.com 14963 Nickels, very little use, excellent condition, has not seen salt water, looks like new. All white hull, light gray non-skid on deck. All the latest go-fast controls. Ready to race. North/Fisher main, jib and spinnaker, lightly used, still very crinkly. Nickels galvanized trailer, wide bunks, long tongue, light bar, new wheel bearings, with bearing buddies, excellent tires including mounted spare. Covers included for mast, rudder and full sided moorning - all in great shape. Stored inside during off season. \$11,900 Contact Joe Dissette, Midland, MI (989) 631-2133 - other Lightnings available all price ranges.

14543 Nickels, excellent condition, clean and ready to race. White hull with pink waterline stripes. All the go fast controls that make it easy to adjust and sail fast. Procter sails in good shape, Quantum (Dieball) spinnaker(s) which are also in good shape. Tack Tick compass and many spare blocks and accessories. Nickels galvanized trailer with newer wide bunks, long tongue and extra spare tires. All travel, mooring and rudder covers included. Located in La Salle, Michigan. \$7,500.00. Contact John at john@heagy.net or 419-873-5616

14222 Nickels, good condition. Light blue hull, white non-skid on deck. North/Fisher main, jib two years old, still very crinkly. Spinnaker about six years old. Two sets of older practice sails. Older trailer with new wood bunks, long tongue, light bar, wheels with bearing buddies, tires in good condition including mounted spare. Covers included for mast, rudder, mooring and travel need some repair. \$5,000 Contact Russ Roberts, Annapolis, MD (703) 593-4102 or russroberts1@gmail.com

14221 Nickels. Boat and all components in great condition for age. Always dry sailed. White hull with red boot stripe, light gray non-skid on deck. Nickels

trailer, light bar, excellent tires including mounted spare. Covers included for mast, rudder, mooring, deck and two older hull travel covers. Dual side controls with color-coded lines. New 2011 North/Fisher main, jib and spinnaker (used one day). Two full sets of sails of practice sails: main, jib, and spinnaker, good condition for club racing. Tack Tick compass and many spare blocks and accessories. Two Spinnaker poles. Tiller with extension. Lifting bridle. Located in Annapolis, MD. \$5,750. Contact Mark Whitson at 410-266-3580 (home) or 240-813-5571 (cell)

14171 Nickels, with Shore Sails. One owner. Good condition. White hull with navy blue waterline stripe. White non skid deck. Main, Jib, Spinnaker, beautiful wooden rudder, anchor, Extra hard ware (pulleys, cleats, etc) extra life jackets, brand new paddles, excellent trailer for transporting sailboat long distances included. \$4,800. Located in Memphis, Tennessee. contact Tony Kelly 901-832-4411 cell or email govols72@aol.com Photos

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

14004 Allen, Galv. CB, all running rigging new, Harken controls Sails: Quantum M/J (1 regatta), North J, Fisher M/J, 3 Spin Allen low-ride trailer, light bar, new spare Accessories: Anchor/Rode, paddle, boom crutch, seat cushion, mast blocks, lift bridle, compass, mooring cover. \$5,000, Located in Champaign, IL Contact: D. Walker 202-436-4562, ddw1961@gmail.com 13245 Allen. New standing rigging 2011. New composite rudder with aluminum tiller. 130 pound stainless steel centerboard. Original wooden mahogany rudder/tiller nice shape. Aluminum oval mast and boom made by Allen. Extensive suit of sails. 2 spinnakers, includes spinnaker pole and rigging. Extra practice sails made by Goldberg. One really nice set of North Sails. Recent paint job. Great trailer with long tongue and spare. Includes compass, mooring cover and lifting bridle. Titles in hand, and measurement certificate. Only fresh water sailed. Boat located in Olney, Maryland. Original correspondence from factory order. \$3,000. Taking offers on any and all components, including titled trailer. Great daysailer or parts boat. Contact 301 529 9223 or riverrooster44@aol.com

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2000, Bill Edwards 410-778-5827 for viewing or details.

