



2008 Boat Grant Program Wrap-up



Coplan Team wins the Metropolitan District Championship

Note to the Class Office from Art Petrosemolo: I was very impressed with Justin Coplan and his crew, and when I learned about the Lightning Grant Boat Program, I was even more impressed. Finally, a fleet that is thinking ahead and not back. You would have gotten a kick out of the "old geezers" on the dock after the Sunday races just shaking their heads that they were beat (soundly) by a college kid and two high school crew. It was a hoot!

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The second year of the ILCA Boat Grant Program has been a tremendous success. The applications received were even better than last year, making the selection process very difficult. In the end, five teams were selected to receive Grant Boats and another to receive a "developmental" boat.

Both Nickels Boat Works and Allen Boat Company generously provided the use of a new boat for the 2008 season, while two recent-vintage Lightnings were donated outright to the ILCA for use in the Boat Grant Program, and Steve Davis made one of his boats available to a Colorado team for the summer. North Sails, Quantum Sails, Vermont Sailing Partners, and members of the Class have all generously donated new sails and gear. "Individual donations have been really amazing," said Class president Brian Hayes. "Not just gear and parts, but dollars and hours of work. In 2008, we were able to establish a Colin Park Memorial Boat as well as a Bruce Goldsmith Memorial Boat. It's kind of like the future of the Class is connected directly to the Lightning's history."

"These are new or nearly-new Lightnings, with all the bells and whistles," reports Bill Fastiggi, one of the originators of the program. "Thanks to the generosity of the Class and the vendors, these teams can pretty much hook up the trailer and hit the road to do as many regattas as they can." In addition, Fastiggi explained, each team has an official mentor in the Class, who

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President's Column

Brian Hayes, Sr.

As I sit and write this, I find myself searching for a silver lining in the cloud that is enveloping our entire global economy. It is a difficult time in both the United States and around the world, and I think we all expect it will be a long, painful trip back to robust, thriving times. I hope that I am wrong and that this period of uncertainty is just a small speed bump and that, before long, we will stabilize the ship and sail along. Regardless, I am very hopeful and praying for all of us in the ILCA family to emerge from this period stronger and happier.

With that said, there is one investment that I am very bullish on right now. At the risk of being involved in an insider trading scandal, I'm going to let you in on it. This "blue-chip" has a very low buy-in and has been a proven, consistent performer in its market for over seventy years. It has a strong asset position, and it produces proven winners year after year. This commodity has the support of industry leaders throughout the US and world. It has a strong manufacturing base that continues to produce the highest quality products that retain their value better than most nearly any other similar product. In fact, there are stories of the product actually gaining value over time in some instances. The staff that runs the day-to-day operations of this business are the envy of the industry. The staff is small (one person) but responsive to all the owners' needs. A company newsletter is published and distributed to all share holders ten times a year, and a yearbook is produced and distributed



as well. These periodicals share stories of owner success, share informative articles on how to improve the performance of the owners' assets, as well as inform the owners on how they might increase the value of their ownership experience with helpful "how-to" articles. The return on this company has been consistently high, assuming you consider the pure enjoyment of sharing your passion with your family and friends as a invaluable asset. Every dollar invested in this company goes right back to the owners. It runs a very successful grant program to help future investors become involved in the corporation and, as a group, has been generous to a fault. It is very inexpensive to be a "part-owner" of this progressive company. Asset holders can gain all the benefits for only \$45 a year. Supporters can "buy-in" for only \$26, and those "freeriders" (as the asset holders may call them) can get in for only \$10!!

Obviously, if you've read this far (and I don't know how you did it), you know I'm talking about the ILCA. For the past two years it has been Past President Steve Davis' goal to reach one thousand Active members in the ILCA. We have missed attaining that goal the past two years by only a few dozen. I am hopeful that, with your support, we can reach the one thousand active member goal for 2009. Active membership is still only \$45, while Associates pay \$26 and "Freeriders" (crew!) are only \$10. The ILCA is a great investment. Please show your support and join for the 2009 season today.

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can provide coaching, advice, guidance, and help manage the day-to-day upkeep of the boats. "All five Boat-Grant teams qualified and competed at the North American Championship, and four sailed at the 70th Anniversary Regatta this summer," reports Debbie Probst, who is the Cochair of the Boat-Grant committee. "And four went to the Atlantic Coast Championships. It's great to see a crowd of young sailors racing full-on with national and world champions at these events."

The Boat Grant Program has been recognized by US Sailing as addressing many challenges facing the sailing community. Uniquely, it helps link collegiate racers to a strong One Design Class and introduces them to the camaraderie and high level competition of an established international class. The Lightning Class has received tremendous publicity as a result of the program for its forward looking approach to building the future of the Class by exposing young people to our events and traditions of sportsmanship and family sailing. "At regattas, sailors would always be excited to see us and jump at the opportunity to lend us a hand, be it with rigging the boat or making it go faster," said 20-year-old Coplan.

The Application deadline for the 2009 program is December 31, 2008. For complete information on the program see http://www.lightningclass.org/Boat_Grant/GrantProgramIndex.htm

The Class Office has a collection of Lightning Yearbooks. We are missing 1938, 1939, 1952, 1943. Were books published in those years?

If you have one of these please consider donating it to the Class.

Yearbook Update

The 2008 Yearbook will be to the printer soon, and you should receive it in the mail before the end of the year. Please contact the Class Office if you are able to volunteer to help with the 2009 Yearbook.

Yearbook Fleet reports are due: **December 15**. Please send full resolution photos as attachments. Do not imbed photos in your report!

Thank you for your help and patience.

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Taming the Spinnaker Beast



Skip Dieball



Jeff Linton



Bill Fastiggi



Amy Smith Linton



Matt Burrige

Available for shipment in early December—

"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. Crewmembers 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.

1 Copy : \$49.99 • 2 Copies: \$74.90 • 3 Copies: \$99.99

To order, go to: http://www.lightningclass.org/new_store/training_videos/taming_spinnaker_beast.htm

Behind the Scenes...Shooting the Latest Lightning Video

By Amy Smith Linton

Rick Bernstein explained how the video shoot would go. He said, "Okay, this is going to be really boring. I'm going to have you set the chute, sail downwind, and then I'm going to have you do it again. And again. And again. And one more time."

It didn't actually sound all that boring. It sounded surprisingly like—sailing.

And while Bill Fastiggi and Jeff have had a busy summer of racing, the foredecker hadn't been in the boat since May. So when Jan Davis asked if Jeff and I could fly up to Annapolis (in November!) to sail Jason Werner's boat for the new Lightning video, it was all good. Practice, a chance to earn brownie points with Jan, and support the coolest class in the world? Of course, we'd pack our woolies and head North!

The weather was ideal for video: the flat overcast light of incipient rain, with light (4–6 knots) the first day, and heavier (8–18) the second. Who knew that sunshine can be a videographer's heartache, what with the contrast and shadows? Anyhow, Rick chased around the Severn on Greg Fisher's runabout, with Al Terhune driving one day and Joe McCorkle taking over the wheel the next.

On the water, it was just like regular practice sailing: we sailed upwind, rounded a mark, hoisted (regular, pole-less, gybe-set, scrambling or relaxed), then gybed downwind (both with me on deck or "inside"), and then rounded another mark in the variety of ways that happen in the heat of battle. And then we did it again. And again. And once more.

The only thing really different from a regular sailing practice: Jeff and Bill appeared to be competing in the "Chatty Cathy" Olympics, each explaining why trim now, why ease here, why keep the tiller still, and what to anticipate there or here, what it should feel like, how to know when it's good or bad. An outpouring of information that ended up seeming more than a little unsettling: first, who knew Jeff was perhaps the more talkative of the two? And second, shouldn't I already know that stuff?

That's the enduring appeal of sailing: there's always more to learn. Which is why I can't wait to see the finished video. Thanks to the many folks involved for including us!



Lightning Family News



Stekatee Trophy Winner

This year's winner of the Neal Steketee traveling trophy was the Skaneateles Country Club, home of Fleet #1, for their outstanding job in hosting the 70th Anniversary Regatta.

The trophy was presented by Craig Thayer at the Club's sailors' dinner on October 10.



Pictured left to right are Joan Thomsen, Craig Thayer, Barb Honcharski, Bob Honcharski, John Henry Jr. (Commodore and Regatta Chairman), Bent Thomsen, Phil Hider, Bill Spaulding. (Missing are Mick Barnes, Dave Penfield, Joe Spaulding.

Accepting the award is Commodore and Regatta Chairman John Henry Jr. and members of the 70th Regatta Committee, whose planning and hard work during the event made it the success it was. Skaneateles had previously been awarded the trophy in 1988 when they hosted the 50th.

Editors note:

Thank you to Craig Thayer for making the official presentation of the Stekatee Trophy to the Skaneateles Country Club and for the "tlc" he bestowed upon the trophy prior to its presentation.

Congratulations to Fred Strammer

This past weekend was the New England Men's Single-handed Championships at Yale, which is the only qualifying regatta for the Singlehanded Nationals to be held two weeks later at Cornell University. I was nervous as usual before such a pivotal event, but I was confident, having won C-Division (laser full rig) at the Nevins my second week of school. My goal for this event was only to qualify. As my coach Dan Rabin and I both agreed, the hardest part of winning a National Championship is getting there. We also agreed that top five finishes every race would be sufficient to qualify myself for the Nationals.

As with every regatta so far this year in New England, this event was light. Racing took place on Long Island Sound in a light SE-SW breeze both days, slowly trending right throughout the day. Thirty-three sailors showed up for this event, which is above average for a normal 18-20 boat college sailing regatta. With so many boats on the line, it would be difficult to come back from an OCS or a bad first beat. Luckily, I had excellent starts throughout the regatta and was conservative on the beats. I always opted to consolidate when I could and stay with the majority of my competitors instead of seeking leverage to win a race. By the end of two days of racing, I never won a race, but I had only one score outside the top five, a six, which was enough to win the event.

The Men's Singlehanded Nationals is the first collegiate national championship of the year and promises to be a challenging event. Dan Rabin will be joining me again as my coach for the event, and we are hoping to score Brown's first national championship for this academic year.



Rick Bernstein's son Jacob's face painted by daddy at his daughter Marina's 4th birthday party

2008 Boat Grant Program—Dan Perkins & Will Brown



Dan Perkins

As three Boston University students just completing our freshman year, we were excited to get the news that we had been selected as recipients of the Lightning Boat Grant Program. We were given the "Colin Park Memorial Boat" and would be going to sail out of Niantic, Connecticut. This would prove to be a new experience for all us, as we had little previous Lightning experience but we were eager for the challenge.

