



Springtime Prep Work

Skip Dieball—Quantum Sails

Spring is the best time of year, in my opinion, generally because I've had enough of the Midwestern winter and the thought of sailing fills more and more of my waking thoughts. In order to ensure that the experiences are worth the effort, I go through a list of to-dos in all the boats I sail to make sure everything is ready.

Boat Prep

The beauty of sailing fiberglass boats is that they require little maintenance. I'm too young to really appreciate what those that sailed wooden boats went through, but know that my time is pretty tight these days. If I had a wood boat, I am not sure I would have the time necessary to keeping it going.

That said, however, there are a few areas of the hull that need to be checked out every spring. I start by rolling the boat over and inspecting the bottom. This is more of a performance task than it is a maintenance, but sometimes if through

this inspection something comes up, it might be a bigger problem than originally thought. For example, in the mid-90s I sailed a Lippincott Lightning. It was very pretty with great mahogany trim, but the bottom was getting a little soft around the lifting strap in the aft floor. I knew I had to have it taken care of, but by rolling the boat over, I could see first hand how it affected the outer skin of the fiberglass...it was quickly fixed!



Making sure that all holes are filled, chips in the chines fixed, skegs fair all lead to getting out on the water on the right foot.

Boats that spend time in "iron" water or "brackish" water sometimes get stained and become brown or yellow. Sometimes many get really frustrated because it takes a lot to get this stain off. Try Sno-Bowl cleaner. It works very, very fast and doesn't harm the fiberglass. Follow that up with some Starbrite Teflon and the boat will shine!

Mast Prep

I grew up on Lake Erie, which is fresh water. We sometimes take for granted what sailing in salt water can do to a mast and its rigging. In the spring I generally try to go through the entire mast and make sure all the sheaves are working properly, all the wires are in tact and make sure that anything stainless touching aluminum is free of corrosion caused by salt water. In particular, I pay close attention to the spreaders around the mast, where the shrouds are fastened to the mast and the spin pole ring. If the mast has gone without attention to these areas, you'll see the stain caused by corrosion and

you'll need to pull off the fitting and take a closer look.

Washing the mast is a good idea from time to time. The cool thing with anodized spars is that they don't need much attention, but a clean, smooth mast is yet another facet in the "go fast" checklist. I use products a Starbrite (fiberglass and metal cleaner) with a scotch pad. This has just enough abrasive to smooth the mast and boom, but won't hurt the anodizing, which is very important. If you have a non-anodized mast (very uncommon) you'll need to coat the mast with some Teflon polish.

Blade Prep

Most of the more modern Lightnings have Stainless Steel centerboards and either wood or glass rudders. Both require little attention, but again, you'll want to make sure that you use your time in the spring to make sure that the blades are fast and fair. Using wet sand paper on each works really well. I start with 320 then go 400-600-1000 grit. It doesn't take long, but the blades come out very smooth.

If your CB is stained, try using wet sand paper with some WD-40. You'll be amazed at how clean the CB will turn out.

Like the mast and fittings, if you sail in salt water, the sails can take a beating. You'll want to make it a practice to rinse the sails either at the boat park after a salt water event, or very soon after you get home. The dried salt can attack some of the grommets and fittings on the sail, not to mention scratch the windows.

Be sure you pull those sails out of the attic early and inspect them for any abnormal wear/tear. Occasionally we'll get sails in the loft that had made a nice home for a rodent or two. Those rodents enjoy not only the shelter sails provide, but also an occasional meal from the material.

Check things out early to ensure a great season!

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President's Column

Carter Utzig



I hope everyone has launched into a new season of Lightning sailing. I enjoyed sailing in Savannah for the 50th anniversary. WOW! 50 years! Not many things last that long in the world today. Maybe it has lasted this long because Savannah is such a fun place to sail with WONDERFUL people.

Then it was back to work for a few days and off to St. Pete for their 59th regatta. In both

the events, it amazed me how many of the teams were made up of family members. Amy Linton told me to stop saying "thank you" for the great job she did as the VP of the Southern Circuit. So I guess I better not tell her "thank you" in this article.

We have made and will continue to make a number of changes within the class. Please help us by commenting on the good, bad or the ugly so that we can constantly move the class forward. Some things are taking a little longer than we expected. The website section for registration and maintenance of membership information is still moving forward nights and weekends. Please cheer Jim Allen and Mark Gardner along. They are working hard and hope to have it up soon.

Jan and Steve Davis have done an outstanding job streamlining and improving the processes that support the ILCA members. You cannot imagine their contribution to the class. Thank you, the class is better off from your efforts.

A couple of things to think about:

- We have not settled on a venue for the 2007 North Americans. We are also thinking about changing the time of year for this event to accommodate the clubs that volunteer to host it. This would mean that the NAs would be later in the fall and the WJM some time in the summer.
- How many of you understand how the Executive Committee is formed? A nominating committee of the last three presidents puts forth a slate and the fleet delegates approve (or disapprove) with a fifth committee member elected by the governing board. The Executive Committee wants to put together some ideas for a slate for the nominating committee with your help. If you are interested in or know someone who would excel in a VP role, please get their name to one of the Executive Committee members. We are not short of volunteers. We just want to make sure everyone has the opportunity to contribute.
- The feedback on Jim Carson's proposal for electronic equipment was very positive. We will vote on this at the NAs. With the change that was passed at the Worlds, you have the freedom to use VHF's for non-sanctioned regattas.
- We will be launching a new Lightning Class store in the next few weeks. We started on this journey over a year ago when we moved class merchandise to Layline for them to sell for us. We never really finished this, which is why our website is a little confusing. Here is what we are doing:

- o The Lightning Class Store will allow you to buy any item currently sold on Layline's web site as well as class specific items such as plans, books and such.
- o The website will be branded with the ILCA name.
- o This site will replace our current store and will be maintained by Layline. All inventory, shipping and customer service will be provided by Layline except for class specific items like plans. The class specific items will be retained by the class office and shipped by the class.
- o The class will receive 28% of the gross margin for all items sold on the website except for the class specific items (e.g., plans) for which we will receive 100% of the sale price. The class will have no other costs.

We covered this at the governing board and general meetings at St. Pete. Here are the typical questions or comments that people have asked/said:

• Why do this?

SUSTAINABILITY. While the class has a strong heritage, it has not financially broken even for a long time. Over the years, the cost of membership services has been reduced and in some cases it has impacted the quality of these services. We cannot continue to run a deficit and not meet the needs of our membership. We could raise dues or charge more for royalty items, but that only increases the cost to you. This arrangement provides the class with another meaningful revenue stream. If we had this in place last year, it would have generated over \$6,000 for the class. Think about it—if you knew you could help the class, would you buy your next pair of gloves at West Marine? Last year's number has the potential of increasing.

• Will this jeopardize our 501(c)(3) status?

NO. The class lawyers (George and Dean) and outside counsel have confirmed this. It does mean that for a few items we will have to pay tax. The IRS has even thought up a nice form for us to fill out.

• How does this affect others who sell stuff for and to our class members?

What we've learned in discussing this opportunity with our other supporters is that, right now, the feeling is the overall impact will be insignificant. For most of our manufacturers, you buy from them because they have unique items or because they are at the venues. We do not expect that to change; however, we will monitor this as best we can, and if this change begins to impact our community in a negative way we will re-evaluate and take the appropriate action to correct it.

• Shouldn't the Lightning Class only sell Lightning Class specific items?

It's a good question and the answer is "perhaps". However can we afford to stay on the path we were on or do we need to find new ways of generating revenue to the class so that we can continue to provide members with the services they demand without an increase to the cost of membership? We view this opportunity as a low risk/high reward for our members

As always drop me an email. I hope everyone is making plans to get out to San Diego. It sounds incredible!

Executive Committee Member's Column

Rob Ruhlman

VHF Radios and the ILCA

A proposal in the works would modify our by-laws to permit the use of VHF radios for communication from the Race Committee to competitors while on the water. Using VHF's at any event would require notification in both the NOR and SI. For sanctioned events, the ILCA Executive Committee's approval would also be required. Jim Carson has done a great job of putting together some simple, straight-forward wording that covers what would and would not be permitted regarding hand-held electronic devices which when in final form, will be published in a future Flashes and be proposed for a vote at the Annual Meeting in San Diego.

In the meantime, use of VHF radios remains prohibited. However, due to the By-Laws change passed in Chile relaxing certain rules for non-sanctioned regattas and fleet racing, there is general agreement that for non-sanctioned events, using VHF radios to communicate from the race committee to competitors can be experimented with when so stated in the NOR and the SI's. Pymatuning Yacht Club will be doing this at this year's Spring Classic.

Hand-held, waterproof VHF radios are available for as little as \$100.00. While the ability to use them in an emergency situation or to inform the race committee of a boat leaving the course early, is a great safety feature, the added benefit of general communication from the Race Committee to competitors is meant to enhance the racing experience. I've been a competitor as well as a committee member when VHF radios have been used. Beyond simply improving the committee's ability to notify boats who are over early how many times have we found ourselves cruising around waiting for a race to get started and wondering "what in the world are they waiting for?" Most of the time there are very good reasons for the delay: trouble getting a mark set, different winds at the top of the leg than what is being experienced in the starting area or rescue boats at work. It's a great benefit to be able to communicate this type of information to all competitors. It's important to point out that this is intended exclusively as one-way communication from the committee to the competitors and that communication among competitors or from competitors to the committee would be prohibited, except of course, in emergencies.

The following is an example of what would be included in the Sailing Instructions:

RECALLS

When there is an Individual recall, the race committee may hail the sail number (or bow number if appropriate) of the recalled boat(s) on VHF channel XX and loud hailer. The following changes rule 62.1(a) and will not be grounds for redress: failure of the race committee to hail or broadcast any sail numbers; failure of a boat to receive the recall hail or broadcast; a boat's position in the sequence of hail or broadcast numbers; promptness of the hail or broadcast.



RADIO COMMUNICATION

A boat shall neither make transmissions nor receive communications not available to all competitors while racing (while on the water if appropriate). Transmission from these devices is only allowed for emergencies. The Race Committee will monitor VHF Channel XX for emergency transmissions. The Race Committee will attempt to broadcast sail numbers (or bow numbers if appropriate) of boats that are OCS for individual recalls on Channel XX (See RECALLS).

The following is an example of what would be required in the NOR:

Use of hand-held VHF radios will be permitted for communication from the race committee to competitors on a predetermined channel to be identified in the SI's. Other use of any communication device is prohibited and such use shall require withdrawal from the race unless determined by the Race Committee to have been for emergency purposes.

I'm looking forward to trying this at Pymatuning's Spring Classic May 20 and 21 and am happy to address any questions or concerns that I can.
rruhlman@preformed.com.

Cedar Point Yacht Club
**LIGHTNING
EARLYBIRD**
May 20th 9:30 AM – 10:30AM Registration
10:30 AM Skipper's Meeting
11:00AM Harbor Start (Gun)
12:00 PM Warning Signal, 1st Race
6:00 PM Happy Hour
7:00 PM Dinner (with band to follow)
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NO race will be started after 2 PM on Sunday May 21st
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Official Notices

PAN AM Games to be held in Brazil, July 13-29, 2007

US Lightning Class Pan Am Trials: October 2006, location TBA
(Exact location and date will be posted on www.ussailing.org and www.lightningclass.org once available).
The US PAN AM trials is not an open event. You must qualify to sail in the US Pan Am Trials.

