



## **Matt Fisher, Dan and Tobi Moriarty Win the World Championship**



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The 2009 World Championships were held at Malletts Bay Boat Club in Burlington, Vermont, this September. It was undoubtedly one of the best organized, well run Worlds, both on and off the water. Obviously, I am biased, but Bill Fastiggi and his team put together a great event. When we pulled up to the Club, we were greeted by no less than ten people who were untying the mast, pulling off the covers and putting bow numbers on in preparation for measuring. There were activities at the Club nearly every night that were attended by most of the competitors. On the water we had Don Brush as the PRO, and he and his team set good, long courses in what were definitely shifty conditions.

When Jan asked me to write this article, I really wanted to take the approach of highlighting the sailing with our team of me, Dan and Tobi Moriarty and how we approached this event. If that sounds like a long article, count your blessing that I didn't start 35 years ago with the Worlds in Salinas, Ecuador. I will save you from that but maybe will put that part in the yearbook.

### **2007/2008**

Dan, Tobi and I talked about doing the 2009 Worlds during some downtime in Greece in a 117 degree parking lot. To say that I felt lucky to have teammates like Dan and Tobi lined up two years before the Worlds is an

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## President's Column

Brian Hayes, Sr.

What a whirlwind the past few months have been!! NAs, Juniors, International Masters, Worlds. It has been a fun (and exhausting) ride. Congratulations go out to all the champions, competitors, volunteers, race committees, organizing authorities and sponsors. Obviously, it couldn't have been done without all of you. A special thanks go to the international competitors who joined us in Burlington. It was an honor for us to have you join us here, and we are looking forward to visiting Brazil in 2011 and Europe in 2013 to compete against you all again in our next several World Championships. There are others who will write about the Worlds and the fabulous job Malletts Bay Boat Club did in running the event and races, and I echo the sentiments and offer our sincere appreciation to the MBBC and all the members there for making the World Championship a memorable event.

It's now deep into fall and, as much as I hate to say it, there is a lot of work to be done. We have set a goal of distributing the 2009 yearbook by April 1 next year. Therefore, it is critical that District and Fleet reports land in the Class Office by December 1. We will be looking for thematic content for the yearbook as well and will have a theme posted in the next Flashes. Please vol-



unteer to help by writing for the book, sending in photos from events or offering your talents in editing or coercion.

Also, plans are being set for the NAs on the Jersey shore next summer. Allan Terhune, Sr. and his committee are finalizing the NOR, and NOW is the time to make plans to spend a week on the Jersey shore at the NAs. The WJMs will be held at Metedeconk Yacht Club in New Jersey, home of Jim Carson and the Flying Lutz Brothers. I know that the club is eager to have a FULL fleet of Junior and Women's teams. I'd like to see twenty junior teams and fifteen Women's teams. What do you think? Can we do it??

Currently a few of the members of the Governing Board are working on some re-writes of some of our rules. Look for these amendments to be published in the next Flashes with email addresses to send comments. If you have interest in helping or adding input please email myself or any Executive Committee member and we will put you to work. Your input is valued (and needed), and the more help we have in projects like rule re-writes and yearbook assistance make things that much easier for the Class Office.

### YEARBOOK DISTRICT AND FLEET REPORTS ARE DUE DECEMBER 1

Please send full resolution photos as attachments. Do not imbed photos in your report.

### Qualification for Countries—2011 Pan American Games—Lightning

Country qualification for participation in the next Pan American Games racing in the Lightning will take place at the following events:

**South American Championship** - 12/2009 Chile - 2 Countries

**Southern Circuit** - 03/2010 USA - 1 Country

**North American Championship** - 08/2010 USA - 2 Countries

**Pre Pan Am Regatta** - 10/2010 Mexico\* - 1 Country

Total= 6 Countries

\*with Alternate Southern Circuit 03/2011 USA

\*\*Mexico, as host country receives one slot, for a total of 7 countries able to participate.

Details on qualification for representation of each qualified country will be posted as they become available.

### International Lightning Class Association

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# Please Donate and Support the Lightning Class

## You Can Make a Difference

**ILCA Fund:** The ILCA fund was established in 1982 as a way to ensure and enhance the long-term operations of our Class. The ILCA fund is directed by a committee of five ILCA members and is supporting the Boat Grant Program and the International Fleet Development Initiative.

**The Helen and Jay Limbaugh Fund:** The Limbaugh fund was established in 1999 to further an appreciation of the joys of Lightning sailing among junior members of the ILCA.

**The Mary Huntsman Fund:** The Mary Huntsman History fund was formed in 2004 to preserve the Class heritage.

**The Boat Grant Program:** The Boat Grant Program provides boats and funds to young sailors who want to experience the high level of competition in Lightnings. The goal is to expose more youth racers to the Lightning.

\* Name: \_\_\_\_\_ \*Address: \_\_\_\_\_  
\* City: \_\_\_\_\_ State: \_\_\_\_\_ \* Zip Code: \_\_\_\_\_ \* Country: \_\_\_\_\_  
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**Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.**

**ILCA Fund** \$ \_\_\_\_\_ **History Fund** \$ \_\_\_\_\_ **Limbaugh Fund** \$ \_\_\_\_\_ **Boat Grant Program** \$ \_\_\_\_\_

**Total:** \$ \_\_\_\_\_

\* Card Number:

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\* **Required for credit card processing.**

Send your membership form and credit card information or check to:

International Lightning Class Association  
7625 South Yampa Street  
Centennial, Colorado 80016 USA  
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# 2009 WORLD CHAMPIONSHIP MALLETT'S BAY BOAT CLUB



SEPTEMBER 11-18, 2009

## ***Opening Ceremonies***







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understatement. They are truly outstanding sailors and teammates. They win a lot of regattas with their boat. They kept us organized, pushed for us to sail more regattas together, and raised our speed and ability to a high level that gave us confidence that we could win the Worlds. On the water, there is constant, positive, valuable communication up and downwind.

We then sailed together during the 2008 Midwinters and did well in the windier races, sailing Tobi and Dan's new boat. That was when my dad was pretty sick, and he told Dan that we should win the Worlds. That was somewhat out of character for him, but it has turned into a special moment.

We did several regattas that summer, concluding with the North Americans in Newport. We came close to winning and were very fast in the lighter air races in my boat. We struggled somewhat in the breeze, and that became a focus for us, since we thought that it was more likely to blow in Burlington than not. This past spring at Pymatuning, my brother Greg and Dan retuned 15045 to the tuning guide. I have a tendency to drift away from the tuning guide in efforts to keep the mast straight.

### **Sodus Point**

The North Americans this year were also a very well run event. Jed Dodge and his team put on a great week, and we finished 5th to Marcus Egan, who wasn't able to make it to the Worlds. We went to Sodus with hopes of sailing in some heavier breeze.

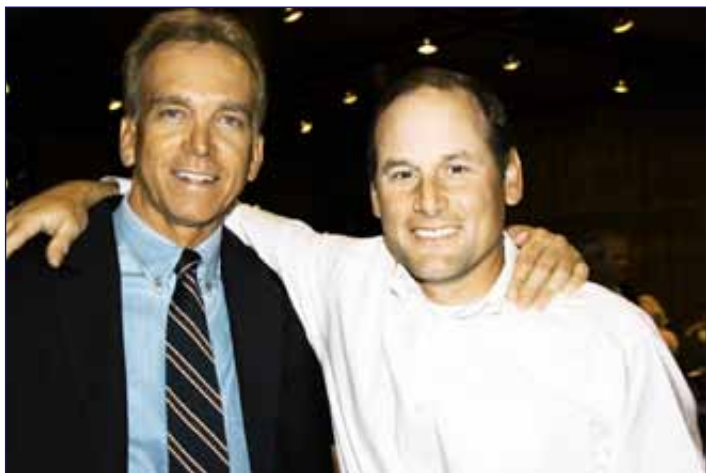
We felt good about Sodus, but it was a difficult regatta. The courses were long—1.5-mile legs which we would see that and more in Vermont—and the shifts were big and lasted at least half of a weather leg. As it turned out, those long shifts were not the case at Vermont, and it took several races at the Worlds to get the urge to go to one side big.

The time between Sodus and Burlington was perfect. Several competitors were unable to do the NAs due to closeness of time off for work or family. We skipped the 2009 Midwinters and Southern Circuit this year so that we could sail the NAs because we thought it would be good to be in big regatta shape closer to the Worlds. The three weeks in between gave us enough time to recover, but still feel like we just got off the boat when we started sailing again in Burlington.

**Matt Fisher, Dan and Tobi Moriarty**







*Matt Fisher and David Starck*

## **Burlington**

We arrived the Friday before Sunday's races and got measured and checked in. There was no wind on Saturday, and we had an entertaining Opening Ceremony and watched Tom Allen carry the USA flag in. It was really a neat moment to see.

### **Races 1–3**

This is not going to be a blow by blow account since I can't remember everything, and what I do remember are just the key highlights. At the NAs at Sodus Point we got great starts. We blew these starts within the first ten minutes of most races, but they were great starts. At the Worlds, the first three races were three of the worst starts I have had in big fleets.