Our journey began in mid May as Ben and I headed to Maryland to pick up our Lightning. We had expanded our friendships at school with sailors that lived all over the country. This would prove beneficial, as we had a teammate who lived in the Maryland area that was able to house us overnight. Our trip was a success, and we made it back to Niantic. After spending the following weekend acquainting ourselves with the boat and readying it, we set off on Saturday, May 24, for our first race with the Niantic Bay Yacht Club Lightning fleet. We took many third-place finishes that weekend, out of seven, and were feeling good, but we knew we had a lot to learn. The Niantic fleet is very competitive and was a great source of inspiration and knowledge for us.

We were able to sail the Lightning at many different levels. Local, district and national events were on our schedule. The transition from dinghy sailing to Lightning sailing was a constant work in progress. We attended the Districts at Cedar Point, the 70th Anniversary Regatta in Skaneateles, the Governor's Cup in Niantic and the North Americans in Newport.

The Lightning is a great design that is suitable for all ages. We experienced a lot over the course of the summer—triumph, frustration, patience. It takes real teamwork to sail successfully and a true commitment from all sailors on the team for consistency. In hindsight, there were things we would have done differently, but overall, the experience was rewarding, and we are extremely grateful to the International Lightning Class for establishing this program. It still is young and in the growing stages, but it has the potential to be a success. On behalf of myself, Dan Perkins, and my crew Ben Greenfield and Tripp Cashel (with honorable mention to Janel Zarkowsky who filled in as crew when needed), we thank the International Lightning Class for this experience.



The ILCA gave me a great opportunity this summer by making me a Boat Grant recipient. As a college student I would not have been able to purchase a new Lightning, but this program allowed me to sail one this summer.

This Class displays some of the best sailing in the world. It is one of the reasons that I have found myself drawn to it. But the thing that truly makes this Class great is the caliber of people that make up the membership. People are always willing to lend you a helping hand, give some advice and just enjoy their time both on and off the water.

I also must thank my mentor John Faus who has played an instrumental role in my growth as a sailor and within the Lightning Class. He has always encouraged my sailing, allowed me to borrow his boat, and even crewed for me. He has gone above and beyond to help me out, and it is people like him who make the Lightning such an amazing Class.



Will Brown

2008 Boat Grant Program—Nick Farina



Nick Farina and Crew

When one thinks of Colorado, snowsports, hiking, climbing and other mountainous activities come to mind—but not sailboat racing. Since moving to Colorado three years ago, I have sailed borrowed boats, due to the kindness of Steve and Jan Davis, and more recently, thanks to the Lightning Boat Grant Program. This program allowed me not just to compete in regattas, such as the ACCs and NAs, but also to introduce some of my crew to the Lightning class. I have been teaching several young women to sail over the last few years in weekly fleet racing. Both my fiancée, Elizabeth Henry-Hooker, and fellow graduate student, Jenii Bernet, made the transition from beer-can mountain sailing in Colorado to big regattas on the ocean.

When submitting my application to the Boat Grant Program, I planned to have both a travel team of experienced young Colorado sailors and a local team of young women who have been sailing with me for the last few years. Of course, fate had a different plan than I did, and when most of my travel team had other commitments arise, I immediately asked these women if they would like to race in two big regattas. To my surprise, both Jenii and Elizabeth were eager to travel across the country and race.

Two days before the ACCs, Jenii and I left Boulder, heading to Rock Hall with three goals: 1) arrive safely, 2) teach Jenii how to trailer a boat, and 3) pick up our third, Ian McKenzie, in Baltimore. All were accomplished sans issue, and I prepared to drive a boat for two days instead of a car. We had our moments of brilliance, spending half of a race in third, only to pick the wrong side and drop back to the mid-teens. The rest of the regatta was practice—for me to get used to sailing with more than five boats, and for Jenii, how to do bow in pressure situations.

For the NAs, Elizabeth and my old skipper, Bretton Gardner, sailed with me. We had moments of brilliance, allowing us to qualify in the green fleet, but they were overshadowed by moments of hilarity. The last race of the qualifying series sums up the week. After a dreadful start, Elizabeth came up on the rail for a puff, and

At the NAs



suddenly, all I can see are her feet pointing at the sky and Bretton trying to grab her. Luckily, the spinnaker halyard had wrapped around her foot and we were able to pull her in easily. However, this had pulled the halyard out of the mast so we had to drop the jib, switch halyards, race, drop, and switch again. Later in the week, again in the middle of the race, I somehow hiked off the boat. It is surprisingly hard to drive a Lightning upwind while underwater. After these, we joked that it was Bretton's turn next. That almost happened on the last day after a tack when more than half of his body was over the side. Luckily, Elizabeth and I were able to grab on and pull him back in. All in all, we had an adventurous week and a good learning experience.

Both Elizabeth and Jenii have written about their experiences below. They, along with Ian and Bretton, were great to sailing partners, and I look forward to sailing with them again in the future.

Elizabeth Henry-Hooker's experience:

My fiancée Nick Farina has been sailing practically since he could walk. I was on a sailboat once when I was 16 and knew nothing about the boats or the language when I started sailing with him three summers ago on

Cherry Creek Reservoir. The first summer was mostly an exercise in vocabulary, as I learned that everything on the boat that has a name in real life has a different name on the water. I spent most of my time the first two summers sailing middle and racing one or two 45-minute races before calling it a night. When I had the chance to sail the NAs with Nick this August, I had no idea what I was getting myself into.

First, I was informed that I would be sailing bow and had two weeks to learn the position. Next, I had to adjust to my new assignment, a new crew member, and six hours of sailing at a time, on the ocean, with waves and other boats, during the regatta. A few days of practice would have been a great help, but that was simply not an option for us.

So we jumped into the first day of racing. Both Nick and our third crew member, Bretton Gardner, grew up sailing in Vermont, and there was a lot of conferencing happening in the back of the boat while I tried to stay quiet and do what I was instructed. (This, as it turns out, was more difficult than it sounds.) The second day of qualifiers, for no apparent reason, I went to hike and fell backwards out of the boat, taking the spinaker halyard with me and destroying it and a chunk of the skin on my ankle. By the end of the regatta, my legs were nearly one solid bruise on the back and one solid sunburn on the front. I had several band-aids on my falling-out-of-the-boat wounds, and a "sail-cut" (much like a paper cut, only more painful) under my thumbnail. But even so, I wouldn't trade in the experience of my first regatta, where I had the opportunity to meet many of the people whom Nick has mentioned over the years and see what it is like to sail where there is consistent wind and more than four boats. Thanks to Nick and Bretton for being so patient with me, even when I broke the halyard, and we had to take the mast off to fix it. And thank you to all of the people I met who welcomed me to the world of regattas. I hope to see you next year!

Jenii Bernet's experience:

Growing up in South Dakota had acquainted me with only canoes and power boats, so I was thoroughly ignorant of sailing when I met Nick Farina. After starting graduate school in Boulder, Colorado, Nick, a rabid Lightning sailor, began dragging several of us fellow students through rush hour traffic to the Denver Sailing Association Thursday night races. Denver summer sail-

ing often meant light days interrupted by 25-knot gusts from an evening thunderstorm sweeping down the water, which made for an interesting learning environment. After several summers sailing in Denver, I recently had two opportunities to meet and compete against Lightning sailors from around America and the world.

The past month was my first exposure at big regattas, including the ACCs with Nick Farina and the NAs with Bill Cabrall. Racing at Rock Hall and Newport was radically different from my experiences at Cherry Creek Reservoir. Sailing out to meet the Atlantic in a dinghy almost brought on a spell of agoraphobia the first half hour my boat was on the water. Sailors from birth may never have experienced this feeling, but sailing on that much open water is initially a little unsettling. Also, those behemoth cargo ships cruising through the channel apparently don't have to respect starboard tack on a dinghy. From a racing point of view, Denver lacked significant waves, so the concept of surfing was new to me and unpracticed by our boat. It took a few days to really get the hang of the technique, but we finally got it right by the last day of the NAs when we put up our best two races of the whole series. Riding a long wave with the water rushing past was a truly exhilarating experience and came to be my favorite part of the racing. Every once and awhile there would be a larger wave sneaking up on the boat. My response was something like "oooh, a really big one's coming," while gripping the mast in a death lock. Also, steady wind and a sea breeze that filled in like clockwork were much appreciated despite a few light mornings.

The Lightning Class struck me as a particularly accomplished and friendly group at both regattas. Advice was given freely; multiple people helped me get that trailer through the mud and around the large concrete post next to our NA spot; and it was great to see so many families and friends competing together. My only regret joining the Lightning Class was that I didn't get to start sailing as a child.

Of course, racing has a few downsides, including my rorschach-like sunburn from the ACCs, bruises on the bruises on the backs of my knees and the occasional hangover on the water. I think these things are a very small price to pay for the pleasure of hiking out on a long beat and getting to sail with such a great crowd. My thanks to Nick Farina, Bill Cabrall and Raeyane Farrell and all the great folks at the DSA. Hope to see everyone at next year's event!



2008 Boat Grant Program—Clinton Hayes



Clinton Hayes

Now that the summers over, we are back to school in Vermont and have returned the Lightning back to the Class. The whole Boat Grant experience has been awesome. The Lightning Class is made up of so many nice people and talented sailors who are always willing to go out of their way to help. I enjoyed many conversations, both on and off the water, with many sailors. The other Boat Grant recipients are all awesome people. We became great friends and will stay in contact for years to come.

Our year started out at the Early Bird Regatta hosted by Cedar Point. We had never really sailed a Lightning before, so just learning what all the lines did was a challenge. The next regatta we sailed in was the 70th Anniversary. That was great because it truly showed us what the Lightning Class was all about: good sailing, good times, good people. After that, it was time to get serious and qualify for NAs.

The Corinthian Yacht Club hosted a great New England Championship. We did well in the one light air race on Saturday. On Sunday there was much better wind, and we sailed two bad races and two good ones. Unfortunately, we were OCS in one of our good races, so that dropped us down to ninth for the regatta. Good thing the top eleven qualified.

We decided to go to Rock Hall, Maryland, for ACCs after hearing what unique of a regatta it would be. Everyone was expecting light air, but the wind ended up being great on both days. However, our results were somewhat of a disappointment. We only had two clean starts, which is never a good thing, and our boat set-up was also way off.

On Saturday we attended a delicious BBQ at the Club where we talked to some other quantum sailors. We figured out that we were sailing with way too much prebend and not quit enough lower tension in the moderate to heavy wind and flat water conditions. Sunday went a little better. We had a decent first race in lighter, shifty conditions. In the second race we won the pin and tacked on the first lefty. Half way up the beat the wind went back right, and we lead back. Unfortunately, that righty was progressive, and we got hung out to dry on the left. Incidents like that are bound to happen, but at least we learned a lot about the boat.