US Lightning Class Qualification:

- Top 5 eligible finishers from the 2006 St. Petersburg Winter Championship March 17-19, 2006 in St. Petersburg, FL.
- Top 5 eligible finishers, not already qualified, from the Atlantic Coast Championship July 29-30, 2006, Beach Haven, NJ.
- Eligible finishers by rank, not already qualified, from the North American Championship August 12-19, 2006, San Diego, CA, until all 20 slots are filled.

Upon qualifying, a team must accept a starting position in the final Trials Event (see section I. C. 1) within 10 days. Sailors must notify James Taylor, Vice President, Special Projects, Lightning Class: james.p.taylor@ae.ge.com

PAN-AMs Notice from the organizing committee to all teams and individuals thinking about competing at the PAN-AMs. Competitive Equipment:

Competitors are responsible for providing their own boats. For chartering of boats each National Authority shall proceed independently, contacting the Class Office in Brazil, whenever appropriate.

Quota Change for North American Championships

The Executive Committee has been requested by the Organizing Authority of the 2006 North American Championships to change the District qualifying ratio from 1:10 to 1:2. Therefore, for every two registered boats in your district, your district can send one qualified boat to the North Americans (i.e., District X has 23 registered owners. At 1:10 that district could send 3 boats. This year they can send 12). This request has been granted by the Executive Committee.

The end effect is that, basically, if you sail your districts, you qualify to go to this years North Americans. So make your travel plans now to be in San Diego in August!

Proposed change to **"RULES WHICH APPLY SPECIFICALLY TO THE WORLD YOUTH CHAMPIONSHIP"** **ARTICLE XI - ENTRIES**

1. (a) Every country with organized yachting activity shall be entitled to two (2) entries for the World Youth Championship. The Host Country shall be entitled to two (2) additional entries. The Executive Committee may allocate additional entries on an equal basis to all Countries to provide twenty entries. (Add) The current Youth World Champion, if still within the age limit, shall not count towards his/her country's quota, but still must qualify for his/her country.

John Atkins—3 April 2006

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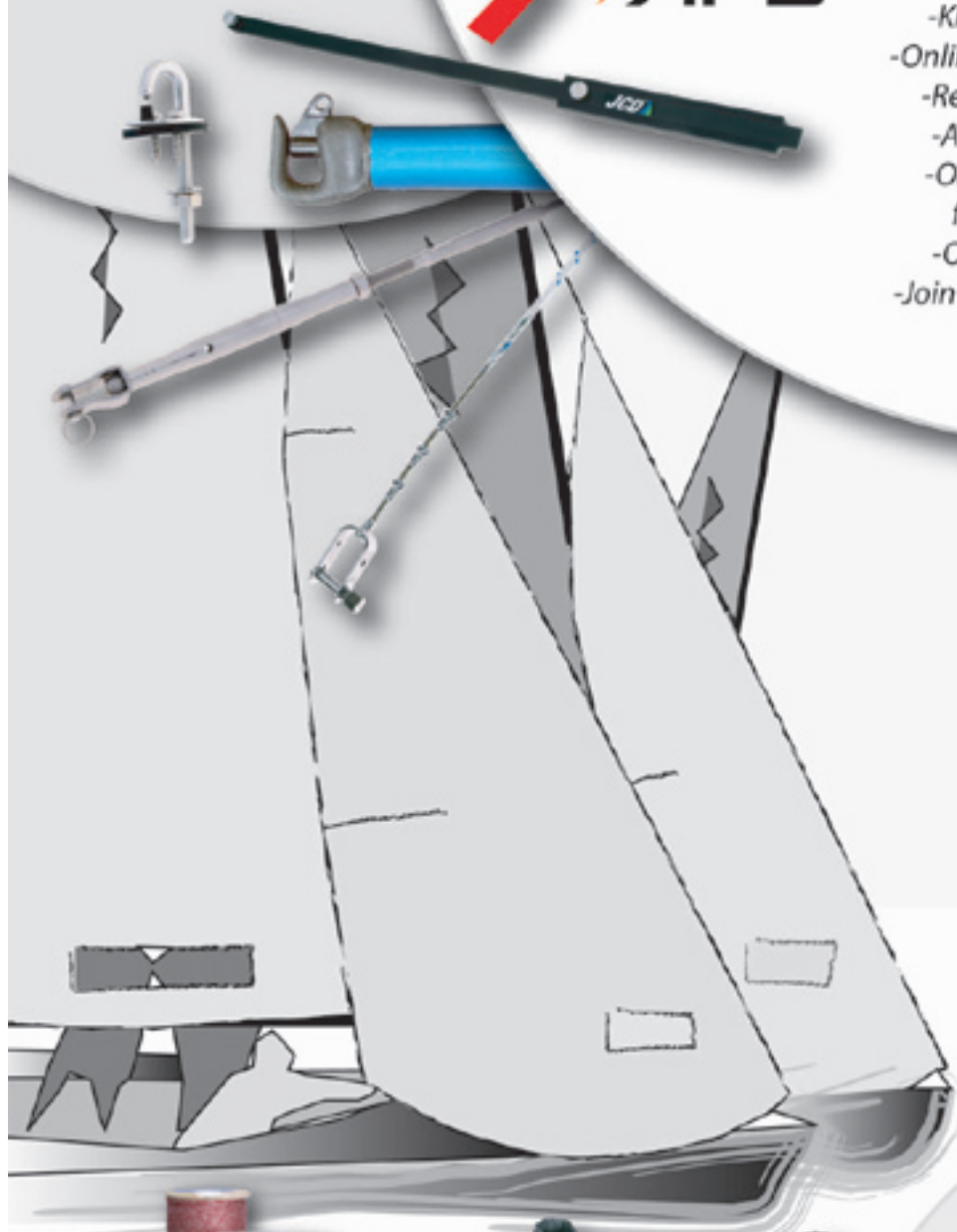
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Lightning Family News

Returning Member—Ken Jones

The Lightning Class and I have a rather long history. We began in the same year. At that time, my father, a young engineer, was working for Alcoa in New Kensington, PA. One of the projects he worked on was the design of aluminum spars for this new class of boat that was being built by the Skaneateles Boat Company.

Of course, the buildup to WW2 took the wind out of that project, as aluminum was diverted to more immediate uses.

Flash forward to the early 60s. Now I was a young engineer, working for Rockwell in Syracuse, NY. On a trip to the Skaneateles Country Club with some friends on a sunny Sunday afternoon, I wandered down to the dock where I was struck by the spectacle of a flotilla of complex sailing machines unlike any I had ever seen. It was Fleet 1!

Having learned the rudiments of sailing in a Star, I was familiar with the shape and the rigging. Owning a Star was out of the question, however. The cost and the keel were daunting barriers. These boats, however, seemed easily trailable and much simpler to live with. I was smitten!

It took a few years, however for me to muster the capital to buy one. By the mid 60s I was married and living in Homer, a small town near the south end of Skaneateles lake. I went in halfers with my brother, Dave, then a bachelor engineer living in Albany, to buy number 2980. This boat was wood, of course, and probably a home built. We kept it moored on Skaneateles, where its old

hull absorbed tons of pure lake water. It was slow!

Dave and I mastered the basics, however, and soon we entered some informal races held by the South Skaneateles Singing and Sailing Society. In our first race, an afternoon when the wind died late, we were drifting across the finish line (or where the line WAS) as the rest of the sailors were at the post-race party. We never got much higher in the standings.

Later, I formed a new fleet. We wanted to be designated Fleet 1-A, but the Association gave us Fleet 439. Having sold 2980, I began to crew for skippers with newer boats. By then, all the fleet was fiberglass and numbers were creeping into 5 digits.

In the mid 70s, career overtook me, with management assignments in Singapore and moves to England and Scotland. Other hobbies filled the next fast-moving 30 years. After buying a lakeside house a few years ago, however, my thoughts again turned to sailing. I have the perfect lake (Winnisquam) for a Lightning, much like a Finger Lake, and the winds seem steady, in contrast to the fiord-like bumbles of those at the south end of Skaneateles.

I am the latest owner of 14108 and plan to assuage my guilt of not teaching my now grown kids to sail by developing a crew this summer. There's a fleet on nearby Squam Lake that I may race with, if the crew develops the edge I want. Who knows? I may be able to finish in time to get to the party!

New Member—Rick Swann

Newly engaged to Stephanie Ruiter, who, with her father Dave, was and is a lifelong Lightning sailor. So (of course!) Rick bought one and is having a great old time trying to figure out which strings to pull, in which order...

Felipe Castillo Genard

President Federacion Colombiana de Vela

Starting on April 1st 2006 and for the next 4 years, I have been formally designated as a President for Federacion Colombiana de Vela (Colombian Yacht Association), member of the International Olympic Committee. That will be a new step in my life's passion—SAILING!!!!.

I became a Lightning member very young as crew for Mr. Andres Lisocki of the Optimist Class, who drafted me to be a member of his crew for the South American Championship in 1986 and Bolivarianos Games in that same year. That was where I got my well-known South American nickname "PIPIRIGUA". For the World Championship in Cartagena, Colombia in 1987 I acted as a principal measurement official. A couple of months later I became the youngest certificated measurement member for the Lightning Class at 18 years of age.

For many years, I didn't have money to buy my own boat so I was crew for Phillippe Jacob. Then eight years ago when my father helped me to buy my first brand new Lightning, 14804. With every outing I became more involve on the class, as did my personal friend Paco Sola from Ecuador. For the last 10 years I have been the Colombian contact for the Lightning Class, either as a District Commodore or a Fleet Captain.

Now, I must leave my "baby" and serve as a director. Of course I will be more than happy to support ILCA activity from my new "job." Let me know when I can help.

Newly Launched—Jenna Kathleen Princing



- Born 2-23-06 in Midland, MI
- 6.6 lbs and 19 inches tall

Chris and Jennifer Princing from Saginaw, MI are the happy parents. They are members of Lightning Fleet 216 sailing their boat Scars & Scrapes, #14937.

Chris met Jennifer while sailing together with Jen's dad, John Johnson (#14022), who is a long-time

Lightning Member in Fleet 216.

Jennifer is a graduate of the University of Michigan (Go Blue!) where she received an Engineering degree and was a Cheerleader for the football team. She may still be the only person to ever walk across the entire end-zone on her hands! She grew up in Lightnings with her dad and also sailed on the University of Michigan sailing team. She is a two-time participant in the Women's Rolex Regatta, sailed in J/22s, which Chris and Jen own and sail out of Tawas Bay, MI. She is also a past participant in many Lightning NAs and did the Women's NAs in 2004 at Buffalo, sailing Scars & Scrapes. She and her crew won the first race, so a flag is proudly hung over the back door for all to see. She is a five-time Fleet 216 Champion, sailing on Scars & Scrapes, and has been involved in many regatta wins and places. She is the glue that holds the family's Lightning program together, as demonstrated

last year when they finished second in the fleet because she didn't sail all year. That's Chris' story and he's sticking to it! Jennifer is also an accomplished seamstress and finds pleasure in creating all kinds of Clothes, blankets, etc. She is renowned in the Michigan district for her craftiness in creating sailing trophies. She is now working on her new hobby—mastering the art of snuggling babies!

Chris is a graduate of Northwood University where he received a degree in Marketing/Management. Chris is a very accomplished sailor, having success in many boats and classes. He is a two-time J/27 North American Champion and was instrumental in the growth of the class. Currently he owns a J/22, sailed out of Tawas, MI, and travels to regattas anywhere in between. He is one of the J/22 class vice presidents and multiple champion of Fleet 44 at Tawqas Bay Yacht Club. Chris is also active in the Lightnings, sailing since 1991 when dad bought his first. He does it all, drives , middle and the occasional 220 lbs bow ape. He joins dad on the weekends when he can and also is responsible for the resurrection of the Tawas Bay Lightning Regatta many years ago. He runs the event and also helps with RC at the Bay City events. Chris is also an accomplished shotgunner and enjoys up-

land hunting and the occasional fishing trip with Uncle Moo.