Going to the first race, we drifted for most of the way out. Like clockwork, the breeze came up pretty strong, and we probably started in 15 knots out of the north. We had time to go upwind and were looking for which side was getting the puffs. After a couple recalls, we were in the second row for the start that counted. But we caught a few shifts to get back to round the first mark 10th. Jim Crane, Bill Healy and Jimmy Allen had good first beats and followed Tito around the first mark. By the second time around, the wind had dropped dramatically, and positions 3–10 were very close; we were still about 7th or 8th at the second weather mark. Since the wind was dying, Don Brush smartly finished the fleet downwind. We held out to the right and caught up to the leaders and jibed at the correct time to pass Healy, Jody Lutz and Dave Peck at the finish line to finish 3rd behind Tito and Jimmy Allen. We were happy and felt very fortunate. The wind shut down completely, and we finished the first day with one race.

I really don't remember the second race other than we struggled and actually gained to finish 13th. I see in the standings that Geoff Becker won, and Larry was 2nd, but we were nowhere near them to see what was going on. I think the third race was potentially the turning point for us—if that can happen this early in the regatta. At the start it was blowing 8–10 out of the northwest. We had another very bad start and actually rounded the first mark 45th, which is not an exaggeration. After I saw David Starck, Allen Terhune and Dave Peck with a huge lead, I will admit, we felt out of it.

We gained quite a few boats on the first lap and rounded the second weather mark about 25th in a dying 5-knot

or less breeze. This was a time where we got our act together downwind and caught a lot of boats sailing right down the middle in what turned out to be another well-timed shortened race.

Dan and Tobi are tremendous in many conditions. One of the more trying in any boat is going dead downwind in light air. Dan excels at chute flying in these conditions. He carries the pole a little further back than I am used to, sits in the middle of the boat with both guy and sheet in hand and is constantly telling me we can sail lower, or we have no pressure and to heat it up. In this third race, we sailed right down the middle with Tobi telling us when to jibe to keep us in the puffs and Dan keeping the chute pulling and us going lower and faster than the fleet. We caught up to 9th at the line. We were thrilled.

Now I realize at this point, if you are still reading this article, you are wondering, "how in the heck did these guys win the Worlds?" A couple things. If you look at the scores, many of the "big guys" had one or two big scores, (20th or above) after three races, and our boat was only five to six points back of the leader, which I think was Dave Peck at this point. Plus, it really is different to sail a nine-race series; I have never sailed nine races in a Lightning championship—there was a lot of regatta left. We actually felt fortunate. On the last leg of both the first and third races we caught 25 big points. Had we not caught those boats, you would be reading a crisp, articulate article from Dave Starck rather than what you are reading now.

### **Races 4–8**

The next two days saw very different conditions. The breeze picked up and stayed up, 12–15 out of the NNE. The RC set the legs for 1.75 miles. I don't ever remember Lightning legs that long, but we ended up getting three good races in on Tuesday. For Race 4, we had a mediocre start and felt like we were chasing sides the first beat. We made a major decision to play shifts up the middle until we found a good puff to cross the fleet. This worked, and we had an 8th in the first race, while Dave Starck won, with Tito and Becker behind him. In the 5th race we sailed up the middle of all three weather legs. We were then able to pass a few boats on the last run to round the leeward mark first just in front of Jeff Linton and Dave. We hung on to win the 5th race.

We incorporated a trim that is new for me. I've really only trimmed the backstay to keep it from hitting the main, unless it was blowing 20+. When the wind started picking up above 12, Dan pulled on our backstay several inches. Dan and Tobi had been winning a lot of regattas with this trim, and since the wind was bigger than the waves (pretty flat water), we trimmed hard and it worked.

We now felt we were within range of Dave who, with his wife Jody and Ian Jones, was winning big after the 5th race. They looked very fast in the windier conditions by finishing 1st and 2nd in the 4th and 5th races. .

The 6th race was late in the day, and the breeze was dying. As I briefly mentioned earlier, some of the big guys had bad races. Dave Starck was over the line in the 2nd race, went back and finished 35th. Tito was DSQ'd and had a 26th in the 2nd and 3rd race. These races obviously came back to haunt both of these guys, but the 6th race hurt Dave, and he had a bad start and finished 13th. We were a good 5th, and Tito was 2nd.



In this 6th race, Justin Coplan and his team of Mike Carney and Danielle Prior won; they really sailed outstandingly. The wind got crazy near the end, and Justin kept his cool, stayed in the lead, and played it perfectly, as he didn't get enticed to a side that at one time looked tempting.

So at the end of the third day and six races, David Starck and his team were ahead of us by three points. I really didn't study the scores, which is somewhat unusual for me, but I knew Jody Lutz and Allen Terhune were close.

The next day, Wednesday, was a big one for us. The wind was still out of the NNE and seemed a little windier, maybe 13–18 mph. The seventh race was WLW, then a triangle. This one triangle was probably talked about more than any two legs for the months leading up to the regatta. What actually happened was that the wind had gone right, and the first reach was nearly dead downwind. What stuck out most to me is that Tito went from probably 4th at the weather mark to a distant first at the leeward mark after the reach. He was in a class of his own. Some folks struggled, but it was actually a lot of fun. I don't want to burn up the airwaves and say we should do it again, but the boats are fun on a tight reach. Tito won, Jed Dodge was 2nd, Jody Lutz 3rd, Darrel Peck 4th (he sailed well in a lot of races), Dave 5th and us 6th. Dave tacked on us several times going up the last beat, and at one point I thought he would be 2nd and we would be 5th; but both of us dropped back a little and were 5, 6.

For the seventh race the wind was still up, and we had a great conversation on our boat. There had been one recall, and the leeward end was favored. Dan commented that we should push it at that end since, if we were over the line, we could spin around and restart. I also felt that we should push this start since we needed a top three, and we had a race to give. We would still be in good shape with the regatta even if we had a bad race, but a top three was due. We pushed the start at the leeward end, had a great start, and went left for about two-thirds the way up the beat. We came across the fleet in good

shape, and Dave Peck was slightly ahead and lee bowed us. With our new found trim, we stayed with Dave and actually pointed up on him a little. He led at the first mark, but we passed him downwind and won the race by a good distance.

We finished the day with a 6 -1 and now had a five-point lead on team Starck going into the last race and ten points on Tito and his team.

### ***Lay Day and Last Race***

Due to the RC's ability to run two races on Wednesday, instead of using Wednesday as a lay day as originally scheduled, we had a lay day Thursday, with the final race scheduled for Friday. Normally, I am not a big fan of lay days in the middle of events, but this was different. Burlington is a beautiful city, and the surrounding area is an absolutely beautiful part of the country. On Thursday, we slept in and then took a drive to Stowe. Then the four of us, Tobi Dan, Lisa and me, drove to the top of Mt. Mansfield, where you can look west and about ten miles away you can see most of Lake Champlain. It was a clear day, and actually very relaxing. At about 4:00 PM, we got back to the Club to clean the bottom and put a new wind indicator at the top of the mast (it broke the day before). Maybe it was coincidental, but there were four teams at the Club: the Starck team, Tito's team, Tom Allen Jr. and our team working on their boats. We were actually moored next to David for six days, so to me this seemed funny. Dave is a very good friend, and it is fun and difficult at the same time to be going head to head into the last race. After enjoying our daily libation in the parking lot of the Club, we headed to downtown Burlington to end the evening having a relaxing dinner with my brother Greg and Joann.

All we heard for Friday's forecast was that it was going to blow 20–30 and be cold. By the time the race was supposed to start, 10:30, the wind had shut down to nothing. A puff would come out of the west, then the south, and then shut down again. The lay day was not a long







day. The two-hour delay for the start of the last race was a long day. The wind finally came up with a little more consistency at about noon or 12:30. I was a somewhat concerned that the RC would start as soon as the breeze filled in, but Don Brush and his team waited a good 25–30 minutes for the wind to settle in at about 15 mph out of the north.

By this last race we were pretty confident of our speed, and we didn't care who we started next to. Sometimes in these situations I mess up my own start because I am trying to stay away from the competitor who is closest in points. The conversation on our boat was relatively calm, all things considered. There was one recall; for the start that counted we were in the middle of the line with a great start that was due to Dan getting us on the line. We were two boat lengths below Tito and a little bow ahead. Dave did not have a great start.

We held on starboard for about five minutes and were going well with the boats above us. We got about a 10–15 degree header and tacked and crossed the fleet; Tito and a couple other boats were bow even on port, but we were getting the puffs first as they started coming in from the left. The only boat that looked good to our left was Bill Faude. We were on port for about ten minutes and in that time lifted two to three boat lengths above Tito and pulled four boat lengths ahead. We kept our cool and did acknowledge that things were going OK—without letting our guard down.

Bill Faude, Jared Drake and Brian Taboada, fifteen-year teammates, rounded the first mark first with a good five to eight boat length lead on us in second, and we had at least that much on Tito, who was 3rd. The wind had laid down a little, closer to blowing 10 than 15. We consciously went for the leeward mark. Tito, Ched and a line of boats went high, on a run, and we let them go. That was a mistake, but it wasn't significant yet.