The North Americans in Newport did not really go as well as we had hoped, but nevertheless, it was a fun, well-run regatta. Unfortunately, Tyler couldn't sail the event, but we got Matt Clark, another Vermont sailor, to step in. Two days before the event I came down with something and was really sick for the qualifier series. That definitely didn't help, but we also didn't manage the top third of our upwind beats very well and ended up getting bounced around in the middle too much, which lost us a lot of boats. We had a couple of pretty good starts in the qualifier series and sailed really fast downwind, but in the end, we couldn't put together full races. We had a 10th on the first day, but with the rest of our races in the high 20s or low 30s, we ended up in the yellow fleet. In the end, we sailed a consistent series in the yellow fleet and ended up third.

I would like to thank everyone in the Lightning Class who helped us out this summer: first off, the whole Boat Grant Committee for giving us this wonderful opportunity; our mentor Bill Healy and also Bill Fastiggi who sort of acted as a mentor as well; of course, Jan from the Lightning Class Office who handled pretty much everything; Brian Hayes helped us out a lot with a bunch of rig and tuning theory and getting our mast straight at the beginning of the season; Skip Dieball for donating a new set of Quantum sails; Geoff Becker and his team of Danny Raban, John Mollicone, and John Loe for helping us with tuning the Quantums and lots of other Lightning-specific things. It was a great summer and a once in a lifetime experience. Tyler, Steve, and I all loved the Lightning, so if anyone needs crew next year, contact one of us.

2008 Boat Grant Program—Justin Coplan



70th Anniversary Regatta

Justin Coplan and Crew

At the NAs



The Last Blast Regatta was held out of Nyack Boat Club on Saturday, October 4. Twenty-four boats made it out for a beautiful day of fall sailing. The race committee, run by Bill Mann, got off five windward-leeward, once-around races in very trying conditions.

The day began with an eight-knot westerly that was accompanied with a strong ebbing current running perpendicular to the wind. One thing that is certain about sailing the Hudson River out of Nyack is when the wind is from the west, nothing is certain. The first two races saw puffy winds, big shifts, and huge fleet turn over on every leg. To get a sense of how unpredictable the races were, after the second race every boat in the fleet had a double-digit finish except for Gary Hurban and me.

After the second race, the westerly died so we broke out the sandwiches and cookies. By now it was about noon, and the temperature was up to the 80s, which was quite unexpected for a day of October sailing. After about fifteen minutes of enjoying lunch and soaking in the sun, a light five-knot, south-easterly filled in. The race committee wasted little time in resetting the course and getting the show rolling again. The next three races came with a left skewed course, which brought on lots of time on port tack, starboard gibes, and a growing crowd at the pin end. Getting off the line clean in good position became more important than ever. With the end of the fifth race, the breeze died again, and we waited around to see if that influential sixth race and accompanying throwout could be had. After waiting for fifteen minutes the races were called, and we began our drift back to the dock.

At the end of the day of racing, textbook consistency paid off. Through five races, there were five different race winners. What it really came down to in the end wasn't the races you won, but the race you sailed your worst. We won the regatta by four points with a score line of 6-2-4-1-4, beating out Gary Hurban who sailed a 1-4-8-6-2. Dick Hallagan finished third with 29 points, just one point ahead of Ryan Sprole in fourth.

To me, sailing the Last Blast was a great way to end the Lightning sailing season. It gave me one last chance to sail with the great people of Fleet 75 and the other people I have met over the season. It was also an opportunity for me to introduce two of my teammates from college sailing into Lightning sailing. Both my crew, Blake Howell and Ben Smith, were new to racing Lightnings, and they had a phenomenal time, were very fast learners, and I couldn't have done it without them.

I give a big thank you to Fleet 75 and especially Stephanie Mayo for putting together a terrific Last Blast this year. And congratulations to Stephanie for winning the second race. Come visit Nyack next year for the Magnus Pederson in June and the Last Blast in October.



Justin (bow 31) following Tito Gonzalez into the leeward mark at the North American Championship!

2008 Boat Grant Program—Collin Kirby



Justin Coplan and Crew

My experience with the Boat Grant Program was amazing. I have met so many awesome people and have learned so much I couldn't have on my own. The experience that I gained from campaigning my own boat has been incredible and has definitely helped improve my racing.

I got the chance to travel to many regattas, as well as participate in my weekly local fleet races. At the regattas everybody there was so willing to help out with whatever I needed and offer all the advice they could.

Although I can't name everybody that helped me, I will name some people that really had a positive impact on successfully campaigning the boat. Greg Fisher helped me tune the boat at the 70th and gave me a lot of helpful advice for the light air racing. Without his help tuning, I wouldn't have been able to do as well there as I did, finishing 11th in the white fleet. Bill Fastiggi also helped me at the 70th, offering up tips and advice as we sailed up to the course on the first day about boat heel and sail trim and pole height. It really helped out. He was also there

for anything I needed at anytime throughout the course of my time with the boat and in sending me sails. I also learned a lot and was helped out by Allan Terhune. From offering advice and hooking me up with sails and hiking straps before I went up to Juniors, he was always there when I had any questions. And, of course, thanks to my mentors Pat McGee and Nabeel Alsalam for teaching me everything and mentoring me. It was very cool to get help from all of these guys and others that I really look up to and respect as sailors.

From this experience I also learned how awesome the Lightning Class is and how it's just like a big family. Jan and Steve were so supportive and helpful in sending me Measurement Certificates and helping me with everything I needed—and, of course, John Faus and all of the others involved in the program. At Juniors my crew and I were housed by the Baums who were so supportive and happy to house us and even made us lunch. They really made my stay in Newport an awesome time.

I have such a great time with the boat and learned so many things, like the importance of having the right tuning at Juniors and improving my starts and confidence skippering in a large fleet and heavy air. I am very grateful for having the opportunity to do this and will always be a member of the Lightning Class.

(Collin has purchased the boat he used and will continue sailing with Fleet 50)



Bringing in the boat for the first time



Getting weighed at the NAs



SOUTHERN YACHT CLUB *New Orleans LA*

Announces :

2008 Lightning Sugar Bowl Regatta, December 27-28th

SYC is coming back and so is the Famous (or maybe you could say infamous) Lightning Sugar Bowl Regatta. This will be the place to be for the last great Lightning blowout of the year.

As the new clubhouse is being reconstructed so is this famous regatta.....Famous for great sailing on Lake Pontchartrain, good party and beautiful silver trophies for the top 3 places.

And don't forget.....the French Quarter is only 15 minutes away (.....where there are other ways to become famous).



SYC Club House on the on the rise - check out day to day progress on the SYC Web Site-Web Cam



Join us for the fun: NO ENTRY FEE!!!!



Contacts:

Larry Frost	2008 Southern District Commodore	Infrost3@aol.com	504.256.8418
Tommy Meric	2009 Southern District Commodore	tsmjr@dumearch.com	504.444.1801
Tom Niles	2009 Secretary/Treasurer	tdniles@yahoo.com	601.466.1826

Southern Yacht Club • West End • New Orleans • 504-288-4200 • info@SouthernYachtClub.org
<http://www.southernyachtclub.org>

You Can Make a Difference

Please remember us when considering charitable donations for 2008

How Can You Support the ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance—to help ensure the long-term viability, vitality and mission of the Class:

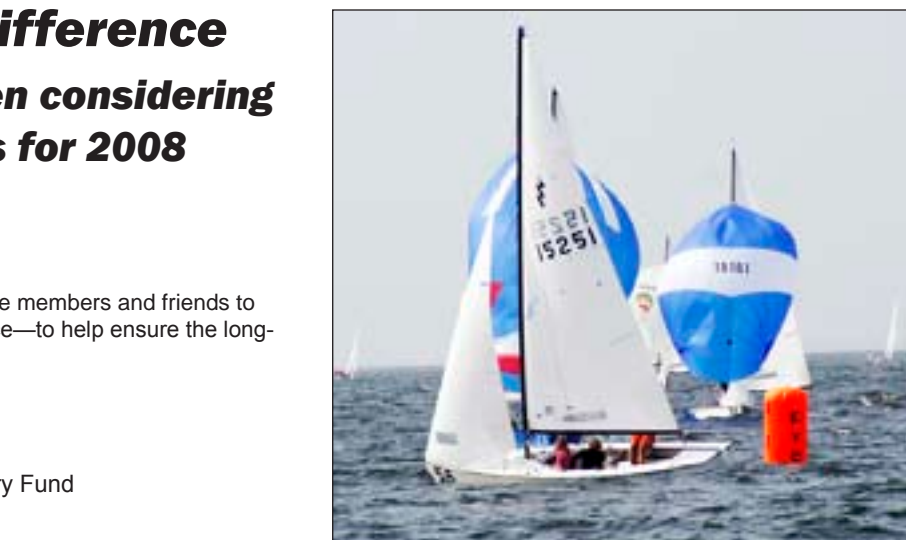
- The ILCA Fund
- The Boat Grant Program
- The Limbaugh Fund
- The Mary Huntsman History Fund

The ILCA Fund

Charter of the Fund: The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors. In 2007, the ILCA Fund supported the US Sailing award winning Lightning Boat Grant Program.

The Boat Grant Program

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: this past summer the Class provided four fully rigged, insured and competitive boats for worthy teams for the 2008 sailing season. The recipients participated in Fleet, District and National regattas.



The Limbaugh Fund

Charter of the Fund: The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen & Jay's strong interest in junior sailing, and their belief that our juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

Use of the Fund: The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding junior racing clinics, trophies, promotion of youth regattas, etc.

The Mary Huntsman History Fund

Charter of the Fund: The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class heritage. The Fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat will be restored and displayed.

Use of the Fund: The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.