Summer is Jenna's puppy that came around before she did. She is a ten-month old springer spaniel that is mostly white with two small brown spots on her butt. She's pouncy, trouncy and currently in training to be a bird dog and a pal to her new-born buddy.

Jenna is surrounded by a great cast of characters including grandparents, aunts, uncles (especially uncle Leroy), cousins and friends. She will have a tough life growing up with nothing but Lightnings, J/22s, lasers, sunfishes, sailboards and Boston whalers to play with!

Mark Bryant

Former North and South American Lightning champion Mark Bryant has qualified for the 2006 US Sailing Team. Although counting an OCS and Black flag in the recent Disabled / Open midwinters held at St. Pete, FL. Mark sailed well enough to hold his ranking of second in the single handed 2.4mR keelboat. Mark will continue campaigning his boat with the ultimate goal of a gold medal in the paralympics in China.

Reminder

**Please submit your district and fleet reports,
member rosters and photos for the 2006
Yearbook—immediately**



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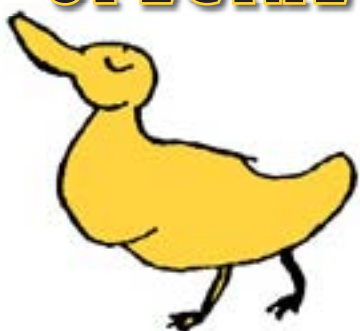
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FOR ALL KINDS OF INFORMATION

THE DEEP SOUTH REGATTA AND THE LIGHTNING SOUTHERN CIRCUIT

John & Olin McIntosh

Beginning in 1951, an intrepid group of Lightning sailors from Fleet 127 of the Savannah Yacht Club traveled to St. Petersburg to sail in the Winter Lightning Championships. After competing in St. Petersburg, they ventured further south to Miami's Biscayne Bay Yacht Club. In Miami, the sailors participated in the one day Sunburn Regatta. Thus began an annual spring holiday for sailors from around the country to travel and compete.

After several years, John M. McIntosh, Sr. and others thought it would be fun to have a regatta in Savannah. Sailors could stop and compete in Savannah before heading down to Florida. John and longtime friend, the late Tom Fallon of Buffalo, turned this idea into a reality. In 1957, the Savannah Yacht Club hosted its first Deep South Regatta. With the help of the sailors' wives, in greeting, registering and feeding the sailing guest, the regatta became well known for its hospitality and oyster roasts. The first event had thirteen boats. Bob Crane won, Tom Fallon was second and Savannah's John McIntosh was

third. Over the next few years the Deep South Regatta continued to double in size each year. At one regatta, the Wilmington and Skidaway Rivers had sixty-three Lightnings sailing the tricky waters. Savannah became a favorite place to sail for it was different than the big open water sailing of the Florida bays.



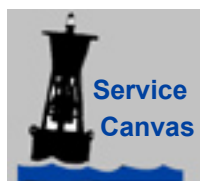
Carter Utzing Presenting Appreciation Award to Deep South Founder John McIntosh

Several years later, members of the Coral Reef Yacht Club in Miami got involved with the St. Petersburg and Savannah Yacht Club's regattas. They wanted to host a Lightning event in Miami. For a number of years, sailors would compete at the three venues. Informal scoring was calculated to see who had sailed the best overall in the regattas. Again, John McIntosh and Tom Fallon teamed up to propose a competitive racing circuit for the Lightning Class. The class association accepted the proposal in 1964 and the Lightning Southern Circuit was created.

Through the years, sailors from around the country, North America and the world came to Savannah, St. Petersburg and Miami to compete. Many of the great names in sailing have sailed in Savannah and on the Circuit. Ted Turner, Dennis Conner, Carl Eichenlaub, Bob Seidle-

mann, Bob Lippincott, Bruce Goldsmith, Tom Allen, Bill Shore, Dave Curtis, Tito Gonzalez and other world class sailors have competed in these regattas. The Lightning Southern Circuit continues to be the leading one-design sailing circuit in the world.

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Deep South Regatta, Savannah

Amy Smith Linton

Part I—51 Boats Registered

Last summer, while spectating (working on shore, actually) at the Sheboygan North Americans, I somehow or another volunteered myself to be the VP of Southern Circuit. As I remember it, I knew there was going to be lots of rhubarb in it for me from the Davises, and I must say, when Colin Park and Brian Hayes ask a favor—they make you feel like a princess (or prince, I suppose) when you say yes.

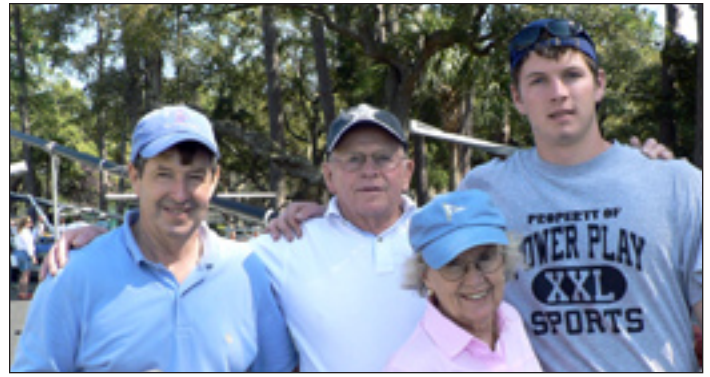
So the first thing I did was start asking sailors what they wanted. This marketing technique is great for a couple of things: first, you can walk up and talk to just about anyone, and second, people will tell you how to make them happy. I was really fortunate to have John Humphrey in on one of these early brainstorming sessions, and he offered to write me a check to make stuff happen. We should all be so lucky to have someone like John in our corner.

Months passed, and I made the usual bunch of phone calls, typed a lot of e-mails, and tried to get some promotion going for the event. Lucky for me, The Deep South Regatta was in its 50th year; what this means, in case you missed it, was that the club went all out for us: a \$50 entry fee for instance, an oyster roast, and a generous skipper's packet: three long-sleeved tee-shirts, bandana-maps of the race course, and the hospitality we've come to treasure. The family McIntosh, including John, John Jr., Olin, Jim, Nef and Sharon, did a fantastic job making the 50th Deep South a 51-boat success.

The RC must have been doing something right kharminally because the weather gods smiled in Savannah: picture-book sunshine with lovely winds at 8-15 knots. David Starck, as I am sure he'll be reporting in this issue, was nearly untouchable. He had clean starts and often led the way all around the racecourse. Smart and fast sailing from the guys in the dark-blue hulled boat.

As for us, we had our best Savannah ever, even including the port-starboard "ouchie" we got on Sunday. According to Ernie Dieball, who was just to weather of us at the time, the collision actually didn't slow us down, but, from his perspective, pushed us to windward. All well and good, but Jeff's about to name the boat "Pincushion" for the number of hits we've taken recently.

We found it helpful to get to Savannah on Friday noon, so we had time on Friday afternoon to reacquaint ourselves with the convergence of the Wilmington and Savannah Rivers where we race. Plus we got to have our favorite seared tuna steak with wasabe mashed potatoes at that little place on the way to Tybee Island.



*Bob Crane, Winner of the 1st Deep South,
with wife Pat, son Jim and grandson Rob*

In Savannah, I inaugurated the Lightning Lending Library: a collection of audio books donated by Steve and Jan Davis that helps while away the hours on the road. If you want to borrow any, drop me a line. I'm working on a list of titles and hope to have that available on request. I am also happy to accept donations.

When I initially polled people about the Southern Circuit, one suggestion that kept coming up was that the series should be more inclusive. People told me that the races were not just held for the top five placing skippers, but for the boats who don't usually finish on top and keep coming back year after year. Reward the middle of the fleet, make it fun, encourage the camaraderie.

Steve Davis, our Treasurer, also happens to make some of the most attractive Lightning models you're likely to find anywhere. We raffled one off at the Miami Worlds and raised something like \$1,200, if I remember correctly. He's also a keen fisherman, like John Humphrey, and like my husband Jeff, which is how, while driving around in Colorado looking for one more trout stream we came up with the idea for the Mid-Fleet trophies: one for each Southern Circuit venue, plus an overall Youth award and a Newcomer trophy. The trophies would consist of a Lightning model boat mounted under plexi-glass, which the winner could take home, as long as s/he agreed to bring it back the next year. John's check funded the plexiglass domes and the cherry-wood bases built at the "family-only" rate by John Linton (my brother-in-law. Also a fishing guy.). Sails by Brian Hayes (not a fishing guy, but that's okay). All of which Jeff and Steve Davis assembled after racing during the Circuit.

The result: big, beautiful trophies. Let me re-phrase: gorgeous, outrageously magnificent trophies. I am so proud of Steve for the boats, and of Brian and Jeff and John and that guy at the plexi store I could bust a gasket.

The first of these trophies went to a sailor who is no stranger to the winner's podium: Richard Hallagan. On the other hand, he is a huge fan of Savannah and helped encourage the festivities this year, so perhaps it's in keeping with the award's goal that Dick should win it first.

Reminder

**It's time to renew your
membership**

Remember

**to pay your fleet dues and to notify
the class office of your
2006 Fleet Officers**

Savannah—Deep South Champions



Jared Drake, Dave Starck & Ian Jones

50th Deep South Regatta

Johnny Mac could not have asked for a better weekend for the 50th Deep South Regatta. Sunny skies, temps in the 80s, 10-15kts, and over 50 boats made it picture perfect. The very first winner, Bob Crane, was on hand along with the most winning skipper of the regatta, Larry MacDonald, Jr. Even the gnats weren't all that bad!

The southern hospitality sailors receive at the Savannah Yacht Club is unprecedented. It keeps us coming back each and every year. This year was no exception. The SYC staff, the entire McIntosh family, and many other volunteers poured their hearts into the 50th! I told Johnny

Mac that next year will be the first of another special 50 years in Savannah.

Until this year, I had never won the Deep South regatta. My crew, Ian Jones and Jared (JD) Drake, are past winners and were great on the boat. I really appreciated their expertise. The rivers of Savannah can be a cruel place!

I know Amy Linton worked hard on the Southern Circuit. She is now working on ways to make next years circuit even better. Start planning now for the 51st annual Deep South, and kick off the 2007 circuit with a bang.

David Starck



Photo by Sharon McIntosh



Savannah



Enjoying the Oysters!



John Enjoying the Party!!



Abby & Rob Ruhlman



Patrick Wilson & Adam MacDonald



Bill Faude



Brian Hayes Sail Making Skills a Work



Jo Ann & Greg Fisher



Jeff Linton & Steve Davis completing one of the Lightning trophies



Larry MacDonald, Chantel Leger & Jay Deakin

Photos by Bill Clausen & Jan Davis



Miami Midwinter Regatta

Amy Smith Linton

Part II—51 Boats Registered

Carol Ewing, past Commodore of the Coral Reef YC, is the smiling face of the Lightning Midwinters: it's she who stays on station at registration, who answers all questions, and who orchestrates things so ably at the club. Shout out for Carol and her talented crew who work the race committee.

After racing on Tuesday, the sailors got de-salinated and headed for the pasta buffet at Coral Reef. Has a simple ice-cream sundae ever tasted so good as after a day of racing?

New this year, but likely returning in 2007 was a Hula-Hoop contest. Many brave sailors faced the cheering crowd of their peers. Some highlights: Victor Lobos shone in the male division. Dude had game. As an editorial aside, Victor probably didn't need to go to the Sandbar to try to pick up the girlyies—he didn't exploit it, but there was a LOT of attention paid to Victor of the swively hips from the sidelines.