I need to take a timeout to talk about another very cool feature that Bill Fastiggi had for this event. There were mark boats that were recording bow numbers real time,

on line. Friends at home could use this feature and get a refreshed screen on the Worlds' web page every fifteen to twenty minutes. In most races this was a great conversation with our friends back home because we gained from the first mark to the finish in each of the first eight races. In this last race, that was not the case. Apparently, it was a distracting day for some of our friends in Ohio. Rob Ruhlman told me a funny story about how he was trying to get reception to keep his iPhone refreshed. Even my mom was sitting behind my son, Stuart, while he was following the race on the Internet.

Needless to say, this was the race where we lost boats around the course. It didn't look good on the web, and it didn't feel good either. Tito and Ched passed us before the leeward mark by going to our right downwind, and the wind that was 10 at the weather mark now picked back up to 15 at the leeward mark. It was not at all time to get concerned, since Dave was still back in 25th and Tito had to beat us by ten points. Half way up the beat we were still close to Tito, and we tacked below him by three boats lengths. Like we did to him twenty minutes earlier, Tito lifted off of us by ten to fifteen boat lengths, with more wind. Tito rounded the second weather mark in a close 2nd, and we were now about 5th. Downwind Tito passed Bill Faude to move into first. Then, out of nowhere, Dave came out of 20th at the weather mark, to round even with us at the leeward mark, going up the last beat.

We truly didn't panic, and I'm sure some people thought we were having tough times on the boat. There was one, maybe two, instances where I'm sure I wouldn't want what I said repeated anywhere. Also, the bailing bucket chose this race to position itself near the bailer. I gave it a little kick, which didn't look to cool. But honestly, we were counting boats, and three quarters up the last beat, Dan had us in 8th, with 9th pretty far back. I really didn't think we would lose the regatta, but I was ready for the race to be over. Actually, at the finish line we picked up Bill Healy with his brother Tim and Nicole Breault on the boat, to finish the final race 7th.

In 1979, yes, thirty years ago, the Worlds were in Dallas, which was basically Glen Darden's home club. In the last race he had to put seven boats between him and Bill Shore to win. At the last leeward mark of the last race, Glen was first, we were second, Bill Shore was third, and the four to ten boats were pretty far back. We knew Glen would let us go on to win the race so he could push Bill back. We had no chance of winning the regatta, but were having a good race since it was the first one under 25. Also, my Dad was sailing with me at that time. Glen did an outstanding job on Bill and put the seven boats between him and Bill. We won and actually Glen didn't finish very far behind, and Bill was 8th, I think. The finish line boats went crazy; Glen and his team were screaming, crying; it was cool. It looked like the finish of a college basketball game. A lot of competitors at the end of an event want to get away from seeing that. I actually thought it looked like a lot of fun and wanted to do it someday.

When we finished we were thrilled. We hugged, screamed to ourselves, and the sense of relief was beyond anything I can imagine. We have been trying to win this regatta for a long time. In eight Worlds, I think we were in the top five in six of them. I don't mean that arrogantly, but just that sometimes when you are trying hard for





something, it almost starts working against you. At the beginning of the regatta, Bill Faude (who was moored to the other side of us) wondered out loud if it would be better to treat the Worlds like a six-day long Red Flannels rather than the pressure of thinking that it is the World Championship. I don't know the answer, but I understand the dilemma. For us, we knew the significance. I will say what helped was through the week was that our confidence was building in our speed and starting, and we actually looked forward to the last race.

It isn't enough to thank Dan and Tobi; they are teammates, and we did this entire twenty-month effort together. They love to sail together; they are outstanding sailors, they talked throughout races and kept our strategy on track—and they are fun 24/7. They complement my style, and all three of us know each other very well. Like I've said earlier, they are each outstanding when they are steering; Dan finished 5th in the NAs before and Tobi has won their Districts.

I have a long list of people to thank; they got us where we are. First is my brother Greg, who has been my best friend, coach, and was a polite re-tuner. He also won some money in the BCC "Worlds Winner" pool, which made me feel good he bet on us. Jim Dressel, one of my dad's best friends and now mine, and one of the best Lightning sailors ever, was one of the people I called each night to give updates. Jim and Nancy are good friends of the family; I started sailing with Jim when I was nine years old.

It wasn't the same not having Rob and Abby Ruhlman at the Worlds. I talked to Rob several times during the week. They are great friends of Lisa and me, and they are family. Rob and Abby sailed with me fifteen years ago and raised our sailing to a high level. My mom was great in watching Stu so that Lisa could come to Burling-

ton. Stu had a big sailing season this summer, and the conversations I had with him each night were a lot of fun. Words can't describe how much my mom and dad were always great in supporting our sailing. My daughter Amanda was another of our daily cheerleaders and was as happy as we were when we won. It was great to have Lisa at this regatta; she is my soul mate and is part of the team.

I always thought that I would give a witty acceptance talk when/if we won the Worlds. That didn't happen; I was somewhat overwhelmed by the entire evening and some of the things that were said by some of the competitors in the top ten. Also, saying that this would have been special to have my dad there is such an understatement that I feel I need to say something else.

When Greg won the J22 Worlds, almost exactly a year ago, it was very special, and the first thing we discussed was how dad would have reacted. Our dad was our biggest fan, and he really expected us to win. When I say "expected," I don't mean it in a directive football coach way; I mean that is how much he thought of us, and how much confidence he had in us. When we crossed the finish line, he was the first person I thought of, and he was on my mind most of the way in.

When we won the NAs for the first time in Buffalo, dad and I sailed together and his reaction was almost funny; he recounted the scores twice in the five minutes after we crossed the finish line. We stayed up with Greg until 4:00 in the morning at BCC. When we won the Pan-Am Games in Cuba, there were no cell phones back then, no regular phones in Cuba period, and my dad was at the Masters NAs in Newport and read about us winning the gold in the Boston Globe the next morning. I thought that was cool. I don't know where he was when we won in Burlington, but I know he enjoyed it as much as we did.

On behalf of all the poor shlubs stuck at work last week instead of racing on Lake Champlain, I was to send a TRE-MENDOUS BRAVO to the team that managed the website for the Lightning World Championships. This was one of the BEST regatta websites I have ever witnessed. It was incredibly professional, and the live updates kept me glued to the site all week. I was blown away by the quality of the coverage. In addition, your sponsors should be VERY pleased with the site, as it inspired me to click through many of the sponsor links. Overall, I was very impressed, and I hope the website contributors are recognized in some public manner.

David M. Fried #14889  
Lightning Fleet 126 Captain  
ILCA CT/RI District Secretary