To make a donation: <https://secure.pshift.com/lightningclass/donation.htm>

It's time for you to join the **International Lightning Class Association!**

MEMBERSHIP DUES for the 2009 Season

<input type="checkbox"/>	Active Membership with Paper Flashes & Yearbook on CD	\$57
<input type="checkbox"/>	Active Membership with e-Flashes & Yearbook on CD	\$45
<input type="checkbox"/>	Associate Membership (non-Boat owners) with Paper Flashes & Yearbook on CD	\$38
<input type="checkbox"/>	Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$26
<input type="checkbox"/>	Crew Membership with Paper Flashes	\$22
<input type="checkbox"/>	Crew Membership with e-Flashes	\$10
<input type="checkbox"/>	Hardcover Yearbook(s):	\$20 before June 1, 2009 \$25 after June 1, 2009
Number of copies: _____		

* Name: _____
 * City: _____ State: _____
 * Home Telephone: _____
 Fax Number: _____
 Boat #: _____
 District: _____

* Address: _____
 * Zip Code: _____ * Country: _____
 Work Telephone: _____
 * Email: _____
 Boat Name: _____
 Fleet#/Sailing Waters: _____

ADDITIONAL MEMBERSHIPS

Name: _____
 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____
 Name: _____
 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____

Type: _____ \$ _____
 City: _____ State: _____
 Home Telephone: _____
 Email: _____
 Fleet#/Sailing Waters: _____
 Type: _____ \$ _____
 City: _____ State: _____
 Home Telephone: _____
 Email: _____
 Fleet#/Sailing Waters: _____

Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ _____
 Donate to the **Limbaugh Fund** \$ _____

Donate to the **History Fund** \$ _____
 Donate to the **Boat Grant Program** \$ _____

Total Due to the ILCA: \$ _____

* Card Number:

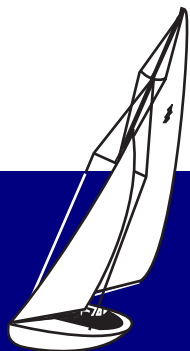
* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

Send your membership form and check to:

International Lightning Class Association
 7625 South Yampa Street
 Centennial, Colorado 80016 USA
 Email: office@lightningclass.org
 Phone: 303-325-5886
 Fax: 303-699-2178



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

Disaster at the End of Our First Regatta at Our New Club

Louis Mauriello

During the course of the early part of this year, my wife and I started the process of joining a yacht club, or in this case, a boat club. A colleague at work, who happened to be the person who convinced me that a Lightning was the boat to chose, although he wasn't expecting me to buy a wooden one, introduced my life, Carol, and me to his club: The Nyack Boat Club, situated on the Hudson River here in New York. Having grown up on the south shore of Long Island sailing a thirty footer with a three-horsepower inboard in and around the back waterways of Reynolds Channel the Hudson, especially where the club is located, just north of the Tap Pan Zee bridge, at the widest part of the river, with its rather large mooring filed, seemed to me as the equivalent of a mine-filled ocean that I would have to navigate without the assistance of engine power. We had gone out on his Lightning a couple of times, once before our purchase and once during years of the restoration, which amounted to the few times that he had actually taken his boat out just to sail and not actually race in all the years that he has owned her.

On our way home from the dog day, no-wind 70th Anniversary event in Skaneateles we dropped our boat, "Slippery, off at the club where I was able to immediately enlist a few hands to step the mast. So there she was, stepped, cockpit cover set, and sitting on her trailer among the entire racing fiberglass Lightnings that comprise the Nyack Fleet. And there we were: proud new provisional members.

At the next opportune Sunday we appeared at the club ready to attend our first race. Knowing the competition would be such that we didn't have a chance, we set our interest in getting out there and having a good time. We quickly picked up a third crew, the wife of another new provisional member, and launched "Slippery" using the hoist. From the launch dock we sailed off perfectly. We navigated through

the mooring field without even a thought. The wind was just right, and we knew we were going to have a great day.

At the starting line we were a little too far back, as the skipper, myself, hadn't quite taken the tide into consideration, so we were a little later cross the line than desired. We struggled at the back of the fleet on the first of the leg and completely lost the pack at the mark. As we rounded the second mark we decided that we had already had more than the experience we had expected, and as it was quite a distance to the club, plus the wind had picked up some and we were really having an exciting ride, we figured that if we headed in, by the time we reached the dock we would have far excelled the experience expected for the day.

And that's where the problems started.

First, after successfully and effortlessly navigating back through the mooring field, as I approached the south dock, I realized that there were more boats at the dock than I expected, so I figured I would just drop off, come about, and take a different approach. But, when we came about, I quickly realized there was a launch moored right where I hadn't expected. I quickly maneuvered in the opposite direction, but by then my sails were limp, so I angled for the north dock, hoping the current would bring us right up against it, but again, I miscalculated and only made the piling, which placed a nice series of dents where my as of yet uninstalled rub rail should be. Luckily, there was another dock, and we made it without any further incident.

From there we used one of the club tin boats to tow her over to the hoist. When we lifted the boat she got about eight feet off the water, all the water in the bight rushed to the bow with enough inertia to rip all three bridle points loose. She did a bow dive in and rolled to her Port side.

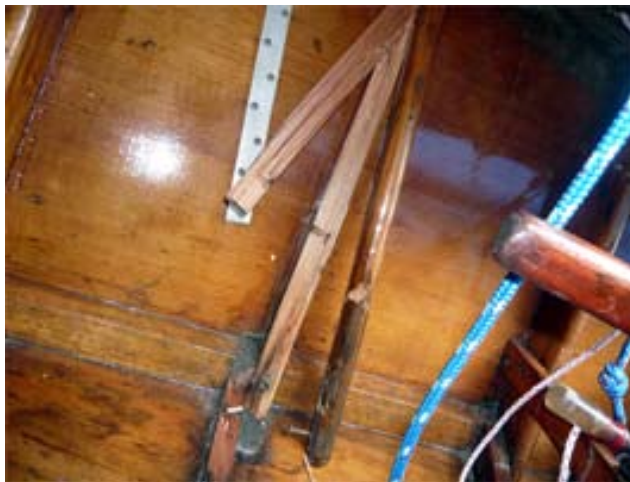


Luckily with the help of all the members who rallied to my assistance, we were able to quickly right her. I bailed her to the point where we could get a cradle lift under her and lift her to allow the rest of the water, by that time only about five inches, drain out of the bailers.



Here's the damage assessment:

- 1) Both floorboard frames and the both upright frames where the lifting points attached to have ripped out of the boat in splinters.
- 2) The bracket that holds the hook that the bridle connects to, located on the floor bolted thru the Keelson), snapped the Port two bolts and pulled out.
- 3) One of the forward floorboards cracked in half.
- 4) There are a couple of dents on the starboard rail up near the bow where she hit a piling.



I've since recreated the broken frames using as many of the splintered pieces I could find and epoxy, in order to create templates for new frames. I found some cedar and mahogany at a local lumber yard and have already made and fit the floor frames, which I am now in the process applying the finish. I've also started the recreation of the freeboard frame pieces. I haven't yet started to work on the lifting brackets.

The path to restoration will be a longer tale with an unknown ending until I've completed the work involved.

More information about locating, restoring and building wooden boats can be found on the ILCA website at:

<http://www.lightningclass.org/Woody/>

Whispering Palms Race

August 30–31, 2008

Lagos, Nigeria—Fleet 510



Day broke with overcast skies and medium rain—which did not bode well for the forthcoming long creek race. This is an annual event sponsored by one of our long serving members, Kevin O'Farrel.

The course is from the Lagos Yacht Club, through the harbour and then westwards along Badagry Creek towards the border with the Republic of Benin. This creek is tidal for half its length and runs parallel to the beach, separated by palm groves and mangrove swamps. Finish for day one was scheduled to be at the "Whispering Palms" hotel, where the Fleet would party overnight and then return the following day.



The 11:00 AM start had to be delayed due to thunder and lightning. However, by noon, this had cleared, and a steady westerly wind had established itself. A fleet of eleven Lightnings, one Osprey and one Hobie 16 crossed the start line at 12:30.

Unfortunately, the wind was right on the nose, and, although the race started at the beginning of the flood, a long haul ensued.

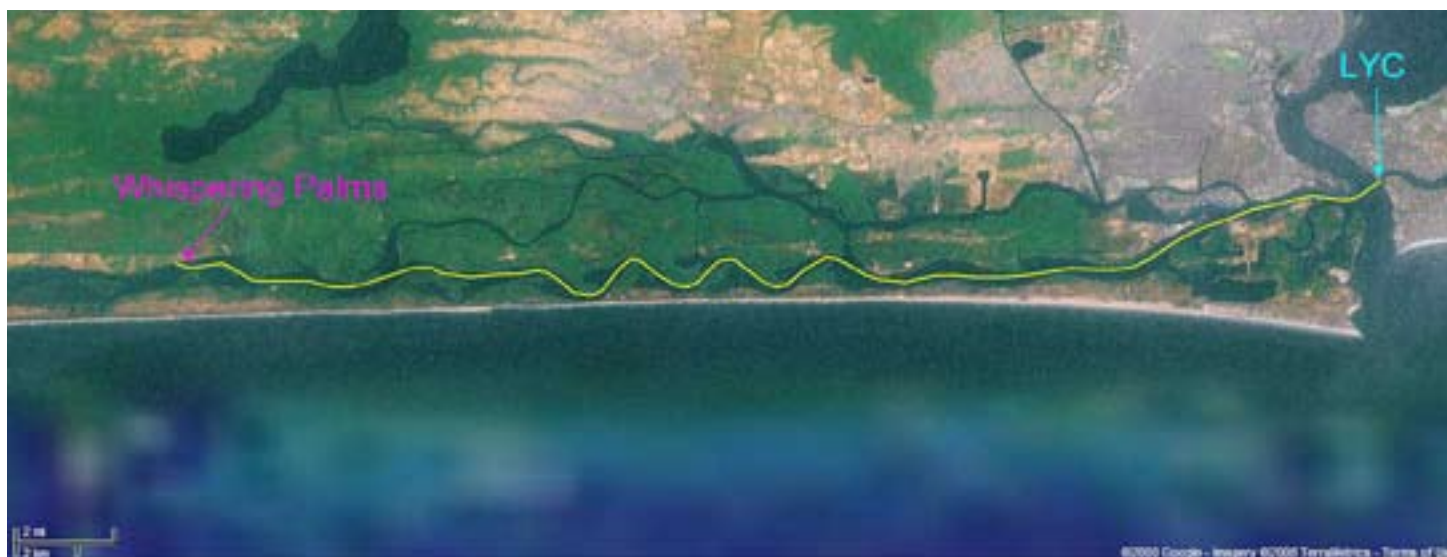
Interestingly with creek racing, the wind direction is not consistent. A bit like a tunnel effect, none of the land is higher than 30 feet, so the wind is channeled by the trees to follow the creek, particularly where it narrows (creek has width varying from 40m to 1000m).



The wind increased to about 12 mph but with occasional strong gusts. In one of these our one woodie participant (fifty years old), helmed by Don Third, had the upper shroud pop out of the spreader and lost the top of her mast.

All the way up was a constant beat. The front group of six boats stayed very close together, with the lead changing frequently, particularly in the challenging narrows where local knowledge of currents and shallows really came into play.