The women's division was astonishing: we had fast hoopers, embarrassed hoopers, limber hoopers, and the co-winners (Chantal and Doc Gorman's fiancé Judy Murphy) tied at an amazing 2 minutes of hooping. Fabulous prizes included hacky-sack balls and balsa-wood airplanes.

The party began to break up around 9:30, with many of us heading to bed while the youngsters went toward the infamous Sandbar, where rumor has it they began masterminding the après-racing competition next year (I am not supporting the idea of pudding-wrestling, incidentally, but as VP of Southern Circuit, I want to be open to



Kathy Lindgren, Denise Cornell & Lynelle Reak

suggestions—e-mail them to me at aslinton@aol.com).

Another day of fully hiked sailing, and we had our second awards ceremony over a yummy taco buffet. The Mid-Fleet Trophy in Miami went to another Lightning class veteran: Bill Mauk, who won the tiebreaker with young Eric Reittenger who was sailing with Jim Carson.

And away the sailors went: across Alligator Alley, where we pulled in for fuel at the Seminole Indian rest stop and found two other Lightning rigs gassing up. A pleasant feeling, knowing there's a community on the road.



Photo by Bill Clausen

Miami Midwinter Champions



Jeff Linton, Mark Taylor, Amy Linton

Ah Miami. What's not to like about this place? Okay, the traffic is not so nice, but Coral Reef is pretty much sailing nirvana. This time of year the breeze is strong and warm, the salty water is bright blue, and every evening a pair of scarlet macaw parrots fly into the palm trees and squawk while the sailors put their boats away.

Tuesday morning, the weather channel promised building breeze, and sure enough, the wind built from around 8 to 16 knots from due south. Coral Reef ran windward-leeward-windward-leeward races (four legs, offset mark and gates, finish downwind), with a fleet of around 50 boats. Many details are fuzzy to me; I had a migraine for most of the sailing day, and spent the moments between races asleep in the "gunner's position" under the jib tracks. During races, I suppose I stumbled around without too many blunders. The boys (my husband Jeff at the helm, and Mark Taylor in the middle) were kind to me.

Our strategy on Biscayne Bay has been to have a clean, fast start. Ideally, this meant starting without anyone too close above or below us, somewhere in the vicinity of the favored 1/3rd of the line. Among the Lightning class, it's rare for a favored end not to get crowded, and we are much happier to have clean air than to fight for room on the most favored spot on the line.

Starting was an adventure: the line was square, but for some reason, the fleet seemed to be sailing shy. This was no mid-line sag, but a sort of set-back of three or more boat-lengths. Current? What else could it be, though the race-committee condo, I mean yacht, seemed to be lying fine off her anchor. We had a couple of starts where we were easily a boat-length and a half back from the line when the gun went off, but we led the group of boats around us by a whole boat-length. Weird.

Even with our good starts, the fleet was fast and tough. We sailed into a couple of headers, got pinned out, and then had to play the 10-degree shifts upwind to get back into the top ten for the first race. Downwind, there were few passing lanes for us, as we tried to keep in decent wind without reaching away from rhumb line.

I revived enough in the afternoon to notice that the breeze went left under the clouds, and right in the sunshine. I mentioned my observation to the boys. Sometimes I wonder what they think of my observations, which might include the amount of crack thrown by the kids in 14900, who were so darn fast out there, but ap-

parently couldn't keep their trousers up. Other things I noted in my haze: there were dolphins, including a calf; a puff was coming, perhaps a lift; an island of seaweed was coming, we might want to clear the board again, and someone had lost a waterbottle. Many of my observations fall on deaf ears, but not the sun-puff one. In the last race, we kept an eye on the shadows and took a nice port-tack lift up toward the finish line. Our finishes: a 6, 2, and a bullet. All keepers for the Southern Circuit!

On Wednesday, a cold front had moved through South Florida, which the weather channel (and half-a-dozen weather websites) promised would mean breeze working up to the 25 knot range and shift North. Happily, the breeze started at around 10 knots. After Chile, I suppose many of us are used to heavy air, but it's nice to have a gentle warm-up to the big breeze. After an abandoned start, the fleet streamed up the course. The wind completed its shift, which made the right-hand side of the course pay out.

For the fourth race of the event, our plan was to head right. As so often happens with the best laid plans, we were stuck left for a long first beat, watching anxiously as the dark-blue hull of David Starck and the 202 number of Neil Fowler sailed up and around us. At the windward mark, we rounded in around 20th, and had no lanes to pass downwind. We rounded the right gate, and parleyed our right-side into a decent 6th place finish. A regatta saver: we'd got to that right-hand side finally. We'd seen how on the right, especially further up the course, the waves flattened out, to the extent that it worked out better to sail in a bit of header to stay away from the jolting chop.

On the last race, we had a great start, and headed directly back to the well for more right-hand side. Only Neil had more right than we did, and we rounded the top mark just behind him. A nice spinnaker set, and we nipped past him at the offset, and then we two boats ran as if the hounds of hell were on our heels.

At the leeward mark, Neil had inside room, but we managed to pinch a pincher, perhaps a first for Team Linton, as we rounded just outside of Neil and then held on, hiked hard, trimmed and managed to send him left as we protected the right. We finished with a bullet. We packed up happy from another terrific Miami regatta and headed to St. Pete.

Amy Smith Linton



Miami



Eric Reitingner-Jim Carson-Michael Crann



Tobi Moriarty



Bob Baumbardner



Poolside Relaxation at Coral Reef YC



Hungry Sailors enjoying the Taco Bar



*Taylor Lutz
Winner of the 4th Race*



Hula-hoop champs—Judy Murphy and Chantel Leger—being awarded "fabulous prizes" by Amy

Photos by Bill Clausen & Jan Davis

St. Petersburg Winter Championships

Amy Smith Linton

Part III—72 Boats Registered

Given my ten or so years of racing the Southern Circuit, I figured there might be a delay-on-shore day here or there. So I gathered up a series of trivia questions (check the website) brought a package of whiffle balls, and added kites to my bag of “fabulous prizes.” Whiffle balls, I thought, would be good for short-paddle softball, and if it were too windy, the gang could fly kites.

What I forgot is how tiring it is to wait for the breeze to fill. The start time on Friday was 10:30 this year, so happily, we didn’t have to bob around on the water, but it’s tiresome anyhow. So while I couldn’t get the softball teams together during the light air on Friday, Lightning sailors are nothing if not motivated for fun. Team Lutz tossed a football and young Taylor Lutz (who, by the way won a race handily in Miami—look out for the next generation!) later practiced his fly-fishing skills. Chantel Leger set up a haircutting station in the parking lot, needing money for her Olympic campaign. Suzy Coburn brought out the Pigs game. Lori whose last name I can’t remember gave impromptu salsa lessons in the shade.

After the day’s racing was officially called off, most of the fleet headed for the Tiki Bar at the St. Petersburg YC. There’s a pool, cool beverages, a view of the yacht basin. Ahhh.

The Southern Circuit banquet this year featured chicken parmesan, spinach lasagna, and tiramisu, a change as suggested by that initial poll last summer.

At the dinner, St. Petersburg’s Don Gregory announced the first winner of the Karl Smither Award. Many of us know Don as the intrepid man on the bow of the St. Pete race committee boat, calling the wind direction regardless the extremes of weather. Nevertheless, he has a Lightning history and roots in the Buffalo area. He crewed for Karl Smither, and admired the man’s Corinthian values, encouragement of the Lightning class, and fostering of young sailors. Don named Anne Allen as the first winner for her ongoing lifelong support of the class. Anne is of course Karl Smither’s daughter, and it was a touching teary-eyed moment when Anne accepted the keeper trophy.

The Executive Committee recognized all 38 teams who sailed this year’s Southern Circuit. 38! Hurrah to them all! Each team got a set of three cool glasses and an official Brian Hayes shout-out.

In addition, the Executive Committee gave appreciation awards—lovely Lightning prints inscribed with special thanks to the following:

Tom Allen: For his dedication, expertise, and years of labor in support of the International Lightning Class Association and its activities.

Pablo Barahona: For his dedication and expertise as Chairman of the Lightning World Championships and as the Principal Race Officer held at the Club de Yates Higuierillas, Chile, 2005.

Dean Cady: For his dedication and expertise as the International Lightning Class Association Vice President for Rules and Regulations and for acting as the Chief Judge at the North American Championships.

Jim Carson: For his dedication and expertise as the Lightning Class Representative on the water for the International Lightning World Championships held at the Club de Yates, Higuierillas, Chile, 2005.

Bill Clausen: For his dedication and expertise as the Chief Measurer at the Lightning World Championships held at the Club de Yates, Higuierillas, Chile, 2005 and as the Lightning Class Representative for the South American Championship and the International Masters Championship, as well as, for serving as the Chief Measurer at the North American Championships in Sheboygan, Wisconsin and the Women’s, Junior’s & Master’s North American Championship in Milwaukee, Wisconsin, 2005.

Steve Cushman: For his dedication and expertise in organizing and acting as the Race Chairman for the Women’s, Junior’s, and Master’s North American Championships in Milwaukee, Wisconsin, 2005.

Hans Graf: For his dedication and expertise as Chairman of the Lightning North American Championship Organizing Committee, Sheboygan, Wisconsin, 2005.

Fisk Hayden: For his years of dedication to the International Lightning Class Association and the Southern Circuit.

David Sprague: For the dedication of his resources and expertise in representing the International Lightning Class Association before the International Sailing Federation.

Alan Terhune: For his dedication and expertise in arranging for shipping of the US boats to the World Championships held at the Club de Yates, Higuierillas, Chile, 2005.

and yours truly for (let’s face it) having a party!

David Starck organized the traditional 50-50 raffle. If this idea is alien to you, here’s the short definition: you sell a bunch of raffle tickets, and then divide the pot in half—half to the one winning ticket, the other half to a good cause, in this case to Hurricane-Katrina-hit Gulf Yachting Association. The generosity of the ILCA never fails to astonish: \$1,800 raised in about 20 minutes. The raffle winner, John Steiner, donated half of his winnings to the cause.

Saturday was a trying day: one race started and abandoned, another started and then finished amid scant zephyrs. Some boats couldn’t get started, many were unable to finish by the deadline. My plans for a go-karting night with the fleet fell by the wayside. Everyone was just too tuckered out.

Sunday, in what looked painfully light air, we trooped out to the racecourse and voila! three races.

And suddenly, we were back at an awards presentation. I had left the five embroidered rudder covers at home, but at least I had the five flimsy pieces of paper on which to record the shirt preferences for the top five Southern Circuit teams. Oopsie. The big gorgeous model trophies were on hand, thank goodness!

I looked at the Mid-Fleet position with trepidation: Dave “Doc” Gorman, another Worlds-level Lightning skipper, but pleased as punch—I hope Jan can include a picture of his smiling face.

For The Davis Youth Award, named of course in honor of model making Steve Davis went to Mike Crann, a young man who sailed the whole Circuit with Jim Carson.

The Humphrey Newcomer Award, named for the god-father of these magnificent trophies and who has welcomed many a newcomer to the class, went to Todd Wake of Sheboygan, WI. The winners carried their trophies home with the promise to return them in 2007.

I’ll have more surveys and be looking for ideas, suggestions, improvements, enhancements, so do feel free to e-mail or phone or telegraph your ideas. Meanwhile, see you in San Diego!