# Lightning World Championship

Malletts Bay Boat Club—Fleet 301—Colchester, Vermont  
September 11–18, 2009



Pos	Bow	Nat	Sail	Helm	Hometown	Crew	R1 13SEP 1446	R2 14SEP 1301	R3 14SEP 1504	R4 15SEP 1105	R5 15SEP 1301	R6 15SEP 1505	R7 16SEP 1115	R8 16SEP 1320	R9 18SEP 1105	Total
1	45	USA	15045	Matt Fisher	Westerville, OH	Dan Moriarty, Tobi Moriarty	3	(13)	9	8	1	5	6	1	7	40
2	55	USA	15355	David Starck	Amherst, NY	Jody Starck, Ian Jones	6	(34)	1	1	2	13	5	10	5	43
3	11	CHI	11011	Tito Gonzales	Champa, CL	Diego Gonzales, Cristian Hermann	1	(DSQ)	26	2	6	2	1	5	1	44
4	53	USA	15353	Allan Terhune, Jr.	Arnold, MD	Katie Terhune, Sarah Merganthaller	10	8	3	4	13	3	(20)	6	4	51
5	2	USA	15166	Jody Lutz	Brick, NJ	Jay Lutz, Matt Schon	5	4	10	12	8	16	3	(17)	6	64
6	51	USA	15151	Geoff Becker	Arnold, MD	Dan Rabin, Bill Ward	11	1	11	3	20	29	7	2	(35)	84
7	50	USA	14950	Bill Healy	Niantic, CT	Tim Healy, Nicole Breault	4	7	14	9	14	(41)	9	22	9	88
8	8	USA	15208	Jim Allen	Walled Lake, MI	Ernie Dieball, Brenda Crane	2	(39)	5	16	7	15	33	8	11	97
9	21	USA	14821	Ched Proctor	Southport, CT	Jay Mueller, James Barnash	(30)	3	15	7	16	27	15	3	19	105
10	83	USA	15083	Jeff Linton	Tampa, FL	Amy Smith Linton, Jahn Tihansky	(29)	6	29	23	4	25	8	11	3	109
11	15	USA	15215	David Peck	Old Lyme, CT	Neal Fowler, Debbie Dudas	7	5	2	15	27	(33)	25	7	22	110
12	60	USA	15260	William Faude	Chicago, IL	Jared Drake, Brian Taboada	(35)	28	8	21	21	14	14	4	2	112
13	81	USA	15381	Bill Fastiggi	Winooski, VT	Suzy Coburn, Heather Ambrose	(20)	17	12	20	19	12	11	19	10	120
14	44	USA	14453	Darrell Peck	Gresham, OR	Allison Webber, Lois Parshley	26	18	32	13	10	10	4	(36)	13	126
15	36	USA	14036	Justin Coplan	West Nyack, NY	Mike Carney, Danielle Prior	32	15	(47)	14	18	1	24	14	18	136
16	80	USA	15380	James Crane	Darien, CT	Bill Crane, Steve Keen	23	29	19	6	12	18	(34)	12	27	146
17	88	USA	14688	Brian Hayes Sr.	Milford, CT	Steve Davis, Laura Jeffers	(52)	23	21	10	5	48	19	16	12	154
18	5	CAN	14905	Jamie Allan	Verdun, CA	Jay Deakin, Marc Littee	22	10	13	33	22	(45)	13	24	17	154
19	94	CHI	14794	Cristobal Perez	Santiago, CL	Philipp Goyeneche, Francisco Perez	13	42	4	(46)	15	24	17	23	23	161
20	71	USA	14719	Bill Bogardus	Northford, CT	Jarrett Lynn, Alyson Villano	19	9	20	(42)	11	19	42	38	8	166
21	90	USA	15390	Todd Wake	Sheboygan, WI	Kristine Wake, Matt Burridge	9	36	23	18	9	28	18	34	(48)	175
22	64	USA	15164	Jed Dodge	Pittsford, NY	Bill Dodge, Sarah Costich	(45)	26	27	26	28	4	2	21	44	178
23	66	USA	14866	Bill Mauk	Miami, FL	Vladimir Kulinichenko, Michele Sumpton	14	24	(34)	29	24	11	32	33	21	188
24	9	USA	9	Tom Allen Jr.	Buffalo, NY	Bill Pictor, Sara Paisley	27	31	24	22	37	9	31	9	(39)	190
25	73	ECU	14673	Juan Santos	Guayaquil, EC	Juan Andres Santos, Juan Rafael Santos	12	(DNF)	57	17	3	6	10	35	51	191
26	19	USA	14619	Larry Colantuono	Portsmouth, RI	PJ Schaffer, Ellen Schaffer	8	11	(50)	5	34	47	16	28	46	195
27	46	CAN	15246	Larry MacDonald	Carlisle, CA	Steve Hayden, Adam MacDonald	18	2	(52)	48	32	8	26	13	49	196
28	79	USA	15279	Bob King	Ontario, NY	Steve Cox, Owen MacDonald	(47)	25	40	11	23	30	29	18	26	202
29	86	USA	14786	Jon Schwartz	Lincroft, NJ	Paul Krezinski, Donald Schon	34	32	18	31	33	7	30	(39)	28	213
30	25	USA	15251	Debbie Probst	Fort Wayne, IN	Greg Fisher, Jo Ann Fisher	28	33	33	41	17	21	21	20	(43)	214
31	76	ECU	14676	Carlos Lecaro	Guayaquil, EC	Paco Sola, Jorge Norero	44	12	28	24	26	(52)	22	15	50	221
32	56	CAN	15064	Richard Walsh	Dryden, CA	Alex Cox, Tina Walsh	24	19	6	27	39	(44)	23	43	41	222
33	91	CAN	14591	Alain Boucher	Beaconsfield, CA	Chantal Leger, Terry Line	31	38	16	30	31	(OCS)	12	26	42	226
34	24	USA	15240	Stephen Constants	Annapolis, MD	Todd Johnson, Sarah Evans	48	16	31	19	46	17	(49)	30	20	227
35	75	MEX	14975	Aroldo De Rienzo	Mexico City, MX	Pablo Guzman, Skip Dieball	(DNS)	22	30	32	42	20	45	27	15	233
36	54	USA	15154	Mark Schneider	Riverton, NJ	Josh McCaully, Kathryn Buckley	17	40	25	38	38	(43)	28	25	25	236
37	82	CAN	15082	Michael Holly, Jr.	Beaconsfield, CA	Pat Littee, Marc Robin	39	20	17	39	30	(56)	43	32	24	244
38	48	USA	14548	Jonathan Guth	Baltimore, MD	Peter Rich, Martin Hermida	25	35	7	(53)	36	49	27	31	38	248
39	40	CHI	14740	Victor Lobos	Concepcion, CL	Sebastian Lobos, Cristobal Molina	16	47	22	35	29	39	(DNF)	48	14	250
40	17	CAN	14174	David Sprague	Toronto, CA	Sarah Foscarini, Daniel Sprague	38	30	(43)	34	43	26	35	40	16	262
41	34	USA	15345	John Faus	Harvey Cedars, NJ	Paul Whitesides, Clay Shaner	42	37	37	28	(45)	23	39	42	29	277
42	43	USA	15143	David Helmick	Longwood, FL	Davy Helmick, Carol Stout	40	14	(55)	44	25	54	36	29	47	289
43	7	USA	15111	Gianni Cuccio	Southport, CT	Tom Emch, Adam Lewis	21	21	45	25	35	53	48	41	(DNC)	289
44	4	COL	14704	Santiago Uzcategui	Bogota, CO	Jochen Raute, Johann Uzcategui	43	43	(56)	37	47	34	37	44	36	321
45	95	CHI	14795	Ignacio Perez	Santiago, L	Edmundo Perez, Cristian Perez	46	44	48	36	(49)	22	38	47	45	326
46	31	FIN	15341	Jukka Jaskari	Hollola, FI	Pasi Hannila, Ritta Kangas	51	52	39	40	44	31	44	(54)	40	341
47	1	COL	15401	Gustavo Tamayo	Bogota, CO	Nick Farina, Jimmy Roe	33	27	41	56	40	(59)	41	52	52	342
48	10	AUS	15410	Ian Edwards	Northbridge, AU	Knut Engerbretsen, Rick Rothenbuler	15	50	54	43	51	46	40	53	(55)	352
49	16	CAN	14516	Lorrie Walsh	Thunder Bay, CA	Katrina Oostveen, Tina Corness	(56)	41	35	49	48	42	46	37	56	354
50	78	CAN	14878	Ross Bailey	Thunder Bay, CA	Brian Cox, Kristin Thompson	49	49	42	52	53	40	(55)	45	30	360
51	20	SUI	14520	Jacques Perret	Peseux, CH	Todd Cox, Cortney O'Connor	41	51	51	47	41	(57)	50	49	33	363
52	42	NGR	15421	Michael Barnes	Lagos, NG	Kevin Gosling, Alexander Hayman	37	45	(59)	45	57	36	47	46	54	367
53	52	FIN	15281	Kimmo Aromaa	Vantaa, FI	Pekka Bollstrom, Walteri Karhusaari	36	46	(60)	50	55	37	53	56	37	370
54	38	ECU	14383	Jimmy Pazmino	Guayaquil, EC	Santiago Salem, Mel Keen	(58)	53	46	51	54	35	58	55	32	384
55	14	MEX	11046	Jorge Murrieta W.	Ville de Bravo, MX	Balbino Gallego, Pablo Carvajal	53	56	44	57	52	50	52	(DNF)	34	398
56	41	FIN	15415	Sakira Pesola	Tuusula, FI	Anna Henderson, Pyy Aalto	(59)	55	49	59	59	32	57	57	31	399
57	26	NGR	15326	Gary Schwantz	Lagos, NG	Jacques Schwantz, Richard Leek	57	48	36	55	56	51	54	50	(58)	407
58	69	FIN	15369	Lauri Hemming	Espoo, FI	Laura Hemming, Maria Hemming	55	57	38	58	(60)	38	59	58	57	420
59	74	NGR	15274	Julian Calvin	Wilts, NG	Mikkel Skaalum, Olav Skaalum	50	54	58	(60)	58	58	51	51	53	433
60	3	CHI	15348	Hugo Perrin Costa	Concepcion, CL	Ricardo Gonzalez, Paulo Segura	54	58	53	54	50	55	56	(DNS)	DNC	441





***World Champions Matt Fisher, Dan Moriarty and Tobi Moriarty***



*Runner Up David Starck, Jody Starck and Ian Jones*



*Second Runner Up Tito Gonzales, Cristian Hermann and Diego Gonzales*



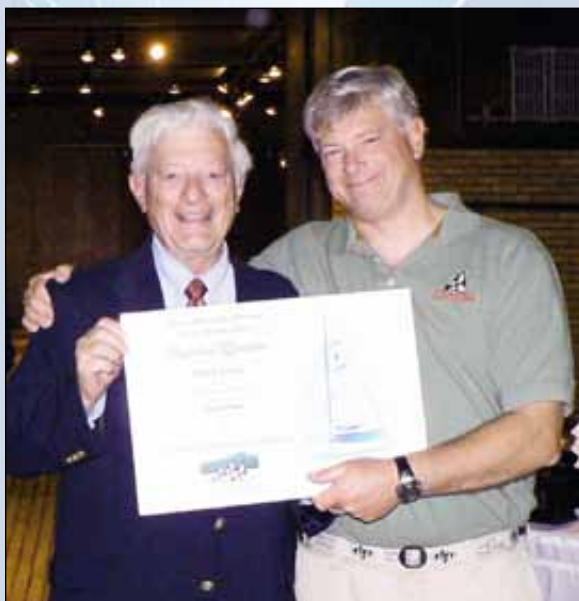
*Third Runner Up Allan Terhune, Jr, Katie Terhune and Sarah Merganthaller*



*Fourth Runner Up Jody Lutz, Jay Lutz and Matt Schon*



# Special Awards



*Dick Fastiggi presenting son Bill Fastiggi with a Class Appreciation Award for serving as Regatta Chair for the 2009 World Championships*