Shango's Course

LYC to Whispering Palms – 55.4km (elapsed time approx. 6:12)

Whispering Palms to LYC – 42.7km (elapsed time approx. 3:25)

As sunset approached the wind was dropping, and the course had to be shortened before our destination to enable the stragglers to be towed in. Our accompanying rescue boat dropped a finishing mark, and the first boat crossed the line at 18:20. A leisurely sail for the front group then continued the last few miles to “Whispering Palms,” arriving there just on sunset.



the spinnakers were flown throughout. The wind was 10–15 mph, gusting up to 20 mph at times, leading to some exciting planing and even more exhilarating (scary) gybes. Again the fleet changed position many times, although the lead boat stayed clear.

The first Lightning crossed the finishing line at Lagos Yacht Club at 14:30, with a sailing time of 3.5 hours; the following fleet arrived within the next half hour.

Interestingly, one crew member, Bob Bielinski, had a GPS (switched on but not used during the race) which recorded the following: -

Journey up (beating): 29.9 miles—average speed 4.8 knots
Journey down (run): 23.0 miles—average speed 6.6 knots
Both above were tide assisted.

The final overall results were:

Pos	Sail#	Name	Helm	Crew
1	15267	Shango	Kevin King	Bob Bielinski
2	15326	Mystique	Gary Schwantz	Lindy Edwards
3	15324	Tusen Tak	Knut Engebretson	Barbra Tak



An exhausted fleet could barely do justice to the dinner and party that followed before crawling off to bed.

The following morning we woke to good winds, still from the west, and overcast skies. After a hearty breakfast for those who had behaved the night before, (and some strong black coffees for those who hadn't), the crews went down to rig the boats for the return race.

After the slog of the day before, we knew we were now in for some excitement—a spinnaker run all the way back to Lagos.

Generally the 'kite' can be flown about 80% of the time due to changes of direction in the narrow sections, but today,

A special mention must be given to our lady crews who had a particularly tough race to contend with but remained enthusiastic throughout. Also our Nigerian members, many for whom this was their first long creek race. Thanks to Ogale, Denis, Amy, Wendy Emmanuel, Ben, Joe and John.

PS: On the leisurely cruise from finish line to 'Whispering Palms' one of our helms nearly died of fright. A manatee surfaced next to his boat. Not sure who was shocked most. Manatee (estimated to be ten feet long) then dived and the splash reached halfway up mast.

2009 Worlds: What to Expect

Sailing Conditions:

Lake Champlain is the perfect venue for the Lightning Worlds and September is a great time of year for the regatta. The sailing area, "the Outer Malletts Bay", forms an almost perfect circle, 5 miles across, with no obstructions, reefs, tides, currents, or commercial traffic to contend with. The water depth is 80 to 100 feet so the wave heights and chop are "wind appropriate."

September is one of the best months for consistent winds. There is no "sea breeze" on Lake Champlain, and we will see a variety of conditions during the event. The wind speed for September on Lake Champlain averages 9-12 knots. More weather information is posted on the regatta website, www.lightningclass.org/2009Worlds_Charts showing daily conditions will be posted on the website. The following was the observed wind conditions for September 13-18 2008:

- 13 September: 6-10 knots South to Southwest
- 14 September: 18-22 knots South to Southwest
- 15 September: 18- 20 knots until mid-day then decreasing to 5-15 knots Southwest
- 16 September: 5-8 knots variable (switching between weather systems)
- 17 September: 12-16 knots Southwest
- 18 September: 15-20 knots Northwest

There is very little boating traffic on the Lake after Labor Day. The average air and water temperatures in early September are about 65F. You will need to be prepared for a wide variety of sailing conditions. If you normally sail in warmer climates, you will want a drysuit or wetsuit for higher wind days. It can be cold.

Race Management: PRO Don Brush was also the PRO for the 2001 NAs; Don has sailed in numerous Lightning Worlds, Pan-Am Trials and NAs. In addition, many of the 2001 NAs race management team will be returning for the 2009 Worlds.

Charters: Competitive Nickels and Allen boats will be available for charter; Heather Ambrose will coordinate this. You can reach her at 802-425-2975 or heatherrowe@mindspring.com.

Housing: We are offering free housing to all overseas competitors who register before 1 April 2009. Preference for charter boats and free housing will be given in order of registration. After registering, you can contact Suzy Coburn at 802-654-7856 or scoburn2@aol.com

Social Activities: Once you put the boat away for the night you will want to spend some time enjoying the Burlington night-life. In addition to a number of social events at Malletts Bay Boat Club there are many great restaurants for different styles and budgets, and with four colleges in town, the night club scene is very active. You will also want to explore Burlington; it is a college town with a wide variety of restaurants and night life. Here is a sample of evening activities for a weekday and weekend that were available in September 2008:

Wednesday: music in 9 locations, including: jazz; reggae; rock; hip-hop; French cabaret; and pop.

Friday: music in 19 locations, including: jazz; reggae; rock; hip-hop; folk; salsa; classical; acoustic; and Celtic.

There are also great tourist opportunities for non-sailors such as Ben & Jerry's Ice Cream factory tours, shopping on Church Street, a gondola ride up Stowe Mountain, a scenic cruise of Lake Champlain, a tour of the Vermont Teddy Bear Factory, a trip to Cold Hollow Cider Mill and a visit to the ECHO Science Center, just to name a few.

So, great racing, great food, great nightlife and activities...come see for yourself in 2009!

Mundial 2009: ¿Qué esperar?

Condiciones de Navegación:

El lago Champlain es el lugar perfecto para los Mundiales de Lightning, y septiembre es el mejor mes del año para el campeonato. El área para la navegación, en la zona exterior de Malletts Bay", forma un círculo casi perfecto, 5 millas de ancho, sin obstáculos, arrecifes, mareas, corrientes, o tráfico comercial para poder competir. La profundidad del agua es de 80 a 100 pies, así que la altura y rapidez de las olas, son proporcionales al viento.

Septiembre es uno de los mejores meses para esperar vientos constantes. No hay "brisa de mar" en el lago Champlain, y veremos una variedad de condiciones durante el evento. La velocidad del viento en el mes de septiembre en el lago es de un promedio de 9-12 nudos. Más información acerca del clima se encuentra publicada en el sitio web de la regata, www.Lightningclass.org/2009Worlds. En el sitio web se publicaran tablas que muestran las condiciones diarias del clima. A continuación las condiciones observadas del viento para septiembre 13-18 2008:

- 13 Septiembre: 6 – 10 nudos Sur hacia Suroeste
- 14 Septiembre: 18 – 22 nudos Sur hacia Suroeste
- 15 Septiembre: 18 – 20 nudos hasta medio día luego disminuye de 5-15 nudos Suroeste
- 16 Septiembre: 5-8 nudos variable (cambiante entre los sistemas del tiempo)
- 17 Septiembre: 12-16 nudos Suroeste
- 18 Septiembre: 15-20 nudos Noroeste

Hay poca afluencia de tráfico de botes en el lago después de Día del Trabajo. La temperatura promedio del aire y agua empezando septiembre es de aproximadamente 65F. Necesitará estar preparado para una gran variedad de condiciones de navegación. Si usted normalmente navega en climas más cálidos, quizás necesitará un traje drysuit o wetsuit, para días de vientos más fuertes. Puede hacer frío.

Cold Chillin' at the Frigid Digit

Jamie Allen



"This is my favorite part of the trip!" Jay announced about an hour outside of Montreal. It was a little after noon on Friday, and we were headed to one of our favorite events of the year—The Frigid Digit. When pressed, he gave three reasons for this being the best part of our weekend road trip:

1. We were supposed to be working, and we had all decided to play "hooky."
2. The whole weekend lay ahead. Often the anticipation is better than the real deal.
3. It seemed like an acceptable time for the passengers in the back seats to have a celebratory cocktail (its five o'clock somewhere).

Naturally this opened up an ongoing debate about what would really be the best part of the trip.

The drive from Montreal to Annapolis is supposed to be nine hours. Normally we get off work late afternoon and arrive in Annapolis sometime in the wee hours of the morning. This year we had all managed to coordinate an early departure. I had even "developed" flu symptoms late Thursday afternoon at the high school where I teach so that I could call in (guilt free) Thursday night to our automated substitution system.

Due to a freak ultimate frisbee accident, we were heading south without our usual middle crew, Martinique sailing sensation Marq Littee. He had recently undergone knee surgery but is on track for full recovery for the Southern Circuit. (As of writing this, his knee flexion is at 117 degrees, and he claims to be ahead of Tiger Woods in his recovery.)

Mike "Hollywood" Holly was kind enough not only to fill in for Marq but also to let us use the family minivan for the trip down. Mike's wife Val caught a last minute spot to sail with the great Tom Allen Jr.—so the team was set, and we were off. Armed with a myriad of movie choices, including "Point Break," "Drill Bit Taylor", and a mixed CD (made especially for the occasion), we set off down I-81 on a perfect fall day. For us the Frigid Digit marks the end of the sailing year, one last chance to enjoy what we hoped would be some warm weather sailing and some familiar faces.

As we crossed over the Hill Island Bridge, I told the guys that seeing the Thousand Islands at this time of year, was my favorite part of the trip. There was a light breeze, the current was running strong between the islands, and the leaves had started to turn.

While we have been to the Severn Sailing Association on many occasions, we always seem to turn down the wrong street at the Church roundabout. After a fifteen-minute real estate tour, weaving through the narrow backstreets of old Annapolis, we managed to find our way to the familiar confines of the SSA, and then from there to the home of our generous hosts, the Harmon family.

Saturday morning was a little chilly, but the sun was out, the breeze was fresh, and the Chesapeake was starting to fill up with boats. A breakfast sandwich from the snack bar at the SSA is a must—they seem to get better every year! After a brief postponement due to some concerns over the strength of breeze, we were on our way out to the course. We had bundled up and prepared for the worst—fierce winds of between 20 and 25 knots, huge swells, and cold water thrashing over the bow. However, after checking in and sailing up wind for a few minutes, Jay, Mike and I simultaneously came to the realization that the conditions were near perfect. The wind had settled down to mid-teens (mind you there were some big gusts), and the breeze was oscillating through 30+ degrees.

What followed was one of our best days on the water in a long time. Beyond the fact that I get to sail with two of my best friends, we seemed to have a little extra speed in the breeze. We started on the right side of the first shift, twice through our own actions, and once because we were forced there. After three races, including a pair of bullets, we found ourselves leading the regatta. Perhaps most importantly, we were excited to win the race to the always crowded Frigid Digit showers, some welcome warmth after a long day on the water. It was just one of those days where everything goes your way.