59th Annual Winter Champions



Team Lutz: Jody, Jay and Taylor

Reflections on the 2006 Southern Circuit

Jody Lutz—#15166

After putting out a full effort to attend the recent worlds in Chile, I needed a little time to recharge the engines and come up with a plan to create some enthusiasm to go sail Lightning's again. I wanted to make sure it was still fun for us and one idea I had was to bring some youth into our program like many other Lightning sailors have done and are presently doing. My 14 year old nephew, Taylor, is very accomplished junior sailor living in Houston with my brother Jay and his family but since there is no Lightning sailing in Houston he had only sailed Lightning's one other time. To me, the fun would be to have Taylor sail with Jay and I but as SKIPPER. At some point, all of us long time Lightning skippers were given an opportunity to steer a Lightning by somebody. In my case it was my brother Jay who helped get me started as a skipper when I was 17 years old. Instead of just penciling me in as his permanent crew, which I would have had no problem with, Jay went out and helped fund getting another boat for me to sail on my own. From then on, I was hooked and the Lightning Class was not just a boat to sail but a life experience that has treated me to wonderful friends and a lifetime of experiences. Jay may have been smarter than I thought, since once he got rid of me as crew, he won the North Americans and Worlds with all star crew, Mike "Doc" Healy!

As we looked to put Team Lutz together for a run at the Circuit, we had to check Taylor's school calendar since he was already taking a week off to go sail in South America for the US Optimist Team. Luckily, his spring break coincided with the Circuit week. Since Taylor had already committed to practicing with his Optimist Team the weekend of Savannah, we could not make that regatta and decided to do Miami and St Pete with Taylor driving. I drove the boat to Florida and met Taylor and Jay in Miami a day early so we could give Taylor a little practice but in reality it was me who needed more practice sailing the front of the boat. Sailing the front is hard stuff and I have even more appreciation for front crew now after my circuit experience! It's probably been 15 years since I have been as wet as I got in one day sailing front in Miami. You need an all new wardrobe for sailing up there. What a life those darn skippers have back there!!! I was kind of hoping for about 6

knots of breeze, where I could sit to leeward, never move and just stare at the leech of the jib. Unfortunately for me, we got some breeze so I would have to showcase my hiking talents. Taylor was amazed and on several occasions could not help but tell me I hike harder than his Dad but I already knew that! We had a great two days of sailing in Miami and it was so much fun to sail with Taylor and have him meet all the great people of the Class. One night I caught Rob Ruhlman trying to buy Taylor a Pina Colada at the bar. I quickly put an end to that and took one for the Team by drinking it myself. Sometimes you just have to suck it up...

We proved that a young junior sailor, with one exceptional crew and one average crew could be competitive. We finished top ten in a 50 boat fleet and won a race which will be a highlight of my sailing for a long time to come!!! I may have been more excited to win that race than Taylor as I think Uncle Jody embarrassed him a little with my celebration. It was off to St Pete and since Jay and I were tired from all our hiking, Taylor was nice enough to drive for the first couple of hours as we rested.

I had fully expected Taylor to steer St. Pete but since I may not have done as good a job in the front of the boat as I thought, he suggested that we switch so he could "show me, how it's done". Since I had no more dry clothes, I jumped at the chance to move back in the bus. St Pete was a light air struggle just to get some races in as we did not race on Friday, and we only got one marginal race in on Saturday. Sunday forecast was not any different and a lot of us predicted no more races for the regatta. To our surprise we sailed out the harbor on a nice northeasterly fully expecting it to die but it hung in there, barely, to get three short races. We had a good day, which allowed us to overcome a 10th in the first race on Saturday to win the regatta. For us, it was a case of getting off the line clean with the ability to sail a conservative first beat.

I would once again like to thank Taylor and Jay for making the two regattas so much fun. We are far from the first boat to sail as a family or with a junior sailor, but I urge all of us long time Lightning sailors to consider letting a junior sailor not only crew for you but skipper as well. We need to continue to inject new blood into the Class to insure viability for the future. Jay did it for me and now I have my name on the Winter Championship Trophy twice. Who are you going to help?

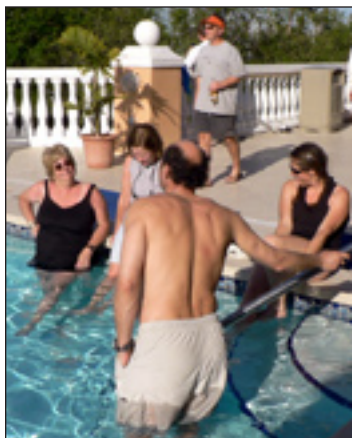
St Petersburg



Hanging out waiting for the breeze to come in



George Fisher and the latest addition to the family, Addyson



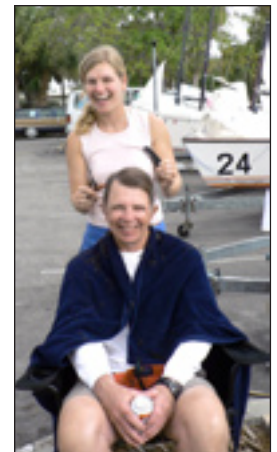
David Peck cools off in the St Pete roof-top pool



Patrick Wilson, Ryan Ruhlman & Bobby Hammill



Kip & Ruth Hamlin



John Atkins receives a cold beer and a great haircut from Chantel



Annual Rum Party on the dock at St Pete



Steve & Jan Davis, Brian Hayes & Carter Utzig

Photos by Jan Davis



Anne Allen receiving the Karl Smithers Trophy from Don Gregory



Rob Crane, Jim Allen, Tom Allen Jr, Anne Allen, and Tom Allen Sr listen while Don Gregory tells stories about Karl Smithers, Anne's father



Todd Wake—winner of the Humphrey Newcomer Trophy



*Can any of us ever thank Tom Allen enough???
"Standing O" from the group!!*



Thank You to Alan Terhune!!



Michael Crann—winner of the Davis Youth Trophy



Doc Gorman—winner of Mid-Fleet Trophy

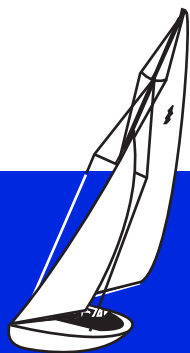


Overall Southern Circuit Winners—Mark Taylor, Jeff Linton, Amy Linton

Southern Circuit Final Results

		Savannah				Miami					St Petersburg				Circuit		
		Races															
Skipper	Club	1	2	3		1	2	3	4	5		1	2	3	4	T/O	TTL
Linton, Jeff	Davis Island YC	2	6	2		6	2	1	6	1		11	15	13	14	15	64
Starck, David	Buffalo Canoe Club	3	4	1		8	1	2	3	9		14	21	74	2	74	68
Fowler, Nil	Hyannis YC	16	1	8		1	6	5	7	3		21	4	11	17	21	79
Fastiggi, Bill	Malletts Bay BC	7	14	3		12	8	8	21	2		15	7	12	6	21	94
Wake, Todd*	Sheboygan YC	5	18	7		10	11	6	2	4		32	8	16	9	32	96
Hayes, Brian	Milford YC	10	9	11		16	3	16	23	6		7	5	7	7	23	97
Terhune, Jr, Allan		1	13	19		7	9	19	5	7		73	3	1	19	73	103
Fisher, Greg/Fisher, Joann/Davis, Steve	Denver Sailing Assoc	6	2	14		26	13	12	31	25		1	12	9	18	31	138
Allen, Jr, Tom	Buffalo Canoe Club	24	3	16		22	5	13	13	29		3	29	10	12	29	150
Ruhlman, Rob	Pymatuning YC	12	17	20		9	10	17	12	14		12	9	23	38	38	155
Hallagan, Richard	Newport YC	53	11	10		11	19	10	15	23		8	26	14	16	52	164
Dieball, Ernie*	North Cape YC	15	15	29		4	23	11	4	10		73	6	27	30	73	174
Fidler, Sean	Pontiac YC	14	23	4		20	17	14	19	19		16	18	19	28	28	183
Schneider, Mark	Riverton YC	18	24	13		14	24	3	18	5		73	34	34	54	73	241
Gonzales, Jorge*	Club de Yates Algarrobo	21	12	15		13	14	23	33	18		73	53	6	48	73	256
Mauk,Bill	Coral Reef YC	34	22	6		27	30	24	34	21		18	62	40	8	62	264
Mergenthaler, Bill	Surf City YC	28	30	18		42	16	15	25	17		35	37	29	51	52	291
Cobbum, Craig*	Wawasee YC	30	16	27		15	22	20	14	8		33	36	74	74	74	295
Hurban,Gary	Nyack Boat Club	11	31	39		35	18	31	24	34		25	33	38	21	39	301
Carson, Jim/Reittenger, Eric	Metedeconk River	9	20	38		21	20	28	22	45		73	55	43	13	73	314
Alsalam, Nabeel*	Potomac River	22	27	24		18	34	38	44	52		9	48	20	53	54	335
King, Bob*	Newport YC	23	26	21		19	42	43	29	52		26	35	33	73	73	349
Hurban, Joan	Nyack Boat Club	32	44	44		23	31	25	17	31		34	47	36	56	57	363
Gorman, David	Royal St Lawrence	52	28	23		36	29	37	46	24		23	44	45	39	52	374
Lindgren, Kathy*	Sheboygan YC	40	39	46		28	41	40	20	32		36	73	50	26	73	398
Swann, Rick*	Cedar Point YC	32	37	33		37	21	29	37	52		22	32	74	73	74	405
Allen, Tom	Buffalo Canoe Club	13	29	26		39	45	47	38	33		73	19	74	50	74	412
Shapiro, Bob	Bow Lake	39	33	37		31	37	36	45	40		38	45	46	36	46	417
Baxter, William*	Delta Sailing Assoc	42	45	40		40	43	32	50	16		28	52	54	32	54	420
Wertz, Michael	Susquehanna YC	53	47	42		29	35	44	47	36		73	39	30	22	73	424
Bates, John	Susquehanna YC	36	40	32		45	44	42	36	35		73	63	52	40	73	465
Fagan, Sean	Newburyport Amer YC	48	48	48		47	50	49	43	44		73	25	48	44	73	494
Richards, Bruce*		41	43	43		32	15	34	39	42		73	61	74	73	74	496
Mikell,III, Starling	Susquehanna YC	52	42	41		48	39	33	42	38		73	56	47	73	73	511
Gallagher,Patrick	American YC	38	41	34		44	40	39	26	37		73	73	73	73	73	518
Baumgardner, Bob		46	50	47		46	46	48	49	43		73	64	73	73	73	585
Mcintosh, James*	Newport YC	47	49	52		52	52	52	52	52		73	73	73	73	73	627

* First-time skippering the entire Southern Circuit



Classic Lightning

Dolce Vita—15140

Martin & Andrea Osterode

Swiss Cheese

In the late 90s I lived in Switzerland at the shores of Lake Constance. Hidden in the back of an old barn, my wife Andrea and I discovered a wooden hull of a sailboat. Love at first sight! At a first glance, the beautiful and varnished mahogany hull looked in decent shape, and we decided to locate the owner. The deal was quickly closed—should I have been suspicious—and we were also given the original mast, boom, rudder, floorboards, and seats.

I invited our town's boat builder, Hans, to take a look at the boat and make recommendations. Hans first comment was, after a quick look inside and out, "take a chain saw, cut it up, and burn it." My heart plummeted and my pulse skyrocketed. I politely asked, almost begged him, to inspect the hull and point out areas that would need work. Hans explained that the boat was a Lightning, and then showed me damaged areas all over the boat. I admit, I was "a little" surprised and discouraged, but not enough to actually pick up a chain saw and follow his recommendations!

According to Hans, the boat was built in the 50s by Pellegrino in Italy. Identifying the original hull number is still a work in progress.