*Bill Fastiggi presenting to Hugo Perrin Costa for travelling the farthest to the 2009 World Championships*



*Tobi Moriarty receiving the Audrey Matteson Trophy for the highest female finisher*



*Geoff Becker, Dan Rabin, Bill Ward receiving the Smither Trophy for the highest finishers who were first-time participants at the Worlds*



*Pyry Aalto receiving the Kaleigh Wilday Trophy for being the youngest competitor at the Worlds*



# Appreciation Awards

**Jim Adams** — Handling Trailers, Storage and Launching

**Heather Ambrose** — Organizing Boat Charters, Advertising and Sponsors

**Tim Ambrose** — Organizing Measurement

**Kika Bronger** — Organizing Registration

**Don Brush** — Principal Race Officer

**Suzy Coburn** — Organizing Housing

**Todd Cox** — Marketing and Writing Articles

**Bill Fastiggi** — Regatta Chair

**Dick Fastiggi** — World Championships Organizer

**Aaron Frank** — Organizing Trophies

**Mark Gardner** — Creating the Website and Assisting with Boat Charters

**Lynne Gardner** — Coordinating Volunteers

**Rod Halsted** — Principal Race Officer

**Suzanne Hebler** — Creating Merchandise

**Marilynne Johnson** — Entertainment

**Janice Lange** — Coordinating Judges

**David Little** — Creating Banners, Flags and Signs

**Malletts Bay Boat Club** — Hosting the 2009 Lightning World Championship Regatta

**Kathy Manning** — Assistant Principal Race Officer and Finishing Boat

**Alan Ouellette** — Scoring, Writing Press Releases and Daily Blogging

**Arnie Tran** — Organizing the Grounds

**Patrick Zachary** — Treasurer and Organizing Boat Storage



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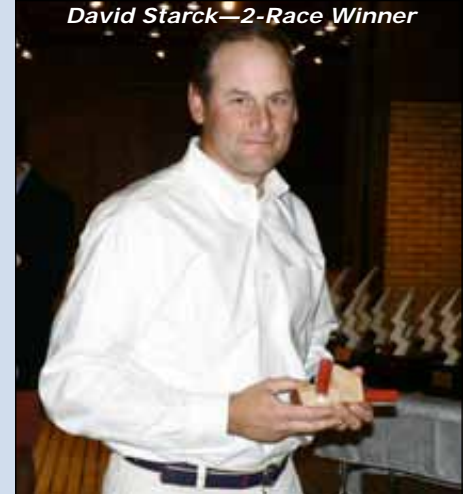
# 2009 WORLDS



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## **International Masters' Champion—Jim Crane**

The Malletts Bay Boat Club was host to this year's International Masters' Championship, and they lived up to their billing and prior reputation by running a superb regatta. They delivered a beautiful sailing venue comprised of a large, circular bay with a back drop of the rugged Adirondack Mountains to the west and Mount Mansfield, the highest point in Vermont, to the east. The spectacular colors of a Vermont fall had not arrived, but there was a noticeable nip in the air. Without doubt, the setting was spectacular for the thirty-two competitors who arrived to enjoy sailing in this northern clime.

Since sailing in this event, I have competed in two other world championships, and I have to admit that the intricacies of each race have escaped me. This happens when you are over sixty and have sailed in over twenty races following the Masters. However, I'll try and give a summary of my recollections.

The first part of the regatta was sailed in a northerly breeze that had a strength of 10–15 knots and was typical of a shifty northerly. The second half of the regatta experienced a southerly breeze that was quite fresh but died down to a zephyr for the final race. Markedly, this breeze was also highly unstable and, in my opinion, proved to be more unpredictable and frustrating than the northerly. It seemed that no matter what direction the breeze blew from on Malletts Bay, it was capricious at best. There would be velocity changes and thirty-degree shifts on a random basis, and these changes could be very localized. A boat fifty feet from another might experience totally different conditions. To say the least, this caused much anguish and exclamations of, "why me." I'm convinced that this instability was caused by extremely cold air flowing over the relatively warm waters of the Bay. There was constant vertical mixing that made the shifts totally random, at least for me. This pattern extended right through the open Worlds the following week.

Into this sailing stew thirty-two master competitors fought for six races. Peter Hall, always a superb heavy air sailor, relished the early heavy air, collecting a 1, 2, 1 in the first three races. The Crane team, comprised of my brother-in-law, Tom Allen, and Brenda, my wife, hung in with a 2,3,2. Bill Mauk didn't give up anything with his lighter crew, compiling a 4,1,3. Recollections of other competitors are vague, although I still have visions of Jim Carson powering away from us on occasion with superior heavy air boat speed! But in essence, the Mauk, Hall and Crane boats seemed destined to have a match race. And, in fact, that is how it turned out.

In Races 4 and 5, in a lighter southerly breeze, Peter Hall slipped with finishes of 4, 7. Bill Mauk, in top form,

had a 1, 2, and we stayed close with a 3, 1. Doing the math, after five races, Bill Mauk had 11 points, we had 11 points as well, and Peter Hall had a total of 15. At best, the various permutations and combinations of these scores proved problematic for the Crane boat when a throwout was put into the mix. Since Bill Mauk had two firsts to our one in the first five races, if we both tanked in the last race, he would win. If we had a 1 and he had a 2, we would still be tied after a throwout. After the tie breaker, I believe, the win would go to us. We would both have the same number of firsts and seconds, but we would have two thirds to his one. We would also have beaten him in four out of the six races. If we finished second in the last race and he was third, we would tie on points, but he would win because of his two firsts. If we finished worse than third, he would win regardless of his final finish. Meanwhile, Peter Hall still had a chance of winning if everything fell his way, but it was Bill Mauk's regatta to lose.

The last race started in the standard shifty southerly. After a poor start, we found ourselves positioned on the wrong side of the predominant shift and sailing well back in the fleet. Bill and Peter were far ahead of us throughout the race and at the last gate. I am sure they felt we were no longer an issue. We had to get up to first or second to have a shot at winning the regatta, and something seriously unexpected had to happen to make this possible. As we passed the last gate, from our perspective, Bill appeared to be focused on tacking on Peter, and they drifted to the left side of the course in a match race. This left the right side of the course totally open to us.

With nothing to lose, we headed to the right side of the course in a dying breeze. In this direction a point of land extended into the Bay, and it appeared that small puffs of air were coming off this promontory. Seeing this, we began short tacking up the right side of the course, trying to stay in each new streak of air. This strategy began paying huge dividends, and we quickly started passing boats. On top of the increased velocity, the wind veered to the right, and we had a spectacular angle into the finish. As lady luck would have it, we were able to cross the fleet and win the race. Bill and Peter, committed to the left, had their worst finishes of the regatta. While the Crane team celebrated its win, we knew that our victory was totally dependent upon the whimsy of Malletts Bay. Every dog has his day, and we just had ours.

The International Masters' Championship is all about the people, and while we were competing in a sailboat race, the camaraderie of seeing old friends doing something we all love made for the real joy in this event. This is a regatta where everyone wins, and I'm sure this is echoed by all the competitors at the Masters. A big thank you to the folks at Malletts Bay for running the event and making us all feel welcome.