11576 Lippincott White, with S.S. board. Competitive/ low weight/stiff. Roadworthy trailer. Multiple sets of sails. Needs some updated rigging/blocks & tiller. Located in northern NJ. Pictures. Contact: Jay Richardson 973-271-8304 jayrich54@yahoo.com

11311 Fiberglass Allen - Lightly used VSP main and jib, spinnaker in decent shape. 2 year old skirted cover. Stainless steel centerboard and aluminum spars. Boat is ready to sail or race. Road worthy trailer with light bar. Two spinnaker poles. More pictures available by request. Contact Mark George in Little Rock, AR at (501) 851-4463 or mgeorge_88@hotmail.com. \$2,450

11221 Lippincott in fair condition. It has 2 sets of sails with one spinnaker all in serviceable condition. Stainless centerboard. \$1000 or best offer. Boat can be seen on Long Beach Island, NJ please email us at: ssellis1@comcast.net

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbc-global.net

9442 Allen. The boat is very stable ideal for family fun or racing. Fiberglass Hull (painted green) Mahogany seats and bright work in excellent condition, steel center board, Includes galvanized trailer. Sails: Main and Jib

Boat has been stored in a barn and sailed in fresh water. Price \$3,000.00 Location: Red Jacket Yacht Club Cayuga Lake NY. Contact: Brian Donovan 585 313- 1940 brian54@rochester.rr.com

9204 Siddons & Sindle, SS board has been removed and replaced, with new pivot bolt. Aluminum mast, new mainsail, recent jib. Trailer not pretty, but got me home with the boat 4 years ago! Most of the structural issues have been addressed. Outboard well nicely filled in with new glass and epoxy. Have a new outboard bracket for it, if you like. Wooden frames were replaced where necessary, all were re-bonded to tabbing. Cockpit very clean with Devoe epoxy coating in all the nooks and crannies, teak boards refinished and re-attached. Awlgrip topsides and bottom. Needs new SS rubrails, deck paint. Could stand to have coaming and toerails rebbed. Need to update running rigging. I lost my easy access to the water, that's why I want to sell the boat. Location, Maine \$950/ offer Tom 207-321-9972 twoodruff@maine.rr.com

9181 wooden Lightning built in 1964 at Green Bay WI by Bay Boat Company. Refinished within the last 5 years, used several times since, but not the last two seasons (2010/2011), wooden mast and boom, good repair on mast, main and jib, no spinnaker, swivel cleat on centerboard control line, standing rigging in good shape and fairly new line all around, painted hull and deck, cockpit all varnish, drysailed on a boat hoist at our marina facility in-season, completely tarped in the off-season, mast stored in a building out of weather when not on boat, Sailor's Taylor full deck mooring cover used just two seasons, new Nickels kick-up rudder system added 4 years ago, has a trailer, \$2000, currently located near Ann Arbor MI, Rick Lyons at 734-426-4155 or rl@chartermi.net or at www.ms-pyc.com

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotme-

ter and the transducer plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this is not what I'm offering, as that tiller/rudder is used on my 1988 boat (#14297). What goes with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Bottom hull and interior refinished. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1,500 or Free to qualified tax exempt organization. Bill Dever 518-374-8532 (h)wdever@nycap.rr.com(NY)

6431 David Beaton & Sons Build, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommended. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

96 Original construction - Skaneateles, NY 1940. 10 year rebuild - refloated 2002. Stephens revised drawings. New centerboard trunk, ribs, bottom and deck. Authentic rigging, wood mast and spinnaker poles. Excellent set of sails with spinnaker. Day sailor, not raced. Good lift cover and winter cover. Nickels trailer, new for boat in 2002. Dry stored in the winter. Lot of spares. \$2,500 OBO, John Hayes, 513-320-1217

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.

A large crowd of people is seen from behind, looking towards a bright, intense fire or explosion in the distance. Several flagpoles with various flags are visible in the mid-ground. The scene is illuminated by blue and white spotlights, creating a dramatic atmosphere. A large screen on the left shows a close-up of a person.

Pan Am Games Opening Ceremonies

International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

1528 Big Bass Drive, Tarpon Springs, Florida 34689

Phone: 727-942-7969 • Fax: 727-942-0173 • E-Mail: office@lightningclass.org
www.lightningclass.org