We spent the next six weeks with damage assessments and developing a plan how to attack the project. I inspected every single rib and, unfortunately, found them all to be damaged. Some were badly decayed, others were broken. I removed the rub rails and found the hull and deck seam underneath displaying rotten wood as well.



Hmm, so far, the boat will need new ribs, new deck, new rub rails.

We flipped the boat over and removed all varnish and paint. I used a heat gun and scrapers. This was quite time consuming but worked well. All removed, now let's poke those dark spots with a screw driver. It didn't take much to punch right through. Oh boy, there were several of those dark spots and quite large ones! When I was finished poking, I had a "Swiss cheese" in front of me. Some of the holes were large enough to push a tennis ball right through! Panic!!

Let's see, on top of the ribs, new deck, and new rub rails we will need the hull's side walls repaired, the stern plate was gone as well, and a complete new bottom. After inspecting the mast, boom, rudder, and seats we saw that they will too require some extensive work. There isn't really much left!

Nevertheless, we decided to take on the project and rebuild the boat step by step. We did do all the work ourselves with only limited previous woodworking skills. We learned as we went along.

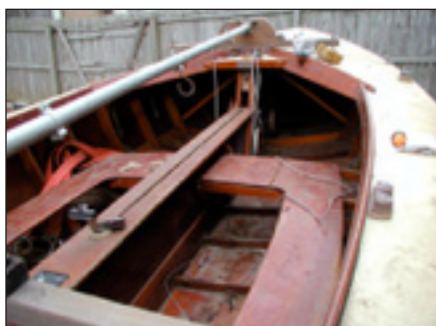
To not compromise the hulls integrity, we did not remove the deck or bottom at the same time. We removed only 2-3 ribs at a time, while the bottom and deck stayed in place, and used the old ribs as templates to make new ones.

The new ribs were put in place with stainless screws before we moved on to the next pair of ribs. Needless to say, surprises were just waiting to be uncovered. And there were plenty of them!



Lightning 7603

Robert Astrove



I had previously owned 3 Lightnings and actively raced in the Washington DC area (fleets 50 and 329) for over 20 years. After a five-year hiatus, while lying in bed recovering from a serious accident, I got the bug to return to the Lightning. But it had to be a little different this time. I needed something more than another new or late model “plastic fantastic.” The next boat would have to require love. And it had to be something my then 13-year-old son and I could do together.



After about six months of searching, we finally found what we were looking for. We bought the boat in February, 2002 for \$100. Upon arriving home, my wife’s first comment was, “you overpaid!” A few minutes later, my son’s neighbor pal, now my jib man, came by and just shook his head. They saw sawdust—I saw a thing of beauty.

Working a bit almost every day, often as little as just 15 minutes, by August she was ready.

Three years later we are actively racing with our local fleet. We are reasonably competitive in the lighter winds, often placing the even winning some races in our year-long local fleet series. Occasionally we venture out to other regattas, such as the Borderline and Dixie Districts. And you wouldn’t believe how cool it feels when the boat behind you sports a number over 15000.

A month our favorite trips with the old boat is our annual pilgrimage to the “Wooden Lightning Get Together” in Syracuse the last weekend of July. A blast, very low key racing, and you can see some beautiful old Lightnings.



**The International Lightning Class
Presents the
2006 Lightning Class North American Championship**



12 – 18 August 2006

Hosted by



Mission Bay Yacht Club and Lightning Fleet 194

San Diego, California

NOTICE OF RACE

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The regatta will be governed by the rules as defined in the Racing Rules of Sailing and by the Rules Governing All Sanctioned Lightning Class Championships.
- 1.3 This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.
- 1.4 The following Racing rules will be changed and will appear in full in the sailing instructions.
 - 1.4.1 Rule 42.3(c) to allow certain types of pumping in accordance with the class rules.
 - 1.4.2 Rule 44.2 to allow a 360 degree penalty turn vs. a 720 degree penalty turn if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the class rules.
 - 1.4.3 Appendix A to allow for different points for boats receiving “letter” scores, in accordance with the class rules.
 - 1.4.4 RRS 60.1(b), 63.1, 63.6. and 66 will be changed in the Sailing Instructions permit to Protest Arbitration.
 - 1.4.5 Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: “A boat not finishing within a time limit of 30 minutes after the first boat sails the course and finishes will be scored the number of boats that finished within the time limit plus 1.

2 ELIGIBILITY AND ENTRY

- 2.1 Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. US and Canadian entries shall qualify for participation in the Championship through their District Championship. Quota will be as follows:
 - 2.1.1 Quotas will be determined by the ILCA executive committee.
 - 2.1.2 The California District may have double quota
 - 2.1.3 One (1) additional boat for every three boats from a district that sailed in the Blue Fleet in the 2005 North Americans.
 - 2.1.4 In addition, members of the Executive Committee, the Vice President of the North American Championship, the current North American Champion and the current World Champions do not have to qualify and shall not count toward a District’s quota; the Executive Committee may permit skippers from outside North America to compete; one or more skippers not previously qualified through their District may qualify from the Women’s, Masters’ and Juniors’ North American Championships.
- 2.2 A completed entry form accompanied with the entry fee must be postmarked on or before July 25, 2006 for the Championship. The entry fee is \$275.00 USD provided the entry form is postmarked on or before 25 July. Late entries will be accepted until 1300 Saturday, 12 August with a late entry fee of \$375.00.
- 2.3 Entries must be mailed to:
ILCA Executive Secretary
Jan Davis
7625 South Yampa St.
Centennial, CO 80016 USA

3 REGISTRATION

- 3.1 Registration and measurement will be held from 0900 to 1800 on August 12, and from 0800 to 1400 on August 13. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of the Mission Bay Yacht Club, or from the actions of the ILCA, its officers, the protest committee, the race management team, Lightning Fleet 194, Mission Bay Yacht Club, and any sponsors of the Regatta and their members, officers, governors and agents from liability for any such damage or injury.

4 MEASUREMENT

- 4.1 Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.
- 4.2 Boats that are measured at the Lightning Woman's, Masters', and 2006 Junior Championship (Southwestern Yacht Club, August 7, 2006) may be exempt from measurement at the North American Championships.
- 4.3 Shroud tension will be re-measured after boats have been rigged at MBYC.

5 BOAT STORAGE

- 5.1 All boats must be on the grounds of the regatta and remain there by August 12, 2006 @ 1600 hrs for the duration of the regatta except by written permission from the Principle Race Officer (PRO).

6 QUALIFYING SERIES AND FINAL SERIES

- 6.1 The regatta will consist of a qualifying series and a final series.

7 SCHEDULE

- 7.1 Schedule

<u>Event</u>	<u>Day</u>	<u>Date</u>	<u>Time</u>
Boat measurement begins	Saturday	12 August	0900 - 1800
Additional Boat measurement	Sunday	13 August	0800 - 1300
Warning Signal for Practice Race	Sunday	13 August	1400
Skipper's Meeting & Opening Ceremony	Sunday	13 August	1800
Warning Signal for Qualifying	Monday	14 August	1200
Race 1 (Race 2 to follow)			
Warning Signal for Qualifying	Tuesday	15 August	1200
Race 3 (Race 4 to follow)			
Warning Signal for Championship	Wednesday	16 August	1200
Race 1 (Race 2 and maybe Race 3 to follow)			
Next Championship Race (next race to follow)	Thursday	17 August	1200
Last Race	Friday	18 August	1200
Awards dinner	Friday	18 August	1800

- 7.2 No races will be started after 1600 Friday, 18 August 2006.

- 7.3 Schedule may be adjusted by the Race Committee if required.

8 SAILING INSTRUCTIONS

- 8.1 The Sailing Instructions will be available at or before registration.

9 VENUE

- 9.1 Racing will be held in the Pacific Ocean approximately 1 mile northwest of the Mission Bay Jetty.

10 COURSES

- 10.1 The courses will be windward – leeward with 0.75 to 2.0 nm weather leg lengths depending upon the weather.

11 SCORING

- 11.1 Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules.
- 11.2 In the qualification series there will be one throw out only if 4 races are completed.
- 11.3 In the Championship series there will be one throw out only if 6 races are completed.

12 SUPPORT BOATS

- 12.1 Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority.
- 12.2 Individual competitors may not use a support boat at any time during the regatta except as provided by the Organizing Authority.

- 12.3 The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

13 TROPHIES

- 13.1 Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup
- 13.2 Perpetual Trophies will be given to the North American Championship and the Runner-Up.
- 13.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship.
- 13.4 The Swanson Trophy will be awarded to the highest scoring woman in the Championships.
- 13.5 The Thomas McDermott Trophy is awarded to the skipper who improves most in position in the Qualifying Series, (2005 vs. 2006).
- 13.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.

14 DISCLAIMER OF LIABILITY

- 14.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 194, and the Mission Bay Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

15 FURTHER INFORMATION

ILCA

International Lightning Class Association
7625 South Yampa St.
Centennial, CO 80016 USA
office@lightningclass.org

REGATTA CHAIRMAN

Jeff Coppens
19660 Elfin Glen
Escondido, CA 92029 USA
760-591-7860 (H)
760-583-5006 (C)
jeffcoppens@aol.com

CO-CHAIRMAN

Pete Bellin
9060 Meadowrun Court
San Diego, CA 92129 USA
858-538-6742
pete@askusfinancial.com

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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Notice of Race

WOMEN'S, JUNIORS', AND MASTERS' 2006 NORTH AMERICAN CHAMPIONSHIPS

International Lightning Class Association

Southwestern Yacht Club, San Diego, CA (Southwesternyc.org)

August 7-11, 2006

- 1. ORGANIZING AUTHORITY:** The 2006 North American Championship Regatta is organized under the authority of the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 194 and Southwestern Yacht Club, and has been sanctioned in accordance with the bylaws of the ILCA.
- 2. RULES:** The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2005-2008 (RRS), and the Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 3. CATEGORY:** This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.
- 4. ELIGIBILITY & ENTRY:**
 - 4.1. The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/06. Entry fee is \$35 due on or before July 19th, \$50 after July 19th, and an extra \$5 fee for US Skippers who are not members of US Sailing.
 - 4.2. The ILCA Women's North American Championship is open to all female sailors. Entry fee is \$45 on or before July 19th, \$60 after July 19th, and an extra \$5 fee for US skippers who are not members of US Sailing.
 - 4.3. The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/06. Minimum combined age of skipper and crew is 130 years (as of 12/31/06). Entry fee is \$70 due on or before July 19th, \$85 after July 19th, and an extra \$5 fee for US skippers who are not members of US Sailing.
 - 4.4. Women, Junior and Master skippers must be Life, Active or Associate members. Crew must be Life, Active, Associate, or Crew ILCA members.
 - 4.5. Entry forms are available from each District Commodore, from the Executive Secretary, and on the ILCA Website. Late entries will be accepted at registration.
 - 4.6. Advanced Registration shall be accompanied with the entry fee in U.S. dollars and must be postmarked by July 19, 2006.
 - 4.7. Entries must be mailed to:
Executive Secretary, ILCA
7625 South Yampa Street
Centennial, CO 80016
- 5. REGISTRATION:**
 - 5.1. Registration and measurement will be held from 9:00 A. M. to 5:00 P.M. on Monday August 7, and from 9:00 A.M. to 1:00 P.M. on Tuesday August 8. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of Southwestern Yacht Club, ILCA, Lightning Fleet 194, any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.
 - 5.2. Junior competitors and their PARENTS OR GUARDIAN will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies and curfew for free housing, and a Medical Consent Form.
- 6. MEASUREMENT:**
 - 6.1. Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.
 - 6.2. Boats that are measured at the California Districts may be exempt from measurement at the North American Championships.
- 7. SCHEDULE OF EVENTS:**

Monday, 8/07/06	Registration 9:00 A.M -5:00 P.M. Measurement 9:00 A.M to 5:00 P.M.
Tuesday, 8/08/06	Measurement 9:00 A.M. to 1:00 P.M. Registration 9:00 A.M to 1:00 P.M. Practice Race (all fleets) Warning 2:00 P.M. Competitors Meeting 6:00 P.M.