As always the SSA provided a beautiful spread of appetizers, dinner and free beer! After a few post dinner bebies at Eastport Yacht Club, Valerie convinced us to skip our usual routine of going out until 4:00 AM so that we could stay in top shape going into Sunday with the lead. It turned out to be the wrong call, as the boatyard whispers from the previous day came true, and sailing was abandoned due to strong winds and cool temperatures. We would have loved to sail, but with a nine-hour drive ahead, some aching muscles from the previous day, and our first Frigid Digit title in hand, we were satisfied with the weekend.

A special thanks to the organizers of the Frigid Digit who always put on a great event, and a special thanks to Jon Guth for helping us out with housing and the Harmon family for putting us up.



Terhune Team

Frigid Digit

Severn Sailing Association—Annapolis, Maryland—Fleet 329

Pos	Bow/Sail	Skipper	R 1	R 2	R3	Total Points
1	13/ 14905	Allan, Jamie	3	1	1	5.00
2	35/ 15353	Terhune, Allan	1	5	2	8.00
3	19/ 15355	Starck, David	4	2	3	9.00
4	77/ 9	Allen/King	6	4	5	15.00
5	25/ 15125	Starck, Jody	2	9	9	20.00
6	48/ 14548	Guth, Jon	5	6	13	24.00
7	12/ 15246	MacDonald, Larry	8	13	4	25.00
8	33/ 15166	Lutz, Jody	15	11	6	32.00
9	04/ 15240	Constants, Stephen	7	10	17	34.00
10	05/ 14786	Schwartz, Jon	11	16	10	37.00
11	29/ 14719	Bogardus, Bill	10	15	12	37.00
12	40/ 15122	Carson, Jim	9	14	16	39.00
13	03/ 15181	Glenn, George	19	12	14	45.00
14	01/ 15093	Hurban, Joan	30	8	8	46.00
15	39/ 15339	Emblidge, Warren	13	3	33/DNC	49.00
16	11/ 14014	Hosredt, Sam	21	7	25	53.00
17	15/ 14321	Jones, Jack	17	26	11	54.00
18	45/ 15276	Lange, Philip	26	24	7	57.00
19	16/ 15356	Favi, John	16	23	21	60.00
20	10/ 15385	Denton, Peter	14	25	22	61.00
21	14/ 15057	Franzek, Matt	23	21	18	62.00
22	07/ 14073	Hurban, Gary	22	27	15	64.00
23	27/ 15054	Lange, Jonathan	24	17	24	65.00
24	34/ 15255	Moyer, Dick	25	20	20	65.00
25	31/ 14800	Meiser, David	18	29	19	66.00
26	24/ 15024	Werner, Jason	12	28	27	67.00
27	02/ 15142	Alsalam, Nabeel	27	18	23	68.00
28	28/ 14074	Prior, Trevor	28	19	26	73.00
29	06/ 14581	Friebele, Joe	20	22	33/DNF	75.00
30	09/ 14120	Kirby, Collin	29	30	33/DNC	92.00
31	36/ 14348	Shieds, Robert	31	33/DNC	33/DNC	97.00
32	18/ 1495	Bielefeld, Jim	33/NoFin	33/DNC	33/DNC	99.00



Champions

Jamie Allen
Jay Deakin
Mike Holly



Allan Terhune, Dave Perkowski and Kate Terhune



David Starck, Ellrn Starck and P J Shaffer





Last Blast Regatta—Nyack Boat Club, Nyack New York

Pos	Sail	Skipper	Crew	Club	Total	R1	R2	R3	R4	R5
1	15247	Coplan, Justin	Blake Howell, Ben Spiller	Nyack	17	6	2	4	1	4
2	14073	Hurban, Gary	Mike Carney, Maude Lindsey	Nyack	21	1	4	8	6	2
3	15255	Hallagan, Dick	Craig Thayer, John Steiner	Newport (77)	29	12	7	7	2	1
4	15296	Sprole, Ryan	Chris Sprole, Sarah	Nyack	30	10	6	3	4	7
5	14277	Beck, Eric	Gary Schneidman, Judy Hanlon	Nyack	32	11	5	5	3	8
6	15171	Goldman, Josh	Jay Mueller, Eva Burpee	Cedar Pt.	34	4	20	2	5	3
7	15059	Mayo, Stephanie	Bill Mayo, Keir Rothnie	Nyack	44	15	1	10	8	10
8	15385	Denton, Pete	John Townsend, Dave Sharp	Newport, RI	53	3	13	19	9	9
9	14175	Duffy, Ted	Paul Luisi, Crissy VanSicklen	Red Bank	55	16	9	1	12	17
10	14888	Sengstacken, Bob	Dan Zitin, Mino Tsutsui	Nyack	58	8	19	11	16	4
11	14699	Crew, Allan	Diana Crew, Richard Moakes	Riverton	58	14	8	6	14	16
12	15055	Hutchison, Hugh	Marc Venables, Jamie Perkins	Riverton	58	9	17	9	11	12
13	14917	Hendry, Malcolm	Teresa Hendry, Karynne Reichel	Southampton	61	22	3	16	7	13
14	14889	Fried, David	David Howe, Eric Heller	Cedar Pt.	63	7	22	15	13	6
15	14140	Cook, Bill	Penny Sengstacken, Colleen Wittrup	Nyack	71	5	12	14	21	19
16	15373	Wagoner, Don	Sam Hostvedt, Chuck Swanson	Ocean City	71	2	14	20	10	25
17	14363	Decker, Larry	Jan Crittenden, Paul Connell	Nyack	75	18	10	13	19	15
18	14492	Kent, Eric	Graham Ginsberg	Nyack	78	17	16	17	17	11
19	15057	Franzek, Matt	Mark Grinder, Matt Grinder	NY Maritime	79	20	15	12	18	14
20	15377	Glenn, George	Chappy Hopkin, Rob. Shields	Ocean City	86	13	23	18	14	18
21	15319	Parietti, Dan	Les Ginsberg, Steve Iser	Nyack	95	19	11	22	21	22
22	11519	Steinriede, Kent	Robert Fitzpatrick, Derek	Riverton	108	23	18	24	22	21
23	14482	McCormack, Ron	Ron Longerira, Chris Luna	Nyack	111	21	24	21	25	20
24	13625	Penny, George	Ira Roufnanova, Lizzie Jevéz	Nyack	114	24	21	23	23	23



Borderline Regatta

Brain Hayes, Sr.

The 2008 Borderline was held on October 25–26 at Kerr Lake, just north of Raleigh, North Carolina. In past years the Borderline has been a “not to be missed” event on the calendar of many in the Lightning Class. The past few years, however, the event has had a run of bad luck with the droughts in the south and weather causing the event to be cancelled at the last minute. Regatta Chairman, John Pelosi, in an effort to revive the event, spent many hours luring teams to Kerr Lake for this year's event, and although the turnout was small (due to scheduling conflicts with some other regional events), the lake provided great racing on Saturday and a beautiful day on Sunday (although lacking any wind). Tom Allen, Jr., along with his dad, Tom Allen, Sr., made the drive down from Buffalo to support the event, and sailors came from five states to enjoy the weekend.

Saturday brought us a cool south-easterly breeze of about 10 mph that worked right and died throughout the day. The first race saw Bob Harkrider, our team, Tom Allen, Jr. and Pierce Barden work the east side of the lake to find more wind pressure and round in that order. We managed to sneak ahead of Bob on the second beat and held on to win. Bob was second, followed by Tommy and Pierce.

The second race saw some more pressure lines starting to work out of the right side of the course. We had a very good midline start and worked the right middle, while much of the fleet worked left. The right paid off, and we had a HUGE lead at the weather mark, which we held for the first four legs. As we went down the final run in a dying breeze, I mentioned to my team that, just perhaps, we may have gotten too far ahead too early. Sure enough, the last beat had the fleet splitting, with our team keeping right of the fleet as much as we could while still “covering.” Pierce snuck around the leeward mark and worked the right side hard. There they found a 25-degree lift and pressure. Thanks goodness we had the lead we had, as we used all of it up to get back to the right where we were (just) able to get in front of Pierce to win the race by about 12”. Pierce was second, followed by the very speedy Bob Cowan and Tom Allen, Sr. (the all-time Lightning champ) in fourth.

In the last race Saturday we knew we had to be right and had a great start about one-third of the way from the boat. Tommy also had a great start, however, and for

us to get right, we would have to duck him. We (read: I) decided we'd just keep working and get up under Tommy, force him to tack and then go right. Unfortunately, Tommy was moving fairly well, and, as we went out on starboard, we were getting lifted. So even as we “gained,” we could never gain enough to cross. After about four minutes, we both tacked, only to see all the boats that had ducked us earlier out to the right and WAY ahead.

Bob Harkrider turned his less-than-stellar boat end start into a huge lead that he would extend to the finish. We worked towards the right and worked shifts as best we could to round in about seventh behind Bob, John Pelosi, Bob Cowan, Alan Krauss, Richard Walderkirch, John Sawyer and Pierce. The run was uneventful, and we gained a bit. On the second beat we worked the bottom of the course very well, as did Pierce, to pass a few and get to fourth. On the next run, positions held, but second to seventh was very tight. We began to make up some ground on John in second and Pierce in third, but they did a great job of closing the door on us as soon as we got close. In our haste to catch them, we failed to notice what a great job Richard and Bob Cowan were doing, and we had to do some fancy footwork at the finish to squeak out a fourth, with Richard and Bob both within a few feet of us.

That evening we all went to a local restaurant where we had a buffet meal with “Chicken Pelosi” as the featured dish! After dinner, John asked a few of us to share with the group our thoughts on the day, and we held a “round-table” type forum with questions from the participants, as well as great input from Tom Allen, Jr., Bob Harkrider, Tom Schroeder and my crew, Jay Mueller. All in all, it was a very fun evening.

Sunday brought perfect weather but no breeze. The fleet drifted out onto the lake where we sat and chatted, traded stories and jokes until the fleet voted with their paddles, and we all headed back to the ramps to wrap up another great Borderline.

Thanks to my team Jay Mueller and Suzanne Lea. It was Suzanne's first time sailing with us, and she did a great job. I think she had fun. Also, thanks to John Pelosi, the Carolina Sailing Club, PRO John Norton, the Coast Guard Auxiliary (who were on hand all weekend to help with any emergencies), as well as the volunteers who helped with everything from coffee to trophies and more. I hope that more folks can get to the Borderline next year. It is a beautiful lake for sailing, and the changing of the colors of the leaves makes for an amazing backdrop.