# International Masters' Championship



September 7-11, 2009

Pos	Nat	Sail	Helm	Crew	R1 9/9 1105	R2 9/9 1305	R3 9/10 1105	R4 9/10 1300	R5 9/11 1150	R6 9/11 1417	Total
1	USA	15380	James Crane	Brenda Crane, Tom Allen Jr.	2	(3)	2	3	1	1	9
2	USA	14866	Bill Mauk	Vladimir Kulinichenko, Michele Sumpton	4	1	3	1	2	(18)	11
3	CAN	15210	Peter Hall	Jay Deakin, Ched Proctor	1	2	1	4	7	(22)	15
4	USA	15255	Richard Hallagan	Hendrix Ten Eyck, John Steiner	6	4	5	(10)	4	7	26
5	USA	14417	Don Barrett	Donna Barrett, George Wiedermann	5	7	(8)	8	5	3	28
6	USA	15122	Jim Carson	Ryan Stagaard, Donnie Schon	9	6	7	2	(22)	11	35
7	USA	15206	William Hofmeister	John McCree, Bruce Richards	11	5	4	7	(18)	8	35
8	USA	15246	William Neal	Lynnne Neal, Larry MacDonald, Jr.	3	8	14	6	8	(24)	39
9	USA	11346	Kip Hamblet	Rob Ruhlman, Abby Ruhlman	(17)	10	13	11	3	12	49
10	USA	15405	David Spira	Randy Shore, James Gardner	7	19	6	5	(26)	15	52
11	USA	14688	Georges Peter	Laura Jeffers, CH Ritt	(13)	13	11	13	9	6	52
12	USA	14446	Stuart Nickerson	Kurt Kling, Ann Brush	10	9	9	12	12	(14)	52
13	USA	15130	Chris Vann	Tom Emch, Tiffany Skinner	8	16	10	21	(29)	5	60
14	USA	14520	Todd Cox	Alan Baker, Russell Robinson	(18)	18	16	16	6	9	65
15	USA	14654	A Sterling Bush	Robert Bush, Allison Stevens	(27)	24	19	9	14	4	70
16	USA	15272	Mark Grinder	Mark Dadd, Kelly Papke	12	14	12	15	(31)	17	70
17	USA	14667	Bob Shapiro	Jim Lerner, Jeff Baker	19	22	(24)	19	11	2	73
18	USA	13726	Bill Buckles	Greg Florian, Ed Edgell	15	11	15	22	10	(26)	73
19	USA	14321	Jack Jones	Alberto Gonzales, Tom Doran	16	15	(23)	23	17	10	81
20	USA	14073	Gary Hurban	Joan Hurban, Laura Johnson	20	12	18	17	24	(27)	91
21	USA	15055	Hugh Hutchison	Marc Venables, Tom Heilmann	14	21	(22)	20	20	19	94
22	USA	15356	Judith Hanlon	Rachel Avenia-Prol, Dean Bell	23	23	(26)	18	13	21	98
23	AUS	15410	Ian Edwards	Gary Schwantz, Knut Engerbretsen	21	28	27	14	15	(29)	105
24	USA	15368	David Little	Bob Astrove, Laurie Duncan	(28)	20	21	25	21	20	107
25	USA	14525	John Bates	Trevor Prior, Gary Hoffer	24	25	20	24	16	(30)	109
26	USA	15237	Mark Gardner	Marilynne Johnson, Erik Johnson	22	17	17	26	(DNC)	DNC	115
27	USA	14680	William Killebrew	Mike Osborne, Kathy Osborne	25	26	(29)	27	28	13	119
28	USA	15346	Michael Hecker	Gary Reinheimer, Tom Crosby	(29)	27	25	28	25	16	121
29	USA	14926	Dwight Gertz	Jeanine Carlson, Art Cunningham	(30)	29	30	30	19	28	136
30	USA	14955	Richard Guy Corcoran	Richard Garr Cororan, Amos Shepard	(32)	30	32	31	23	25	141
31	USA	14876	Janice Lange	Tori Pesek, Mike Dewane	31	(32)	28	32	30	23	144
32	USA	11136	John Hughes	Eric Schulz, Rick Heath	26	(31)	31	29	27	31	144





*International Masters' Champions James Crane, Tom Allen, Jr. and Brenda Crane*



*Runner Up Bill Mauk, Vladimir Kulinichenko and Michele Sumpton*



*Second Runner Up Peter Hall, Ched Proctor and Jay Deakin*





# 2009 INTERNATIONAL MASTERS







*Brian Hayes had some great helpers, drawing the winning tickets*

### **Championship of Champions Donation**

Tuesday night was US SAILING night at the Worlds. The Class held a 50/50 raffle to benefit the Championship of Champions Regatta that our Carlyle Fleet (Fleet 266) will be hosting in October 14–17. Thank you to those of you who purchased tickets!

As a result of the generosity of the Class, I believe we will be able to:

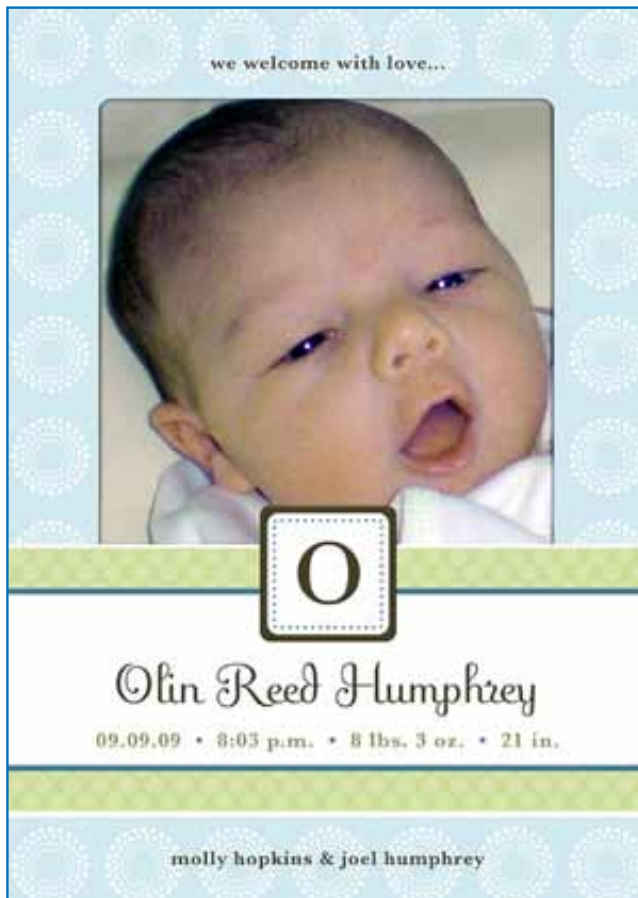
1. Have ILCA named a Sponsor of the event by US SAILING;
2. Host a specially ILCA branded event (a presentation by Paul Cayard to the media and attendees);
3. AND cover the travel and hotel expenses for Paul Cayard and Austin Sperry.

The funds from ILCA Fund and 50/50 raffle will go a long way. Bang for the buck counts!

*Matt Burrige*







Olin arrived on 9/9/9—almost a week late, and he was a little porker at 8 pounds 3 ounces. He is healthy and doing well.

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On March 22–30 2010, Medellin, Colombia, will host the IX JUEGOS SURAMERICANOS MEDELLIN 2010.

The Federacion Colombiana de Vela has been working with the South American Sail Confederation for more than a year selecting the Classes that will participate, as well as the venue.

Sailing will take place on Guatape Lake, a mountain lake with an excellent climate. The organizers anticipate winds of 5 to 12 knots for that time of year. The lake is conveniently located one hour from an International Airport and one and a half hours from Medellin.

Sail Classes for these games will be:

- Sunfish
- Laser Standard
- Laser Radial
- Snipe
- Lightning
- Windsurf RS:X

The Lightning has been included with the Pan-American Games in mind. The success of the Lightning during the 2007 Pan American Games in Brazil set the stage, not only for the magnificent show that spinnakers make, but also because the Lightning is one of the most technical boats sailed in South America. The South American Games will be the first step in preparation for the Pan American Games in Guadalajara 2011.

As a Lightning sailor, I must say that I am very proud to have the Lightning Class in these games, and I hope that all South American countries can be represented. As Federacion Colombiana de Vela President, it will be an honour to host South American sailors in our homeland.

*Felipe Castillo, Lightning Sailor and  
President Federacion Colombiana de Vela*

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## Bruce Goldsmith Memorial Regatta

Devils Lake Yacht Club, Fleet #31 — September 19–20, 2009

Twelve Lightnings and twenty-five Sunfish came to Devils Lake to participate in the 2009 Bruce Goldsmith Memorial Regatta. Missing was last year's five inches of rain from hurricane Ike. Sunny skies allowed for six races in shifty, light to medium winds. George Sipel from North Cape Yacht Club with crew Jeff Hagman and Chris Snyder handily won the Lightnings. Sjoerd-Jan Vanderhorst (Sandusky Sailing Club) with wife Kathy and son Jack were runners up; David Laidlaw (Devils Lake Yacht Club) and crew Irma David and Kevin Laidlaw were 3rd. 4th was Jim Davis, Chris Davis and Betsy Bradley (North Cape Yacht Club). Mark Wessel (Sheboygan) with crew Denise Cornell and Bailey Dolson was 5th.

The Sunfish competition served as a Midwest Regional Championship and World qualifier. Dan Norton (Devils Lake Yacht Club) was 1st, Chad Coberly (Gull Lake Yacht Club) 2nd, Linda Norton (Devils Lake Yacht Club) 3rd, Sean Fidler (Pontiac) 4th and Scott Schappe (Lake Bluff) 5th.

Sunfish sailors dominated the special awards. Bob Findlay (Wilmette, Illinois) won the "Better To Be Bad & Colorful Than Dull & Mediocre" award for his Saturday night activities. David Hanselman (Detroit) won the "Good Enough For Who Its For" award after capsizing when hit by a five-knot "puff" on Saturday. Mid fleet awards were won in Sunfish by Matt Heywood (Wolf Lake) and John Mathers (Pontiac) in Lightnings.

There were many Bruce stories along with Bruce drink specials and a visit from Elvis at the Saturday night party. The Bruin would be proud. Plans are already being made for next year. Weather will again be guaranteed. See you there.