7. SCHEDULE OF EVENTS (cont):

Wednesday, 8/09/06 Women's Races (2) Warning 12:00 P.M.
Masters Races (2)
Juniors Races (3)

Thursday, 8/10/06 Women's Races (2) Warning 12:00 P.M.
Masters Races (2)
Juniors Races (3)

Friday, 8/11/06 Women's Races (2) Warning 12:00 P.M.
Masters races (1)
Juniors Race (3)
Informal Awards at Club 6:00 P.M.

* The Race Committee may adjust the racing schedule and number and length of races according to weather conditions subject to the Sailing Instructions.

8. RACING AREA: Racing will be in the Pacific Ocean south of the San Diego channel.

9. SAILING INSTRUCTIONS: The sailing instructions will be available during registration beginning on Monday August 7.

10. SCORING & NUMBER OF RACES:

- 10.1. Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules
- 10.2. Nine (9) races are scheduled for Juniors. If six (6) or more races are completed, the worst finish will not be scored. If all nine (9) races are completed, the two (2) worst finishes will not be scored. This changes RRS Appendix A2.
- 10.3. Six (6) races are scheduled for Women. If all six (6) races are completed, the worst finish will not be scored.
- 10.4. Five (5) races are scheduled for Masters. All five (5) races will be scored. No more than two (2) races per day will be sailed.

11. ALTERATIONS OF RACING RULES:

- 11.1. Rule 44.2 will be amended to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one tack and one gybe instead of two.
- 11.2. Rule 42.3 (c) shall be altered to read: "Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet, but not the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used".
- 11.3. Decisions of the protest committee will be final as provided in rule 70.4.

12. ALTERATION OF CLASS RULES: Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first boat sails the course and finishes will be scored the number of boats that finished within the time limit plus 1.

13. SUPPORT BOATS: Team leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

14. TROPHIES: Trophies will be awarded to the top finishers, skipper and crew, in each fleet. The number of trophies awarded will depend on the number of boats registered, but will be at least 3 per fleet.

15. DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Lightning Fleet 194 and Southwestern Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16. FURTHER INFORMATION:

ILCA
International Lightning Class Association
Executive Secretary: Jan Davis
303-325-5886
email office@lightningclass.org

REGATTA MANAGEMENT

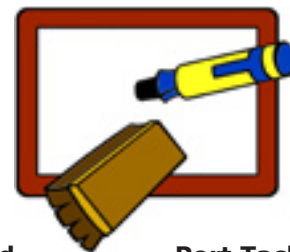
Chairman: Edna Johnson; 619-583-6476; kirkedna@aol.com
Principle Race Officer: Ray Wegrzyn
Protest Committee Chairman: Roger Patterson
Measurer: Scott Finkboner



Coaches Corner

Using The Compass As A Tactical Tool

by Bill Fastiggi



Lightnings are required to carry a compass as part of our class rule for safety equipment, but it is also one of the most important tools that we can use to help get around the course more efficiently than our competitors. Most racing sailors understand the basic principles of using the compass. When you are "lifted" you are sailing closer to the weather mark, and the more time you can spend on the "lifted tack" the faster you'll get there. But there are a few techniques that we use to help us learn and track as much wind information as possible.

Here's the process we go through on our boat for setting up our compass for the race:

1) Pre-race Preparation

Sail up wind and record headings. (Recording Data)
We try to get out to the course early and sail upwind before the first race. We'll check our boat speed, rig tuning and sail trim for the wind and wave conditions, put on sunscreen, get ready for the race. We also constantly record headings on both tacks while we are doing this. We primarily just record port and starboard headings but we also do a few specific tests while we are recording our headings.

When we tack, we pay close attention to our compass heading on the old tack, and then again on the new tack once we are up to speed. Subtract the starboard heading from the port heading to find your tacking angle. We'll keep checking this to keep track of our tacking angles which will change depending on the wind velocity.

Also, every few minutes, we'll take a quick head to wind reading as well, and record the heading and the time of the windshot.

2) Interpreting the Data

Establishing our ranges, means and medians. (Sorry, math is involved!) We've established our tacking angle for the given wind conditions and we've also recorded a bunch of numbers. What I find most helpful is to make three little tables. The first two tables are the "Port tack" and "Starboard tack" tables. Each one will note the highest and lowest heading on each tack and the median heading (sometimes we will also note the mean heading if the median and mean directions appear to be different). The third table is the same data for "true wind" direction. We'll have a far left, median, and far right wind readings noted.

Assuming that our tacking angle is 90 degrees, our median headings on port and starboard will be 90 degrees apart, and our median head to wind number will be 45 degrees from each.

The following is an example of our small tables (assuming the wind is shifting through a range of 20 degrees):

Starboard Tack

Low	Med	High	Left	Median	Right	High	Med	Low
305	315	325	350	000	010	035	045	055

Wind

Port Tack

The other table that we record is our timed head to wind shots:

Time	Wind
1000	003
1005	000
1008	352
1012	357
1014	350
1020	002
1028	008
1030	005
1033	008
1039	358

How this helps us:

- 1) Our timed wind readings will help us determine if the wind is shifting randomly, or if there is any timing of the shifts, or if the wind is slowly but consistently shifting in one direction. As you can see from the example above, the wind is oscillating back and forth in 10- 15 minute intervals. This helps us plan our "wind strategy" for the race. If we have determined that the wind is consistently oscillating we can "time" the shifts which can help us pick the favored side of the course if we can anticipate if the wind will shift again on the leg, or the shift will come after we are around the mark.
- 2) By looking at our "synchronized" tables, we can instantly see if we are lifted or headed and by how much. This is particularly important right after rounding the leeward mark and at the start.

For example, say that we know the wind is in a right hand phase, and the line is square to the wind. If it is a long course and the wind is shifting slowly, we would probably start towards the pin end of the line so that we can continue sailing fast on the lifted tack. Then when the anticipated shift comes from further left, we will be able to tack and cross the fleet.

In the same situation in rapidly shifting conditions, we might want to change our strategy and start near the boat end of the line so we can make sure that we can tack to port quickly when the shift comes.

Lastly we record the bearing to the windward mark from the RC and we write down the reciprocal of that number directly under the compass so when we round the windward mark, I can quickly see the number that is the heading for the leeward mark. This is particularly helpful in big fleets, poor visibility, or if the marks are small.

All in all, the compass is a great tactical tool that can help you seem really smart if used correctly!

Fleet in the Spotlight

36

Every Saturday and Sunday afternoon from the beginning of May thru mid-October, as many as twenty Lightnings hit the starting line on Pymatuning Lake in James-town, Pennsylvania. We are ILCA Fleet 36 and we've been racing here for nearly as long as the Lightning Class has been alive. Fleet 36 is a member of the Ohio District even though we're located in Pennsylvania and closer to the Buffalo Canoe Club than we are to most of the other Ohio District Clubs. But that suits us just fine as we take great pride in being a bit of an enigma.

The fleet has been well represented over the years at the North Americans. In recent years Rob, Abby, Ryan and Maegan Ruhlman, Dave and Jonette Werley, Greg Maras, John and Bertie Werley, Dave Vieregg, Justin Proctor, JD Dunne, Garry Condon, John and Sarah Woodall have all made the trip. In earlier years Jon Ruhlman, Barb and Wendy Hawn, Chuck Maltbie, Marilyn and Dick Maras, were the fleets standard bearers.

We're not big travelers, however, and consequently are seldom seen on the local regatta circuit. Yes, some of us take a bit of heat over that but most folks understand the dilemma once they've been to Pymatuning: with twenty boats on the line in such an idyllic location, why would you leave? Particularly when you don't have to!

The club is located on 20 acres of land leased from the Pennsylvania State Park System. With two simple club-houses—one for the juniors—excellent dry sail facilities with two hoists, a big front lawn that provides a perfect vantage point for spectators and a sandy beach with attached swimming area, the rest of the acreage is occupied by members house trailers ranging in size from 8' X 10' to one grandfathered 14' X 70' monster which was immortalized by the Trailer Trash Band in the song Borland's Trailer! Nearly everyone arrives Friday afternoon/evening—it all depends on how fast one can leave work—and stays through Sunday evening or Monday morning, depending on how much fun Sunday afternoon was! Some of these trailers are available for housing visitors



for the Spring Classic! If you're into tenting or sleeping in your van at regattas, there is ample space on the club grounds for that as well.

There is some type of racing happening "sunup to sun-down" at PYC. Many of the Fleet 36 sailors can be found racing on board J-22s late Saturday afternoon and/or Sunday mornings, or coaching our juniors on Saturday and Sunday mornings and we've even hosted the occasional Moonlight Race over the years, stories of which are best related firsthand as opposed to being immortalized in subpoena-able print. About the only thing Fleet 36 sailors don't do on a regular basis is race Thistles as the equally large Thistle Fleet, 31, races every Saturday and Sunday at the same time as the Lightnings.

Pymatuning Lake is actually a man-made reservoir created in the early thirties. The history of the Lake and surrounding area is rather fascinating and can be found at www.pymatuning.com/History.htm. The lake is literally on the Ohio-Pennsylvania border which has proven to be a great blessing through the years as neither government can reach agreement regarding what the horsepower limit on the lake should be and as a result there remains a 10 hp limit and a prohibition against water skiing and "lake lice" aka jet skis.

Much to the chagrin of would be developers, this regulation allows one of the very few unspoiled bodies of water remaining in the world to be an ideal haven for fishermen and sailors alike who over the years have learned that each is the others best ally in preserving this beautiful home to a multitude of wildlife that includes a nesting pair of bald eagles on Mad Dog Island just across the harbor from Pymatuning Yacht Club.

The southern part of the lake where PYC and Fleet 36 are located is roughly 7 miles long and 1.5 miles wide. Oriented in a North-South direction our best racing happens in breezes from those directions. Westerlies generally provide ample breeze with challenging shifts and when it blows from the East we generally play volleyball, four square or just sit under a big old pine tree and lie to each other about days gone by. Actually, we spend quite a bit of time under that old tree; it's where we gather after every race in preparation for cocktail hour(s) or whatever



event happens to be occurring at the club that evening.

The clubhouse is a simple block building with a kitchen and great shower facilities, but no restaurant or bar. Nevertheless, it serves quite well as a social center for everything from the Spring Workday party to numerous welcome and Saturday night events for various regattas



during the year.

Since 1984, PYC and Fleet 36 have hosted the Spring Classic. Up until this year, it had been traditionally held on Mother's Day Weekend. We've taken a bit of heat for that over the years as well, so this year we're trying it a week later: May 19, 20 and 21. We'll also be using VHF radio communication from the race committee to competitors this year as the Lightning Class is looking into making this an acceptable option for future events. The event begins with a relatively famous Welcome Party Friday evening, racing on Saturday and Sunday and a big party Saturday night featuring, in recent years, the Trailer Trash Band! Often with as many as 50 boats competing, past winners of the event—the regatta, not the party—include George Fisher, Matt Fisher, Skip Dieball, Sean Fidler, Dick Hallagan, Jack Elfman, Bruce Goldsmith and the author who won the very first one, long before it became popular.