Borderline Regatta

Carolina Sailing Club, Fleet 481, SELD—October 25-26,2008

Index	Name	Crew	Sail #	Race 1	Race 2	Race 3	Total
8	Hayes, Brian	Jay Mueller, Suzanne Lea	14821	1	1	4	6
6	Harkrider, Bob	Sharon Harkrider, Tom Schroeder	15310	2	5	1	8
5	Barden, Pierce	Paul Whitesides,	15351	4	2	3	9
9	Cowen, Bob		14682	6	3	6	15
1	Pelosi, John		14932	8	9	2	19
12	Allen Jr., Tom	John Humphrey	9	3	7	9	19
10	Waldkirch, Richard		14695	9	10	5	24
7	Krauss, Alan		14747	11	6	7	24
4	Sawyer, John		14318	5	12	8	25
13	Allen Sr., Tom	Bucky Beaver, Mark Grinder	14811	7	4	15	26
11	Sloger, Bill		11771	10	8	10	28
2	Barron, Pam		15180	12	11	11	34
3	Bouknight, Robert		13	13	13	12	38

Hampton Fall Fling Regatta

Congratulations to the Hurbans, scoring four bullets, a second, and a third to take first place with nine points!

This was a wonderful way to end the 2008 Dixie District season. We held seven races over two days in moderate southwesterly winds on the Hampton Flats of the Elizabeth River. The temperature was in the comfortable mid 60s.

Saturday dawned sunny but with a forecast of a band of rain showers passing through from west to east during the day. It soon turned darkly overcast, and as the first race of the day got underway, it started raining. By the second windward leg, it was pouring down hard, and visibility was minimal. Crews developed the technique of crossing under the boom before the boom came across on tacks to avoid the deluge dropping off the shelf of the main as it came over. However, it started clearing after the first race, and by the fourth race the skies were clear. Sunday morning brought us more bright sunshine, with lighter winds, but we were still able to get in three races before it was time to come in.

PROs Malcolm and Kathy Brady and the Hampton Yacht Club Race Committee ran superb races for the assembled Lightnings, 505, FJ and 420 fleets, starting the subse-

quent races for each fleet as soon as the last boat of that fleet crossed the finish line. Interestingly, the start pin was on the starboard side of the Line Boat, and the finish line was on the port side, strategically positioned for downwind finishes and an easy set-up for the start of the next race.

The wind on Saturday was very consistent, in both speed and direction, running between 10 and 12 MPH from the SSW. On Sunday the lighter winds shifted quite a bit during the races, prompting change-of-course flags in each of the races, accompanied by movement of the windward mark first in a northerly direction, then in a southerly, and finally almost due south from the start line.

Rebecca Dickerson and crew traveled the farthest to get to Hampton, driving more than eight hours from Skaneateles, New York. Star and Trevor came down from Suusquehanna and the Hurbans from Annapolis. The Thompsons made the shortest trip from Washington DC. Unfortunately, the Hampton Lighting Fleet was unable to sail, with its members on duty assignments for the weekend.

Competitors also enjoyed the warm hospitality of the Hampton Yacht Club members at the traditional end-of-season oyster roast at the home of Dave and Leigh Ann Chapman. All in all, it was a wonderful way to end our season.

Hampton Fall Fling Regatta Hampton, Virginia—November 8-9, 2008

Pl	Boat	Skipper	Crew	1	2	3	4	5	6	7	Tot
1	15093	Joan Hurban	Gary Hurban, Hughie Kent	2	[3]	1	1	1	1	3	9
2	14074	Trevor Prior	Danielle Prior, Barb Hill	1	1	2	3	3	[4]	1	11
3	15118	Star Mikell	Gene Shue, Carol Park	3	2	[4]	4	2	2	4	17
4	14968	Rebecca Dickerson	Christina Fazio, Mark Fleckenstein	[4]	4	3	2	4	3	2	18
5	15228	David Thompson	Barb Thompson, Catherine Calvin	5	5	5	[6/ DNS]	5	5	5	30



- Newsletters — Yearbooks
- Web Design/Development/ Upgrades/Maintenance
- Organizational Databases
- Web/Database Integration

For the past three years I have been working with the ILCA Class Office and have designed and developed the monthly newsletters, the annual yearbooks and several marketing materials. I also created an ILCA database which maintains information on membership, boat ownership, and Class leadership and has automated many of the Office functions. Within the next couple of months we will be implementing a new ILCA website which is integrated with the database.

If you need any assistance in any of these areas, I'd be very happy to work with you. Call or email with questions or for more information:

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Web Development



Database Development

2008 Pennsylvania Governors Cup

John Boxberger



The 2008 Pennsylvania Governors Cup Lightning Regatta was held October 24-25 at the Susquehanna Yacht Club in Wrightsville, Pennsylvania. The Susquehanna River is dammed a few miles south of the club, creating a beautiful sailing venue, more than a mile wide in the primary racing area. Fifteen Lightnings braved a grim forecast to compete.

After some very tight racing, Charlie Wardwell and team emerged as the champions. Charlie and crew may also be the champions of the Saturday night party, though those official results haven't come in yet.

The Saturday forecast was miserable: lots of rain, lots of wind, and unseasonably cold temperatures. The weather-people delivered as promised, though the rain held off long enough for three good races to be run.

The day started with the famous quote, "It's never like this here!" being tossed around. The wind was blowing from the south-southeast at a good clip and building up quite a chop. The problem was that the waves were crashing directly into the launch area, which made putting boats into the water extremely difficult. But eventually, everyone figured out how to not get beaten up too badly, and boats were slowly launched. A few competitors set sail for the course, only to promptly return to shore and throw in the towel for the day.

Just nine boats made the start of the first race. Jack Jones, my skipper, gave the vote as the dictator that we

would be conservative on the day. That was Jack's way of saying that he did not want to go swimming!

The first start saw the fleet split, with about half going right and half going left. Charlie Wardwell and team rounded the windward mark first, with Bob Bush coming from the right to round second. We rounded third and headed down the run. I believe one boat (Pat Phelan and team) put their spinnaker pole up, but that was as close as anyone got to flying their spinnaker all day. It would be white sails only. Charlie led all the way down the run and rounded the right gate to head up wind.

Meanwhile, Bob Bush's team and our team kept sailing downwind towards the finish line. Seems Charlie missed the memo about the one lap race. He recovered and ended up only losing to Bob and holding onto second. We wound up third.

The wind was up a bit for the second race, and we were in full hike mode with the rig depowered for much of the first beat. We went left and rounded second behind Pat Phelan. We held this down the run and then decided to test the right side on the next upwind leg. Big mistake. We lost two boats from the left and made it to the windward mark right on the tail of the third and fourth-place boats.

I guess I should say that we almost made it to the windward mark. We were caught off guard by a port tack boat as we approached on starboard. Jack threw the tiller over to prevent a collision, and we almost went swimming. Actually, we kind of went swimming inside the boat, as we filled it up to the seats with water.

We then reached off and started bailing. About five minutes later we finally made it around the mark and headed downwind, waaaaaaay behind the rest of the fleet. We decided not to worry about this finish and that we'd request redress after we reached shore, as our score was significantly altered through no fault of our own. This was a good idea, and the protest committee agreed and granted us redress.

In the third race we again guarded the left-middle on the first leg and rounded third, which we held onto through the finish of this one lap race. I don't remember too much about this one, though I do remember hiking a lot harder and being a lot colder than during the previous two. One boat wasn't so lucky in this third race and they went for a full-out swim (twice) near the finish line.

We then pulled the boats out of the water and headed for the cover of the yacht club as the rain started to pour. Time to start the party...





Every Lightning sailor should make an attempt to sail the PA Governors Cup at SYC. Not just for the sailing... the sailing is good, but you've probably had better. Instead, go for the party! They held an Octoberfest evening, with all the beer/brats/kraut and potatoes that you could imagine. Did I mention they have a live Polka Band? Yeah, they have a live Polka Band playing all of your Polka favorites.

Gary and Joan Hurban showed everyone how it's done on the dance floor. Charlie Wardwell and crew tried to steal the show with some of their younger polka moves, though I think my vote stills go to Gary and Joan as the dance winners.

We were greeted Sunday with cool temps, no breeze, and lots of sunshine. The launch process was much easier without the waves crashing in, and everyone drifted out towards the course. The wind eventually settled in from the west southwest at a nice 5-10 mph.

We started Sunday's first race at the pin end and committed ourselves to the left side. A few minutes in I informed Jack that the right was filling in and looking really...really good. We decided not to bail out of our side and to wait for our turn at a good shift. I don't think we ever got that shift, but luckily the right lost a lot of pressure and we snuck into the windward mark about 3rd.



We picked up another boat downwind and started followed Bob Bush up the second beat. But we rounded the windward mark a disappointing 7th and held this spot to the finish. Bob Bush held on to win this race, and Charlie Wardwell had a nice comeback to get a fifth.

As the second race started we told ourselves we would not let anyone left of us. We did just that and looked great all around the course. On the second upwind leg we caught a nice shift and emerged into the lead. We held our position left of everyone, and unfortunately for us Bob Bush sailed in a bit more pressure to leeward and snuck ahead at the windward mark. We gained on Bob on the final run, but he held on for his second win of the day.

We then headed for shore to pack up the boats and enjoy some nice cold left-over beer.

First place went to Charlie and crew, who sailed the most consistent regatta of anyone. Charlie can now put his name on a trophy that his father won multiple times a while back. Jack took second, Pat Phelan and crew finished third, while Bob Bush (who counted a DNS in his scoreline) won a tie breaker for fourth over local skipper Trevor Prior.

All in all, this was one of the more fun regattas I've been to. I'm looking forward to bringing my own boat sometime soon. Maybe next year!