*Dave Laidlaw, Regatta Chair*



Pos	Sail	Name	Crew	Club	R1	R2	R3	R4	R5	R6	Total
1	14249	Sipel, George	Jeff Hagman, Chris Snyder	North Cape	1	2	1	1	TO-3	1	6
2	14818	Vanderhorst, Sjoerd-Jan	Kathy Vanderhorst, Jack Vanderhorst	Sandusky	TO-5	1	2	5	1	2	11
3	14830	Laidlaw, Dave	Irma David, Kevin Laidlaw	Devils Lake	2	TO-4	4	2	2	3	13
4	14779	Davis, Jim	Chris Davis, Betsy Bradley	North Cape	4	3	3	TO-8	5	5	20
5	15301	Wessel, Mark	Denise Cornell, Bailey Dolson	Sheboygan	3	5	7	6	6	TO-11	27
6	15230	Mathers, John	John Garrison, Steve Chavez	Pontiac	TO-7	6	5	4	7	6	28
7	14543	Heagy, John	Jodie Kjoller, Debbie David	North Cape	TO-9	7	8	3	8	8	34
8	14774	Vickers, Tom	Lindsey Vickers, Meghan Walter	Crescent	8	9	6	TO-10	4	7	34
9	13959	Clemes, Jeff	Keller Smith, Lisa Thomas	Devils Lake	TO-12	8	12	7	9	9	45
10	14294	Koster, Larry	Blaine Severin, Deon Claiborne	Lansing	6	10	10	TO-11	10	10	46
11	15262	Dust, Mary	Jacob Den Boer, Molly Spearnin	Sheboygan	11	TO-12	12	9	11	4	47
12	14649	Rogge, Bill	Scott Mabie, Jonathan Hamen	Devils Lake	10	11	9	TO-12	12	12	54
Midfleet Award - John Mathers											



## Hallagan Wins The Skaneateles One-Day Regatta

For those of you who are courageous enough to come to Skaneateles and brave the conditions, be aware that you are among the brave, strong and few. In years past we have presented the sailors with rain and more rain, no wind, fog that settles in during the race, and a long list of other challenges. This year was no exception! Those who sailed were treated to light and shifty conditions, good chili and homebrew.

Skipper/ hull #	R1	R2	R3	R4	Place
Slade/Emens 8004	5/5	11/16	8/24	9/32	8
Jones 14321	2/2	8/10	2/12	1/13	2
Tuttle 14465	10/10	7/17	4/21	4/25	5
Cramer 14772	11/11	10/21	6/27	10/37	11
Atkinson 14949	6/6	2/8	11/29	7/36	10
Fleckenstein 14968	8/8	5/13	7/20	3/23	4
Spalding 15088	9/9	12/21	10/31	11/41	12
Chervenik 15156	12/12	6/18	3/21	12/33	9
McReynolds 15165	4/4	9/13/09	9/23	5/27	6
Pope 15250	7/7	4/11	12/23	9/32	7
Hallagan 15255	1/1	1/2	1/3	6/9	1
Lange 15276	3/3	3/6	5/11	2/13	3

**1st Place:** Dick Hallagan

**2nd Place:** Jack Jones

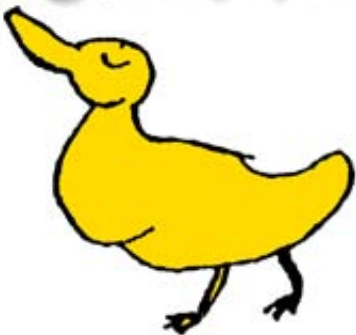
**3rd Place:** Philip Lange

Hull Number Handicap: Dick Tuttle

Special recognition to team of Slade and Emens in the woodie 8004 (aka. 9119)

Wind conditions: Light and variable out of the northeast most of the time. RC was thankful for the fact that there was some wind and that the boats had to tack to make the weather mark.

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## **Team No Discipline Takes 1st in NJ Lightning Jr. States**





# Lightning Fall Classic

Cedar Point Yacht Club, Fleet 126 — Westport, Connecticut

September 27-27, 2009



Photo credits: Robyn Hoffman

Pos	Sail	Name	Crew	Club	R1	R2	R3	R4	R5	Total
1	15406	Jay Mueller	Bill Dodge, Mary Mueller	CPYC	2	2	1	6	2	13
2	14727	Paul Luisi	Cole Barney, Hodge	MBC	3	1	6	2	5	17
3	15400	Tim Milhiser	Jim Cutler, Dylan Farrel	MYC	5	3	5	4	1	18
4	15258	Brian Comfort	Whit Rugg, P. D. Duncan	SLSA	7	4	2	3	6	22
5	14287	David Lutian	Justin Maher, John Boxberger	CPYC	4	8	3	1	7	23
6	14819	Eric Heller	Rod Ratcliffe, Mary Margaret Poster	CPYC	1	5	8	8	4	26
7	15051	David Howe	Bertus Geertsema, Ryan Ages	CPYC	8	9	7	5	3	32
8	14889	David Fried	Paul Schroeder, Leland Chang	CPYC	6	6	4	7	DNS	32
9	15232	Bob Hall	Paul Gallagher, Maria Kashiwazaki	LWYC	9	7	9	9	8	42

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District Commodore - 2 Stars  
Fleet Captain - 1 Star  
Secretary (ILCA, District and Fleet) - Quill  
Measurer (Chief, Assistant, Certified) - Square  
Treasurer (ILCA, District and Fleet) - Acorn

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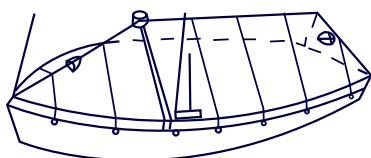
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## 2009 Lightning Red Flannels Regatta

Bill Faude

The 2009 Red Flannels were contested as they have for over fifty years at the end of September on the waters of Lake Michigan. This year eleven boats

competed in seven races in fantastic conditions—perhaps globally-warmed enough so that some competitors were openly wondering if the regatta might better be named the Red Bikini, or perhaps even the Red Thong regatta. True, the days of even ten years ago, when seasonal Lake Michigan North Easterns would greet the fleet with 20 knots and eight foot rolling waves, seem long gone.

One element of this successful fresh water classic that thankfully is not long gone is PRO Bruce Thompson and an all-volunteer Race Committee who did a fantastic job getting seven races in over a little over a day and a half. Bruce told the competitors that the races would be run efficiently, with little time between races so that less time would be spent reaching around behind the starting line and more competing—and he didn't fib.

Last year's Regatta Chairman Bill Faude promised the Fleet at the 2008 awards that if thirty boats didn't register for the regatta, the 2009 event would be free. 2009 Regatta Chairman William Gibson helped make him an honest man by decreeing that this year's event would live in the entry fee-free zone. No regatta fee! Free beer the whole weekend. Only the dinner came with a reasonable fee. What better way to combat a worldwide economic crisis than by cutting prices and finding everyone a place to stay?!

Past Fleet 5 fleet member David Schmahl did his part to make the weekend memorable by docking his S&S 47 "True Romance" in a slip just off the club, where it became ground zero for a large impromptu bash following sailing on Saturday. What a great time—thirty-five people on deck, and True Romance floating approximately 1/4" below her waterline. I'm telling you that yacht is a...proper yacht. Next time there are tornado warnings, I'm pulling my family out of our basement and spending the storm down below on that boat where there are bunk beds (berths) and more teak than could possibly be cleaned and varnished in my lifetime. It seemed entirely appropriate that this yacht was designed by Olin Stephens' firm. I didn't see it with my own eyes, but I'm confident she has a skeg.

The sailing was also noteworthy. After sailing on Saturday, any of about five teams harbored realistic chances of winning. Sunday brought fresher pressure from between 14 and 22 mph from the WSW with accompanying +50% magnitude puffs and up to 30% directional shifts. The forecast was for

breezes to build all day up to a top end somewhere in excess of 40. PRO Thompson got the group out there an hour earlier than on Saturday to be sure we got all three scheduled races in before the conditions became impossible.

A nice battle between Dave Stix's and Bill Faude's teams at the top of the leader board ensued. Faude made this much more interesting by finding the second row in what certainly should have been a single row start in each of Races 5 and 6. Fortunately for those guys, there were some gains to be made bailing out early in each leg and being right of most of the fleet. Truth told, they didn't have any other choice.

Drama for who would win the regatta effectively ended at the top of Team Stix's mast when the shackle fitting pulled out from the swage seconds after the start of Race 7. Anyone who has ever had to sail upwind in 20+ about four miles without a main will understand what a bummer that can be. We've heard about Lightning World Championship races being contested in LOTS of breeze in South America in the early 70s with jibs only. Somehow that was probably more glamorous than their trip in from the race course. That was a bummer indeed.

So Lightning 15260 won the event with Bill Faude, Jared Drake and Andy Kamarda on board. Andy was excited enough about sailing Lightnings in breeze that he vowed to fill out a Boat Grant application. We could use young blood like his in the Class. Or else maybe we just have some young blood like his in our boat...those other two guys aren't getting any younger. It's your move on that application, Andy.

Dave Stix's team of Brian Barkley and Steve Diaz had the 14938 going the right way and quickly too before disaster struck. Rust may never sleep, but it turns out stainless is something over which to lose some. Let Dave's be a cautionary tale; go out to the garage and inspect your halyard balls. C'mon, go out and do it right now. Don't hesitate because its cold now, and your boat's behind your Weber grill and your pressure washer. All may not be well inside your mast bag.

Pete Orlebeke with Kim Orlebeke and Lori Jost sailed consistently well. They were so far launched in the first race that either confusion about which second windward mark to round or going so fast they entered a time warp that could have cost them that race.

Brad Wagnon's team had Brad and the Prom Dress yacht off and running faster than this reporter has seen in years. If this trend continues, in about two years Brad will be hoisting the NA's trophy.

OK, you can only write so much about an eleven-boat regatta. We all had a great time. And if you missed it, you probably didn't have as much fun as we did. Hope you all come next year. I'm pretty sure the beer will still be cheap—the soft drinks too for you politically correct ones.