The TTB began in 1999 and from the beginning has been composed exclusively of Fleet 36 members. The band's name came in an epiphany to our drummer, Garry Condon, in the middle of our first gig. Given that our motto is "The More You Drink, The Better We Sound", it's no surprise that none of us have quit our day jobs which include healthcare professionals, salesmen, financial experts and one lone ne'er do well who has been known to let work interfere with regatta-hopping, on occasion. The pinnacle of the band's career to date was an international appearance at the Opening Ceremonies of the 2004 Lightning NACs at the Buffalo Canoe Club. Our only CD so far is a double live CD recorded that night—Over the Bridge: TTB Live at the BCC.

PYC and Fleet 36 host another regatta during the 4th of July weekend. This event began back in the 40s. The

winner is memorialized on what is perhaps the world's biggest and ugliest trophy for sailing or any other event. The Watson-Crutch trophy, donated originally by the Jamestown volunteer fire department has a deed of gift that states the trophy shall be retired when won three consecutive times. In nearly sixty years, many have doubled-up but no one has pulled off the hat trick. Coincidence? I think not. Past winners of this event include George Fisher, Matt Fisher, Chuck Maltbie, "Papa" John Mueller, Jack Mueller, Dave Werley, John Werley, Matt Frymier, Bill Fastiggi, Ryan Ruhlman, Don Courtsal, Pymatuning's resident light-air wizard, Claudio Biekark of Brazil and Abby Ruhlman, who is on the trophy under her maiden name, Abby Doolittle! While visiting attendance has declined for the Lightning Class at this event over the years, it's still a great event overall attracting 30+ Thistles, lots of J-22s and periodically, Fireballs, JY-15s and Highlanders.

Juniors from Fleet 36 have represented PYC well in the Junior North Americans and Sears, Smythe and Bemis events over the years. Their performance on the national stage is a tribute to the competitive nature of the Fleet and the Lightning Class. Because our members come from Pittsburgh, Cleveland, Akron, Youngstown, Buffalo and their surrounding areas and are generally weekenders, our junior program is limited to weekends with a one week camp mid-summer, coaching time is limited. Dave Werley was a member of the 1978 Sears Cup Champion team, Ryan Ruhlman made it to the Sears finals in 2001 and is a two-time Jr. NA runner-up. Maegan Ruhlman was 3rd in the 2004 Jr. NAs, 6th in the 2005 President's Cup and proud winner of the Swanson trophy awarded at the NAs to the class' up and coming female skipper! We've got a great crop of current juniors from the Werley, Maras, Dunne and Condon clans that I hope to be able to



brag about in the very near future.

There's so much to say about PYC and Fleet 36 that I literally could fill a complete Flash with stories. If you'd like to learn more, check out www.PYOnline.org. Nearly everything you need to know about our club, its fleets and our regattas can be found there. Better yet, join us for one of the regattas. Words alone cannot do justice

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Reminder
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district and fleet reports,
member rosters and
photos for the 2006
Yearbook
immediately

2006 BRAZILIAN JUNIOR CHAMPIONSHIP

WORLDS QUALIFIERS—LIGHTNING CLASS

MARCH 02,03 e 04 2006

Yacht Club Santo Amaro—YCSA
Guarapiranga, São Paulo—SP—Brasil

John S Bennett



Thursday:

Strong winds resulted in one boat capsizing, torn spinnaker, broken boom and rescue team in the water. Tommy held on to his lead by lowering the spinnaker just before the winds hit the fleet on the first down wind run. João Hackerott, 3rd in the last Jr Worlds did the same and they crossed 1;2.

Friday:

Three races with 3 different winners, and Tommy in second in all the races, showed the strength of the youngsters. When asked about this Tommy said: "We are racing to win, and we are not being conservative. The whole group is very fast and the Championship is well disputed."

Saturday:

By winning the first race, João Hackerott, Charles Bennett e Constantin Vassilas tied Tommy's team for 1st place, and the next two races would determine the winner.

That is when Tommy showed his experience by covering João on both starts, and maintaining a beautiful Match Race throughout the entire two races. He not only held João back, but won the final two races. A well deserved title and now the group will receive coaching and sponsorship from the Brazilian Federation. Finland is their next objective and the Brazilian team will be strong there.

	NOME	CLUBE	1a Regata		2a Regata		3a Regata		4a Regata		5a Regata		6a Regata		7a Regata		TOTAL	TOTAL
Coloc			Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	s/ Desc	c1/ Desc
1	Thomas Sumner - Felipe Brito - Fillipe Gonzales Gil	SPYC	1	1	2	2	2	2	2	2	2	2	1	1	1	1	11	9
2	João Hackerott Constantin Vassilas Charles Bennett	YCP/ SPYC/ YCSA	2	2	3	3	1	1	5	5	1	1	2	2	2	2	16	11
3	Pedro Trouche de Souza Samuel Gonçalves Rafael Rosenberg Santos	CNC Rio de Janeiro	3	3	4	4	4	4	1	1	3	3	3	3	5	5	23	18
4	Ana Renata Bellotti Juan Carri - Rafael Krausz	CCC/ CCSP	4	4	1	1	3	3	4	4	4	4	4	4	3	3	23	19
5	Jucyon Okretic - Jeanne Okretic - Joic Okretic	YCSA	DNF	6	5	5	5	5	3	3	5	5	OCS	6	4	4	34	28

2006 Lightning Youth World Championship

July 17-20



The city of Jyväskylä, the Jyväskylän Veneseura and the Suomen Lightningliitto will be welcoming teams, parents and supporters to the 2006 Lightning Youth World Championship July 17 through July 20. The Notice of Race and Registration are available on the ILCA website. Teams from the USA, Brazil and Greece have been selected through each country's qualification regatta. Qualification regattas for Finland will be held during the month of May and Ecuador is currently in the process of training one team with hopes of putting a second team together. Hopes are that both Chile and Canada will provide at least one team each. The current Youth World Champion, Tommy Sumner (Brazil), has again qualified and will be defending his title.

The Yacht Club of Jyväskylän Veneseura is located in the town of Säynätsalo on lake Päijänne, 20 km (12 miles) south from Jyväskylä. At N 62°, Juurikkasaari Harbour is approximately 300 miles south of the Arctic Circle. Needless to say daylight will not be a problem.

For further information, please check both the ILCA Website, www.lightningclass.org, and the Yacht Club of Jyväskylän Veneseura website, www.jvs.fi, or contact John Atkins, VP Youth World Championships, at jhatkins@frontiernet.net.



WORLDS 1*,2,3*,4,5,6,7
 MASTERS WORLDS 1,2
 NORTH AMERICANS - CHAMP 1,3,4,5,6,7,8,9,10
 NORTH AMERICANS - PRES 1,2,3,6,7,8,10
 ATLANTIC COAST CHAMPS 1,2,3,4,5,6,7,8,9,10
 BLUE NOSE REGATTA 1,4,5,6,8,9,10,11,12
 FRIGID DIGIT REGATTA 1,2,3,5,6,8,9,11
 CANADIAN OPEN CHAMPS 1,2,3,4,5
 MANAHAWKIN BAY CUP 1,2,3,4,5,6,7,8,9,10
 DIXIE DISTRICTS 1,2,3,4,5,6,7
 OHIO DISTRICTS 1,2,3,4,5
 CENTRAL ATLANTIC DISTRICTS 1,3,4,5
 FLORIDA DISTRICTS 1,2
 CALIFORNIA DISTRICTS 1,3
 SOUTHERN DISTRICTS 1,2,3
 TAWAS BAY SUMMER REGATTA 1,2,3,5
 PYMATUNING 4TH JULY REGATTA 1,2,3
 SE DISTRICTS/VODOO REGATTA 1,2,3
 DOC GILBERT POTOMAC CUP 1,2,3
 PSRA SPRING REGATTA 1,2,3
 HERNANDO DE SOTO REGATTA 1,2
 EARLY BIRD REGATTA - Westport 1,2,3
 LAKE LANSING 40TH TUNE UP 1
 SODUS BAY SPRING REGATTA 1,2,3
 SOUTHERN CIRCUIT OVERALL 1,2,3,5,6
 SOUTHERN CIRCUIT - St. Pete 1,2,3,5
 SOUTHERN CIRCUIT - Miami 1,2,3*,5
 SOUTHERN CIRCUIT - Savannah 2,3,4,5
 PYMATUNING SPRING CLASSIC 1,2,3,4,5
 LONG JOHN REGATTA 1,2

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Metropolitan	16	Paupack
Michigan	31	Devils Lake Yacht Club
Central Atlantic	34	Metedeconk River Yacht Club
Michigan	42	Western Lake Erie
Ohio	43	Buckeye Lake Yacht Club
Dixie	50	Potomac River Sailing Assoc
Midwest	69	Milwaukee Yacht Club
Metropolitan	70	Red Bank of the Shrewsbury
Columbia	73	Club Nautico Del Muna
Mississippi Valley	74	Decatur
Central New York	77	Newport Yacht Club
Michigan	110	Higgins Lake
Midwest	112	Green Bay Sailing Club
New England	121	Merrimack River
New England	145	Spofford Lake
Lake Erie	146	Toronto Bay
Brazil	147	Sao Paulo
Ohio	150	Mansfield Sailing Club
New England	151	Annisquan Yacht Club
Finland	166	Helsinki
Switzerland	169	Lac de Neuchatel
Midwest	187	Sheboygan
Dixie	192	Lower Susquehanna
California	194	Mission Bay Yacht Club
Michigan	204	Macatawa Bay Yacht Club
Michigan	216	Saginaw Bay
Florida	226	Biscayne Bay
Central Atlantic	228	Riverton Yacht Club

Dixie	253	Susquehanna Yacht Club
Southeastern	257	Clarks Hill
Mississippi	266	Carlyle Sailing Association
New England	273	Massabesic Yacht Club
Mississippi Valley	274	Delta Sailing Association
New England	301	Lake Champlain
Ohio	303	Cowan Lake Sailing Association
Dixie	325	Rehoboth Bay Sailing Assoc
Finland	328	Jyvaskyla
Dixie	329	Severn Sailing Association
New England	332	Squan Lake
Central New York	338	Galway Lake
California	372	San Francisco Bay
Brazil	401	Guanabara
Southeastern	415	Lake Norman
Ecuador	447	Club Nautico San Pablo
Finland	456	Tuusulanjarvi
Brazil	462	Guarapiranga Lake
Central New York	484	Ithaca
Mississippi Valley	486	Valley Sailing
US@Large	488	Rocky Mountain
Central Atlantic	491	Lake Nockamixon
Columbia	501	Club Nautico El Portillo
Florida	502	The Suncoast Fleet
Long Island	506	Orient Yacht Club
Dixie	509	Fishing Bay
Africa	510	Lagos Yacht Club
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13029. SS board, new mast & boom, cover, 2 suits of sails, trailer, good condition. \$2,150 Andy Patterson 541-891-8154 p511@charter.net (OR)

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

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14044 Nickels. White hull and deck, ss board, Fisher M,J, North spin, trailer, covers. Fresh water. \$5,500 Gordon Kellogg 252-249-2130 gpkails@aol.com (NC)

14309 Allen. Blue. Not sailed for 10 years, stored inside. New sails. Tacktick compass. \$5,500. David Kurtz 305-273-9456 (h), 305-460-5333 (w) goombay2@bellsouth.net (FL)

14486 Nickels. Covers, North M-5 main and 5-A+ jib, trailer. \$8,500 John Northrop 760-745-7245 john.northrop@cox.net (CA)

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14719 Allen. Faired bottom, max board, covers, North sails. \$10,500 Mark Fleckenstein 315-436-1045 (w), 315-436-1045 (h) Mfleck1@Adelphia.Net (NY)

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