Pennsylvania Governors Cup Susquehanna Yacht Club—October 25-26, 2008

Pos	Skipper	Boat	R1	R2	R3	R4	R5	Total
1	Charlie Wardwell	14044	2	2	1	5	4	14
2	Jack Jones	14321	3	3	3	7	2	18
3	Pat Phelan	15131	4	1	5	6	3	19
4	Bob Bush	14654	1	4	16	1	1	23
5	Trevor Prior	14074	5	6	4	3	5	23
6	Gary Hurban	15093	6	3	2	11	6	28
7	John Bates	14525	7	5	6	10	11	39
8	Joe Deerin	14777	8	7	16	8	9	48
9	Carol Park	14902	16	16	16	2	8	58
10	Rebecca Dickensen	14968	16	16	16	4	7	59
11	Bill Johnson	10318	9	9	16	13	14	61
12	Star Mikell	15118	16	16	16	9	10	67
13	Ken Kuzdro	14365	16	16	16	12	12	72
14	Kevin Smith	14156	16	16	16	14	13	75
15	Dave Thompson	15228	16	16	16	15	15	78





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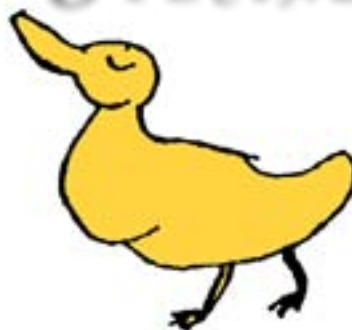
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2008 Results

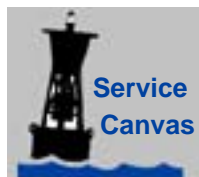
- * Lightning Spring Classic - 1,3,5
- * Lake Erie Districts - 2nd
- * Midwest Districts - 2nd
- * Independence Day - Pymatuning - 1*,2,4
- * BCC Club Championships - 1st!
- * Texas Districts - 2,4
- * California Districts - 4th
- * North American Championship - 4,5*,7,8,10
- * White Cap - Pontiac - 2,3
- * Pacific Coast Championships - 1st!
- * Bruce Goldsmith Memorial Regatta - 1,2,3,5
- * Hoosier Regatta - 1,3
- * North Cape Blowout - 1,2,3,4,5*,6,7
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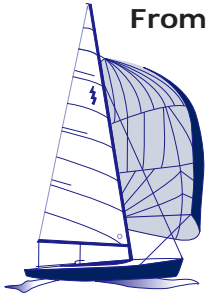
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15363 Nickels -May 2008 White/Gray - Perfect new condition. Tons of options/Min. weight Rudder. \$17,000 (w/o sails) / \$21,000 List Price. Sails can be included at additional cost. Michigan. Contact Sean Fidler @ 248-464-0240 / smfidler@gmail.com

15351 Nickels, new Nov. 2007. Sailed in 3 regattas & meticulously maintained. Tacktick digital compass. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. North Fisher M/J & R2 club racing sails. Also have new North Fisher M/J & R2 used in 1 regatta. Available w/o sails & covers, or as a complete package. Contact Pierce Barden - Wilmington, NC 910-612-7224 pierce-barden@hotmail.com

15309 Nickels, All white, like new boat. Sailed minimally one season and stored indoors during winter. Full trailing covers. Mooring cover. Galvanized trailer with aft jack stand, spare tire with mount and mast supports. Adjustable jib leads. JCD tiller extension and universal. Tack tick Micro Compass with bracket. One set of Quantum sails and spin. Cincinnati, OH. kirkpg@gmail.com. 513-271-2913.

15125 Allen 2002. 2004 North American championship winner. The hull is dry, clean and no collisions. The boat is fast and ready to go. Includes a new mast, Allen trailer, North trailing covers, new Quantum sails, etc. \$17,500 FIRM. Contact David or Jody Starck c 716-877-1589 dstarck@mtb.com

15047 Nickels, 2001, 401-723-1579 Contact Christian. (Rhode Island) \$12,500 This boat is pristine!

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, contact John Townsend, townsend@drs-c3.com. \$11,000

14743 Nickels. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S -very light use and very crinkly. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900. I also have many other preowned Lightnings. Call to see what is in my barn. Contact Joe Dissette MI. 989-631-2133

14622 Nickels in fantastic shape. 2 full sets of north fishers, 2 spin poles and brand new VSP travel covers (mast and 1 piece hull cover). Mooring cover and a tack-tick race master compass. Trailer in fantastic shape as well, never seen salt water. Boat is ready to go. \$8,500. Contact Jared at: (910) 686-9972 jared.lathrop@ge.com

14616 Nickels. Looks and sails like a 15000 or better! Updated traveler, jib leads, vang. 2008 Quantum Main, Jib, (2) spins (AP & Runner), all like new. Practice sails also. (2) Spinn poles, one is tapered and max length. Galv trailer, wide bunks w/ closed cell foam pads, new tires and rims + spare, bearing buddies, and Nickels light bar w/ harness. Full (1-piece) trailering cover, mooring cover, mast cover, rudder bag, bag for (2) poles and tiller. Dry and stiff hull, min weight with correctors added. Always dry sailed in freshwater, stored indoors for winters. \$10,000. Located in MI, contact Grant granthliger@aol.com or 989.860.5065

14531 Nickels. All White with Navy Blue Striping. Very Good Condition. New Spinnaker (used once) shrouds + spreader. SS centerboard, Compass, 2 mains + jibs. Adjustable Jib Cars, Mast & Deck covers. Galvanized Trailer. Wintered indoors. \$8,750 Tenafly, NJ. Contact Bill Roesch: gwroesch1@optonline.net (201) 675-9760

14445 Allen. In good condition and race ready. SS Centerboard. Custom Trailer. 2 sets of Fisher Main and Jib + R2 Spinnaker in great condition. Trailer Cover, New Sailor's Tailor Mooring Cover. New mainsheet, spinnaker sheets, outhaul assembly, lower shrouds. Tack-Tick Micro Compass. \$7,900. Nyack, NY. Contact Charles Taus cataus@optonline.net (845) 528-2665

14366 Nickels, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro compass. Galvanized Nickels trailer with mast support, light bar, spare and two dock boxes mounted on the front of the trailer. Like new North Fisher Main, jib and R-2 spinnaker. Two practice sets of sails M & J, one spinnaker. New mainsheet, spinnaker sheets and halyard. Havre de Grace, MD. Contact Mark Hergan markhergan@comcast.net 443-756-1670 Price: \$7,800 for everything or \$6,800 without new set of sails or \$6,600 without new sails and compass.

14275 Allen, very good condition. White hull, gray deck. Shore and VSP sails. Covers. Trailer. SS board. New Hampshire. John Hughes (h) 603-898-1862 (c) 603-548-5648 \$6,500

14139 Nickels, white hull, deck with green stripe, very good condition ready to race. Travel, mast and rudder covers. Brand new rudder. Nickels trailer. 1 yr Fisher Main & jib. 2 decent spinnakers and more practice sails. Much new rigging including new main & spinnaker halyard, spinnaker sheets. \$7000.00. Contact Bob Harmon 410-647-8937, boatbox @ yahoo.com

14134 Nickels, white, good condition. Indoor storage since 2001. Two piece travel cover, sails, race rigging, trailer with spare tire. \$7,500 OBO Contact: Duncan 905-333-9671

14012 Nickels, white with red stripe. 2006 M-5 main and 5A jib; 2 spinnakers; practice sails; S/S board; new mooring cover; Nickels trailer; race equipped. \$5,500.00 217-429-5237 or 217-429-1179. (IL) RWO58@AOL.com

13989 Nickels. Excellent competitive racer. Stainless steel centerboard, mint condition sails, with red boat cover (2 years old). Recently purchased Nickels galvanized trailer. Price: \$3900.00 Phone: 216-991-8250 E-mail: Jseppelt@aol.com

13869 Nickels—I took a very good hull and re-rigged it to modern race standards. 2 ½ sets of North Sails. 2 rudders. New full hull cover and travel covers. Spartan trailer in good condition \$6000.00 Peter Beecher San Francisco, CA. 415-495-6364 peterbeecher@comcast.net

13370 Eichenlaub. Mint green hull with white deck. It comes with 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tic but will clean up nice. Comes with a trailer and a lifting bridal. \$3300 Boat is located in Nashville, TN. 615 400-9534 alightning@aol.com

13232 Lippincott, blue fiberglass hull, wood tiller/rudder. Full set of north sails, like new, plus spare set of sails. Stainless steel centerboard, full boat cover and mooring cover. trailer usable, could use new tires, wiring needs minor work. Bob, Cape Vincent, NY, grumoll@hotmail.com, \$1500obo

13218 Lippincott, White Hull w/Boot Stripe, 2 each main/jib, 1 spinnaker, PA registered trailer and green mooring cover, \$2,200 Contact Ken Kuzdro, Lancaster, PA, Phone 717-394-9196, e-mail kck.2301@verizon.net or kenk@tahconstruction.com.

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

12400 Nickels, Gray with off white topsides. SS center board, Ready to race, has some rigging upgrades, including twings. North M&J in good shape. Other sails are used, but OK. Boat Covers. Galvanized trailer. \$2600 Andy Smith, Rochester, NY. 585 482-1467, apsmith@rochester.rr.com

11458 Allen with trailer. Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semetys H 514-425-4773 or C 514-972-4244 monique.sem@sympatico.ca

11092 Free. I believe it is a Lippincott. It is located in St. Louis, MO. Please read carefully. No mast, no rudder, centerboard is rusted around hinge pin. I don't think any of the hardware is salvageable. Quite literally all that is left is

the fiberglass hull and deck. The ribs are all rotten and the seats are missing. The trailer is beyond repair. E-mail rwsandersii@hotmail.com

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.

10493 Lippincott, Ugly but fast, nicks and dings. Modern rigging, spars. Competitive in fleet racing. Trailer, 2002 North jib, good North M5 and spinnakers. Will reward TLC but sails fast and high as is. \$1,400.00 Roger Link, 410-322-4376; (w) 410-278-5160, roger.link@us.army.mil Havre de Grace, MD

10410 Lippincott. Good condition, full mahogany seating, floor boards and trim - recently refinished. Bryant aluminum mast, white painted galvanized steel centerboard, excellent condition. Murphy Nye main and jib, old but still raceable. Two spinnakers - North reacher and Hard spherical. Old, but functional boat cover. Dry boat. On ancient drysailing trailer, but needs roadworthy trailer. Photos available by e-mail upon request. \$1500 or best offer. NH Terry Pindell - 603-358-6322 - terrypindell@yahoo.com

9464 Wood Lightning European-built, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas. Wooden mast and boom and two suits of sails, all in good shape. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without. 631/725-2288; slongmire@gmail.com

9350 Lippincott 1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

9075 Wood Lightning "Goddess" Total Restoration 2007 by experienced sailor/boat builder. Stored inside winter of 07/08. Unbelievable exterior paint--Mermaid design like Mighty Mary American Cup contender. Interior restored stained bright. New Canvas deck, with new bright wood edge trim. Wood Mast, New wood tiller and boom. 1 set of Sails. Galvanized steel center board. Older trailer in great shape w/new wheels. Full new FabriCraft Mast up Cover. Ready to Sail. Located in Central Iowa. Pictures available. \$2500 or Best offer. Contact Su Sunday 641-752-1064, sundaysu@mcchi.com

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

I have an early-model wooden Lightning (#2606) available for free to an interested sailor/refurbisher who will arrange for pickup and trailing from the South Bruce Peninsula area near Wiarton, Ontario Canada. The hull was fiberglass-sheathed and the decking repainted. contact 416-346-4540 or bmckie@tectran.com

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