Chicago Corinthian Yacht Club  
September 26–27, 2009

Pos	Sail	Name	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total
1	15260	Faude, Bill	Chicago	1	3	TO-5	1	1	1	1	8
2	14938	Stix, David	CCYC, Chicago	6	1	1	2	2	2	TO-DNF	14
3	15158	Orlebecki, Pete	Fond du Lac, WI	TO-11	5	2	5	3	5	2	22
4	15259	Wagnon, Brad	Wawasee, IN	TO-8	6	3	3	4	3	4	23
5	15213	Schmahl, Jeff	Wawasee, IN	TO-9	4	6	6	8	6	3	33
6	15167	Gibson, William	CCYC, Chicago	4	7	4	4	6	9	TO-DNF	34
7	15137	Adamski, Steve	Green Bay, WI	5	8	TO-10	7	9	4	6	39
8	14613	Ehrenberg, Jeanne	CCYC, Chicago	2	2	9	9	10	TO-11	8	40
9	14844	Burke, Dennis	CCYC, Chicago	3	9	8	8	7	TO-10	7	42
10	15332	Considine, Pat	Chicago	10	10	11	TO-DNF	5	7	5	48
11	14015	Steffenson, Doug	CCYC, Chicago	7	11	7	10	11	8	TO-DNS	54



# What a year!

Al and Katie Terhune and Jeff  
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- 1<sup>st</sup> Borderline Regatta**
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Photo Bill Clausen



## ***It Takes an International Village***

Amy Smith Linton

**Centennial, CO**—Earlier this year, Victor Lobos and John Faus were getting worried. With the global economy in a tailspin, both members of the International Lightning Class Association Executive Board were hearing gloom-and-doom predictions about the future of the Class' major boat builders. Orders were slow, and times were getting harder. During the recent World Championships in Malletts Bay, Vermont, Victor Lobos explained it this way: "If your boat-builders don't have work, your Class might just disappear."

Lobos, of Concepcion, Chile, and John Faus of New Jersey did some trans-equatorial brainstorming via Facebook, e-mail and cell phone. "Victor knew that a couple of potential boat-buyers in Chile were hesitating because of the logistic challenges," said Faus, "so we started thinking—why not match-make between these buyers and the boat-builders and the shipping companies and end up with a big win-win for Lightning sailors?"

It couldn't be so hard, they figured, to provide some shipping expertise and a discount for shipping a container of Lightnings. The Lightning Class, 2,000 members strong, would be sure to have some experts willing to volunteer their knowledge. And with the innovative Boat Grant Program, which provides race-ready boats to young sailors for free, working so well, maybe the 70-year-old Class would be willing to wager some more dollars on another new idea. The two presented their plan to the various ILCA boards, got rapid approval, and started publicizing the Fleet Development Initiative in late March.

The fruit of their labors: The first container of Lightnings will ship to Chile later this month, with one boat ending up in Argentina.

"It took a boatload of help," reported Faus. Staging began in Malletts Bay, where several of the boats competed in the World Championships. "A Lightning friend, Jimmy Roe, hauled my boat back so I could tow a double-deck to Monmouth (New Jersey) Boat Club," said Faus. "Mark Schneider

doubled up to bring a boat to Jersey, while yet another Lightning skipper, Pierce Barden, drove Carter Utzig's boat north." The four boats will be stacked and packed into a 40-foot container this coming week in Newark. "Tom Starck, a Lightning sailor from the Buffalo area, arranged a great price for shipping."

"I expect to see four more boats at the Chilean Southern Circuit in a month or so," said Lobos. "We're looking forward to adding some competitive new boats to the fleet in Concepcion."

The costs are not yet in, depending on how many non-volunteer hours it takes to put the boats into shipping containers, but boat builder Tom Allen of Allen Boatworks in Buffalo reports that the Fleet Development Initiative has resulted in at least two new boat orders. ILCA leadership hopes that this container will be the first of several. "We've spoken with people interested in building their fleets—in Finland and Nigeria, for instance, and in reviving the Class in Argentina. Additionally, we're hearing from folks who want to start up Lightning fleets in Mexico and Australia," said ILCA president Brian Hayes. "We are very excited about what this means for the future of the Class."

The Lightning is a triple-handed dinghy designed by Sparks and Stephens in 1938. Actively raced in Europe, North and South America, and Africa, the recent World Championships included entries from Chile, Ecuador, Colombia, Brazil, Mexico, U.S., Canada, Finland, Switzerland, Italy, and Nigeria. The Lightning has also been used for the Pan Am Games and as a U.S. Ladder Championship boat.

For further information, please contact Victor Lobos, Chile ([valobos@lobosarq.cl](mailto:valobos@lobosarq.cl) or 56-41 274-9350), John Faus ([johnfaus@yahoo.com](mailto:johnfaus@yahoo.com)), Steve Davis, ([sdavis7625@gmail.com](mailto:sdavis7625@gmail.com)), or the ILCA office (SKYPE: ILCAoffice, [office@lightningclass.org](mailto:office@lightningclass.org), ph: 303-325-5886) or visit the ILCA website at <http://www.lightningclass.org>.



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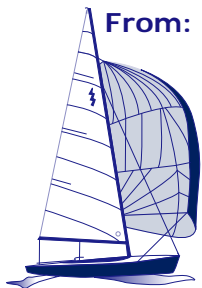
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**15309 Nickels,** All white, like new boat. Sailed minimally one season and stored indoors during winter. Full trailing covers. Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

**14980 Nickels.** White hull with teal blue trim. Wilmington NC. \$13,500 Beth Jueschke 678-360-2808 bjueschke@hotmail.com

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**14680 Allen.** White hull, grey deck, speckled red stripe at non skid. Good condition. Boat is in Nashville, TN \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

**14657 Nickels.** White hull with gray deck. New Bryant mast. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

**14652 "race ready."** \$8,500. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

**14650 Intermountain.** Nickels galvanized trailer with wide bunks, ready to race, \$8150.00, located in Toronto, Ontario Canada, Phil 416-779-0857, pjager@htxgroup.com

**14505 Nickels,** light gray, red and blue boot, excellent condition with all the latest go fast controls Nickels galvanized trailer with excellent tires and new wheel bearings with bearing buddies. Photos available. \$8,500 Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

**14434 Nickels.** In very good condition. Custom extended galvanized trailer. Boat has been sailed in fresh water. Asking \$6,800. Rhode Island. Rick 401.749.3165 8/19/09

**14277 Nickels,** White hull with light gray deck. 705 lbs, (weighed in 2008) and in good condition \$6,800. Located in Tenafly, NJ. Contact Eric Beck eabeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

**14114 Nickels,** Grey hull, white deck, good condition, race ready. SS centerboard, minimum weight, rigged for racing. Always dry sailed. \$6000CND. Located in Dorval, Montreal. Contact Alain Ranger at 514-631-2264 or email at ranger.alain@sympatico.ca

**14074 Nickels,** excellent condition, all white with blue water line pin stripe. All go fast controls all newer. \$6,200.00 Located in York, Pa Tprior@finchinc.com or cell 717-917-8602

**14061 Nickels,** excellent condition, all white with blue boot and deck band. All go fast controls, \$7,300 Contact Joe Dissette MICH 989-631-2133 Photos available. dissettesail@chartermi.net

**13818 1983 Nickels,** Dark blue hull with yellow stripe at deck and waterline. New mast in 2008. Nearly all control lines replaced within last 4 years. \$4,500.00. Joel LeMahieu jojoledmahieu@hotmail.com (920) 207-2026

**13370 Eichenlaub.** Mint green hull with white deck. It comes with 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. REDUCED PRICE \$1900 Boat is located in Nashville, TN. 615 400-9534 alightning@aol.com

**13211 Blue hull,** 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1300.00 call 201-745-5934 swalbrecht823@yahoo.com.

**12687 Lippincott,** white hull, oval mast and boom, rigging upgrades, good trailer, regular cover and travel cover, very solid and stiff boat, ready to race, Price \$2700. Cazenovia NY 315-815-4161 wmott@oswego.edu

**11072 Mid 1960's vintage Lightning.** Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc. Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME

**10892 Allen Oval spars,** SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill\_weiss1@juno.com.

**10827 Lippincott,** 1968. Beautifully maintained and ready to sail. We will deliver the boat to a NE location (508)758-2282. \$3500 Annemarie Fredericks airborne1715@comcast.net 508-758-2282

**10776 Lippincott.** Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller \$2500 obo. Stamford, CT.Contact: Captain Al Papp 203-322-5851.

**9250 Fiberglass Lippincott.** White hull, white deck, re-built and re-rigged. Owned by Community Sailing of Colorado. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

**7922 Built by Saybrook Yacht Yard.** Trailer 10 years old, in good condition. This boat needs a lot of work, call John for information about it. Best offer. In PA. John Andrews 814-332-0738

**7216.** Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

**2777,** "Jackie Sue", a Skaneateles boat, was last sailed approximately 1960. She has been stored inside since then. I believe all the gear and sails to be original. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

**1022 1949 Lightning "woodie"** needing a full restoration \$1,000. Cincinnati, OH Erik @ 513-484-7724 or erik@vapstudio.com

### 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.